

# Autosport

A Haymarket publication

29th March 1979 3



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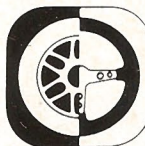
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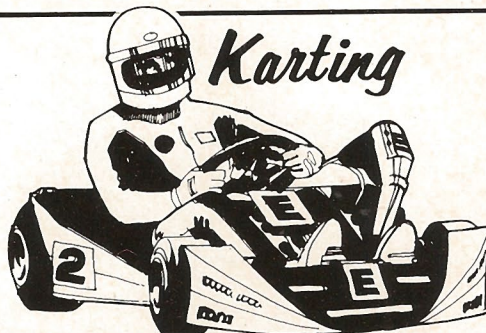
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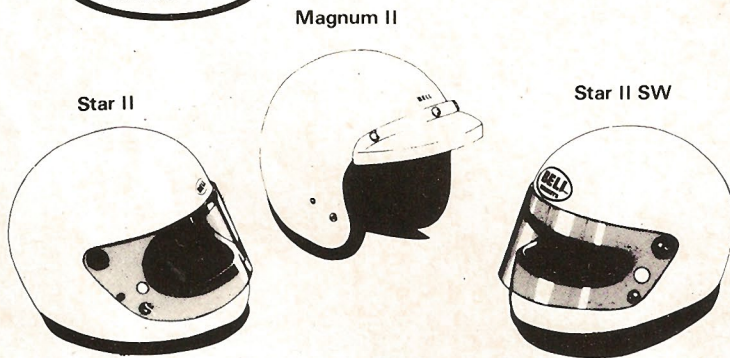


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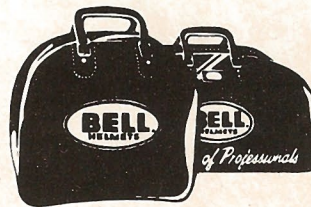
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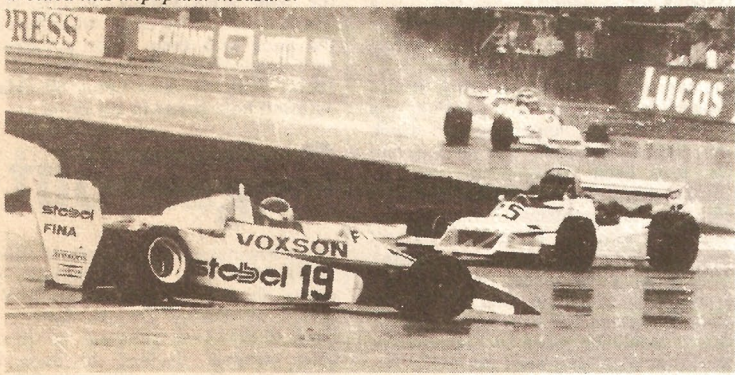
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## this week

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Siegfried Stohr's F2 Chevron, its right rear wheel at a weird angle, is about to mount the chicane island early in last Sunday's Silverstone F2 race. The car was stranded, and caused the race to be stopped — but a pace car system would have avoided this unpopular measure.



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## An ideal solution

Last Sunday afternoon, an unusual incident at Silverstone resulted in the Marlboro/Daily Express International Trophy Formula 2 race being halted after five laps. One of the Formula 2 cars, nudged into a spin under braking for the chicane at Woodcote, ended up stranded up on the chicane island, its rear suspension broken. There was a likelihood that the 'beached' car would be struck by another, and the race was stopped. Under the present regulations, this was the only sensible course of action available to the Stewards of the BRDC, who were unwilling to rely on yellow flags while the car was removed.

Under the rules of the FIA European Formula 2 Championship, unless more than 30 per cent of the race distance has been completed before a stoppage, an entirely new race must be run. The competitors' positions when the event is stopped are therefore irrelevant, and the restart is made in the original grid order.

For the spectators, a complete halt to a race followed by a delay (during which no form of entertainment can normally be planned by the organisers) is obviously as frustrating as it is for competitors, especially those who had improved on their starting positions before the stoppage, only to be demoted once more at the restart.

The Silverstone incident stated the best case imaginable for the adoption of the 'pace car' system which has been widely effective at all levels of motor racing in the USA. The American 'yellow-period' system, involving the use of a pace car to circulate in front of the race leader until the hazard is cleared as the field bunches up behind, was tried during last autumn's USAC Championship races at Brands Hatch and Silverstone. The response from the spectators to whom we spoke at the time was almost entirely in favour because, each time the pace car was employed, they had a whole new race to watch.

The use of this system can, of course, be desperately frustrating for the race leaders who have to sit behind the pace car while hard-earned advantages disappear. However, in cases where the alternative would be the complete halting of the race, this ceases to be an objection. British race circuit safety systems, evolved over many years around the best race administration and marshalling in the world, would make it unnecessary to resort to bringing out the pace car unless the circumstances are exceptional, as they were at Silverstone last Sunday.

The adoption of a pace car system cannot be made overnight in such categories as F1 and F2, where the FISA, and not individual race organisers, would have to make the authorisation. What is needed is experimentation in some high-level category which does not fall under the unwieldy auspices of the FISA. AUTOSPORT is wholly in favour of a carefully applied pace car system being adopted in Europe, free of the over-use which has spoiled some races in America. We therefore welcome the move by MCD to experiment with a pace car in early rounds of its Aurora AFX British Formula 1 Championship, at Oulton Park on April 13 and Mallory Park on May 7, and we urge the FISA to maintain close contact with this feasibility study.

## cover picture

The new Osella-BMW FA2/79, pictured in the pits during qualifying for last Sunday's opening round of the European Formula 2 Championship at Silverstone, was driven by Eddie Cheever to an exciting first victory in this category by both the Italian marque and the Pirelli tyre company. Report: page 10. Photo: Jeff Bloxham.

## next week

Ligier, Ferrari, Lotus 80? The Formula 1 teams shape up for the fourth Grand Prix of the season, at Long Beach — Our full report of the opening round of the promising Aurora AFX series at Zolder — More Formula 3 action, at Nürburgring and Snetterton — Special Supplement: Renault in competition — First test of an exciting new small car\*

## centre spread

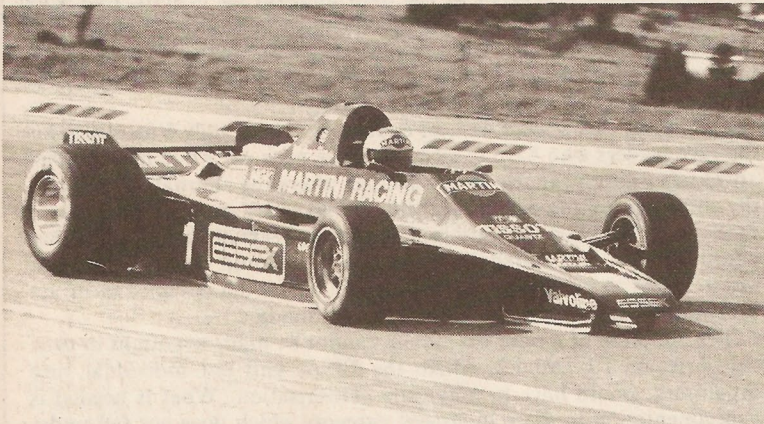
This week's colour centre spread depicts the Ford Escort of Andrew Cowan/Johnstone Syer on the recent Heron Gandy Rally, testing the new ADVAN tyres which are being developed by Yokohama in preparation for the return to rallying of a Japanese manufacturer with a new 2-litre car. Photo: Hugh Bishop.

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

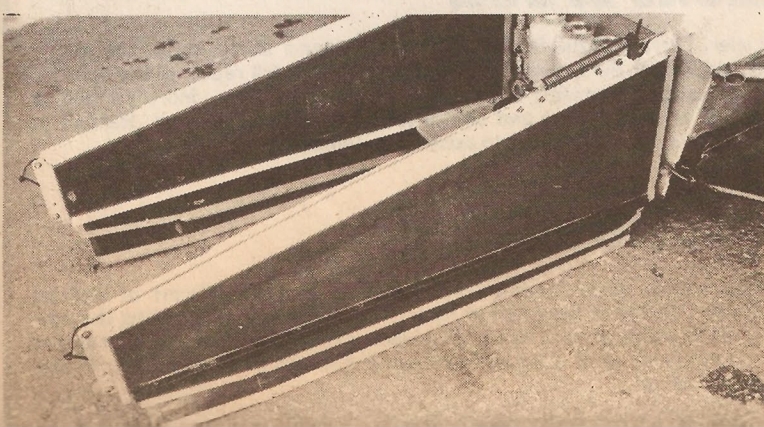
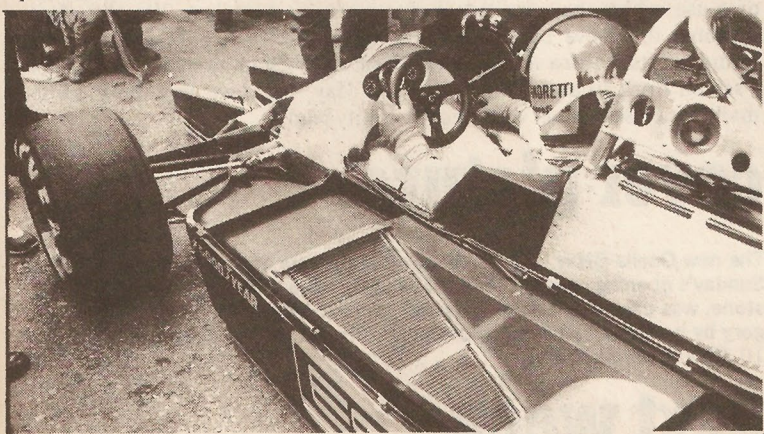


The World Champion at Jarama last week with the Lotus 80.

# Skirt problems for the Lotus in Jarama tests



The skirt systems proved troublesome during the tests, but Andretti says he likes the general feel of the car. The nose system (bottom) could be very vulnerable on the first lap...



Over the weekend at Silverstone, we heard dire rumours about the new Lotus 80, tested by Mario Andretti at Jarama last week. "It doesn't work," went the word. "By the end of last week, they were runnings wings at front and rear," said someone.

On Monday, we spoke to Nigel Bennett of Martini Racing Team Lotus. How bad were the problems? "Basically, the problem was with the skirts, which the 80 depends on totally. There was too much friction from them, and sometimes they were sticking up. The skirt systems need a redesign job, but we're talking about a week's work or less.

"Without a rear wing, of course, the car is completely reliant on its skirt systems for downforce. We did put a front wing on, but at no stage did we run a rear wing, apart from the sticking skirts, we had very few problems with the car, and it ran very reliably. It also showed itself to be very good on top speed, which is something for which we'd hoped, of course." For all that, had the tests been disappointing overall? "Not really, because we're fairly sure we can solve the problems. Remember the first tests with the 79 at Paul Ricard. The car was hopeless there. It just didn't work at all, but it turned out quite well eventually..." At the launch of the car, Colin Chapman had expressed the hope that it would be taken to Long Beach. Had that plan now been put off? "No, no, we're still aiming to take it there. We're working flat-out to get it ready in time."

Later in the day, we contacted the World Champion at his Nazareth home. "Don't believe all the stories. We couldn't get a clear message from the car because of the skirts. The work on the skirts had to be done very quickly because of the press launch, and that's what gave us the problem. They were sticking up, and consequently we weren't getting the downforce we should have had. They never worked properly for very long, but when they did the car was an entirely different animal, believe me. You occasionally get a new car that's fantastic right out of the box — the 78 was like that — but I found the tests encouraging. Basically, I love the car. It's a fantastic piece of design work, and it's beautifully built and superbly thought out. But all last week I couldn't rely on the downforce so I could never really hang it out. I guess the car may come out to Long Beach as a spare, maybe, but I can't see us racing it there. It's simply too new. I'll be able to evaluate it better when I've driven it with the new skirts."

Andretti concentrated solely on the 80 during his quick trip to Spain, whereas Carlos Reutemann stayed with the 79: "Carlos had a lot of trouble with the car. It's the chassis that I crashed at the Glen last year, and I guess it's still got a little

# Laffite on pace

Several Formula 1 team were at Jarama last week for Goodyear tyre testing, the most significant happening being the first track appearance of the new Lotus 80 (see separate story).

Lap times are a little confused, for everyone to whom we have spoken seems to have a slightly different list! Indisputably, however, the Ligier JS11s were the pace of the week. According to Goodyear's Paul Lauritzen, the quickest time was set by Jacques Laffite, who lapped in 1m 15.0s, followed by Patrick Depailler, who was half a second slower. Lauritzen was understandably reluctant to discuss who was using which tyres when, but we understood from other sources that the French cars were on qualifying tyres when these times were set. "Not quite true," said Lauritzen. "They were experimental tyres, but we hope they're a race tyre." The Ligiers, running with revised suspension geometry and carbon-fibre brake discs for the first time, were conclusively quicker than any other cars in Spain.

Carlos Reutemann put in a tremendous number of laps with his Lotus 79, finally lapping in 1m 16.1s on qualifiers and 1m 16.8s on 'control' tyres. By way of comparison, Mario Andretti's car took the pole for last year's Spanish Grand Prix at 1m 16.39s. Niki Lauda's Brabham BT48 lapped in 1m 16.8s (and 1m 17.5s on 'control' tyres) and James Hunt's time of 1m 17.4s was set when the Wolf WR8 was on 'control' tyres. Marlboro Team McLaren are still well of the pace with their M28, apparently, with John Watson's best given as 1m 18.7s. With the new Lotus 80, Mario Andretti went round in 1m 19.4s.

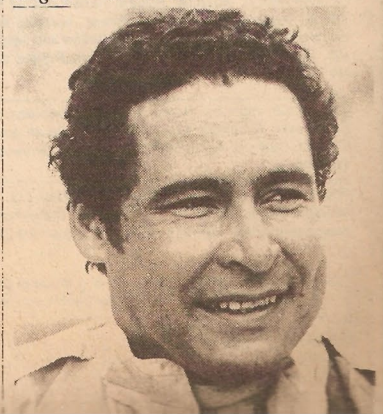
# Ongais out

In the original entry list for the Marlboro Daily Mail Race of Champions, the works Shadow DN9B was down to be driven by Danny Ongais. Later, the name of Elio de Angelis was substituted when Ongais decided to race the Interscope Porsche 935 at Sebring instead.

Jo Ramirez of Shadow now tells that the intended deal between the team and Ongais (whose occasional drivers were to have been sponsored by Ted Field's Interscope operation) will not now happen. The Hawaiian was to have driven a DN9B at Long Beach.

De Angelis, whose first outings with the team have been impressive, has now signed a contract with Shadow until the end of 1981. And Ramirez denied recent reports that Jan Lammers's future with the team was in jeopardy because of a sponsorship dispute.

Ongais — no F1 ride



# G2 news from Monza

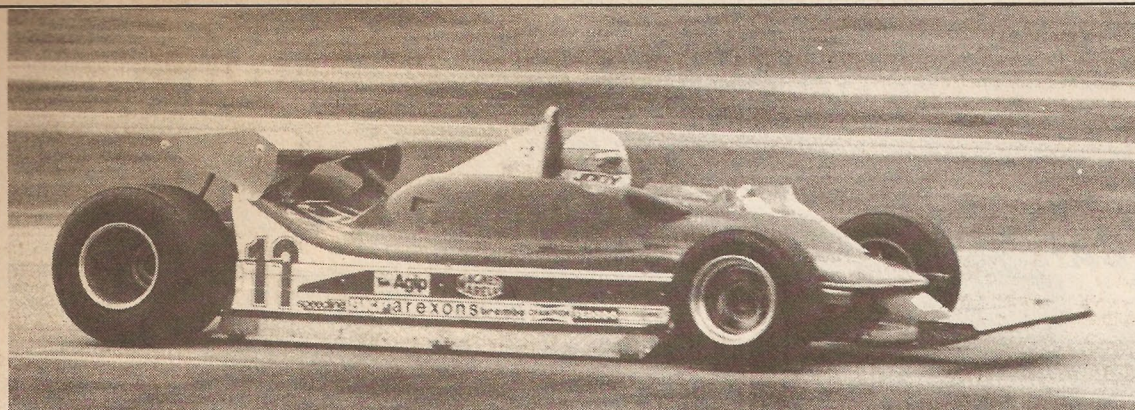
One of the disappointing aspects of the opening round of the European Touring Car Championship at Monza last Sunday was the lack of new Group 2 cars in the over 3000cc class. However, it seems that the Brands Hatch round of the series (on April 28) should be the day to see several.

The Belgian Luigi team's new Chevrolet Camaros are far from ready, although one car might appear in the third round of the ETC series at Mugello over Easter. Luigi's team of drivers are Martino Finotto/Carlo Facetti and Jean Xhenceval/Pierre Dieudonné/Rajmond van Hove. Until the Camaros are ready, the Italians will use the 1978 BMW CSL which they bought from Alpina, and the Belgians will use the CSL raced last year by van Hove/Joosen. One Camaro is definitely expected to be ready for the GSI-backed Brands Hatch round.

Meanwhile, in Yorkshire, David MacDonald's interesting new AMX Spirits are taking shape. Three cars are being built, to be powered by 5-litre engines using Bartz parts and assembled by Pete Hennigan. The chassis are being built by Mike Taylor Developments of Northallerton. One set of drivers has already been announced, Bill Dryden/Doug Niven, and it is certain that at least one car will be at Brands Hatch, the first round the British team will contest. The second of these American cars, when it appears, is expected to be crewed by a former Grand Prix driver teamed with an ex-F3/saloon car specialist.

At Monza, there was no sign of Mercedes and AMG. It seems likely that the AMG tuning company will contest a number of rounds with the new 450 SLC when it is fully prepared and tested, but the team is said to be short of money, so probably only one car will appear, with Clemens Schickentanz one of the drivers.

Also expected at Brands Hatch for the fourth round of the championship are two more Chevrolet Camaros, one a former Group 1 machine to be driven by Gerry Marshall, it seems. The other is the ex-Stuart Graham G2 car, prepared by Rob Potter and entered from Scotland.



Seen testing at Fiorano a couple of weeks ago was Jody Scheckter — with a very different rear wing on his Ferrari T4. Our Italian spy tells us that Jody set a new lap record that day — at 1m 8.78s.

## Race of Champions set for Easter Sunday

The Marlboro Daily Mail Race of Champions, originally scheduled for March 18 and postponed because of inclement weather, will now definitely go ahead on Easter Sunday, April 15.

As we rumoured last week, the event will now feature two classes, with the World Championship Grand Prix cars racing concurrently with the Aurora AFX Championship brigade. An Aurora round was originally due to be run at Brands on Easter Monday, and this has now been brought forward a day.

The Aurora section of the race will still count for the championship, which means, of course, that the tyre rules will be in force. The Aurora runners will therefore probably be some way off the 'Grand Prix' pace, and it seems almost certain that there will be two grids, with the quickest Aurora car behind the slowest Grand Prix car.

The Formula 2 class of the Aurora AFX Championship will run with the Formula Atlantic cars in a round of the Hitachi British Championship, one of the supporting races. There will also be rounds of the BMW County Championship, the Chequered Flag Sports 2000 Championship and the Dunlop 'Star of Tomorrow' FF1600 Championship. There will also be an Evening News ShellSport Sunbeam Sportsman's Race. Details of programme changes will be announced shortly. The organisers are at pains to stress that "the opportunity to

re-run the race on Easter Sunday is due only to the kind co-operation of the FOCA, Thruxton and the BARC, and Silverstone and the BRDC, who supported the date alterations." Easter Sunday, of course, was one of the proposed dates for the Gunnar Nilsson Memorial Trophy meeting at Donington. The date was turned down, and the meeting will now be run on June 3.

All existing bookings and tickets will be honoured and refunds in full will be made on return of unusable tickets, *by post*, by Tuesday, April 10. All public charges will be as for the originally scheduled meeting.

At present, few details of the entry are available, although we know that Ferrari have promised to return, and that James Hunt and Wolf will not be there. For the Aurora brigade, it will be one hard weekend, for they are running at Oulton Park on Good Friday, and then have to practise at Brands the following afternoon.

● It is now confirmed that Niki Lauda will drive a Brabham-Alfa BT48 in the Marlboro/Daily Mail Race of Champions at Brands Hatch on Easter Sunday. In the entry list for the original date, March 18, Niki was down to run an old BT46.



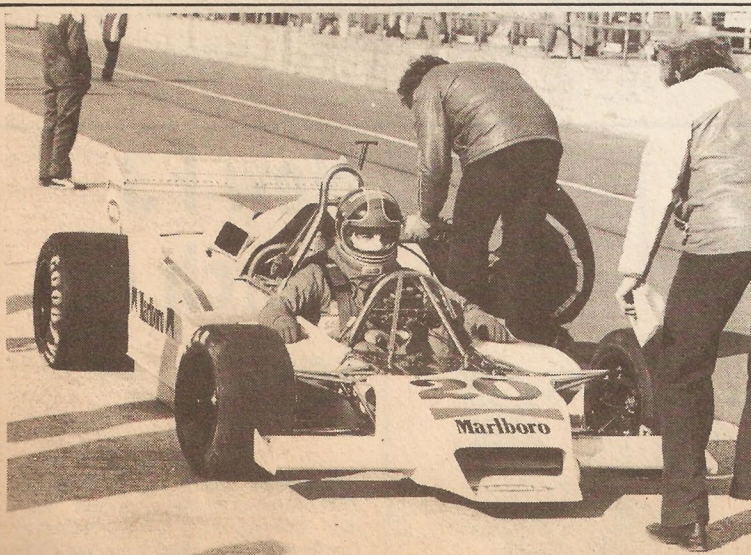
Bryce Wilson — F3 driver.

## Wilson's F3 Ehrlich

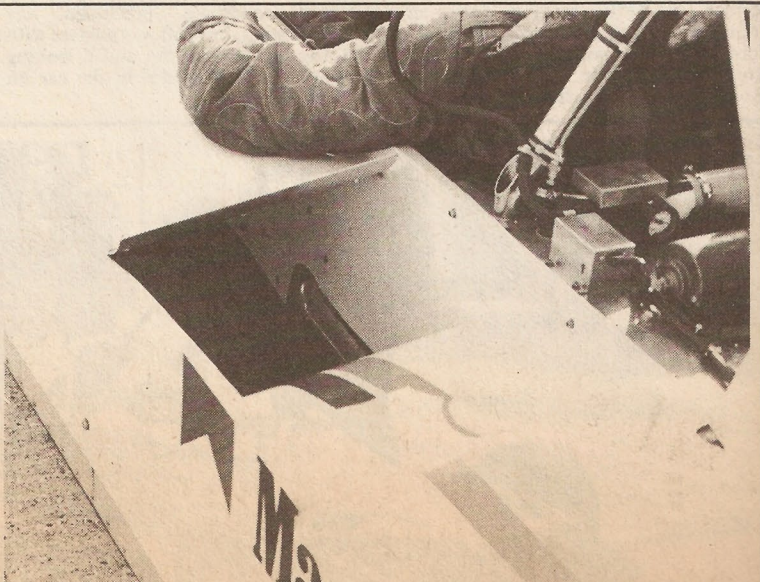
Good news from Scotland is that their promising young driver, 18-year-old Bryce Wilson, is due to have his first Formula 3 race of the season at Snetterton next weekend.

Bryce put in a tremendously impressive drive in the televised Thruxton race at the end of last year in one of Roger Heavens's Rafts, but has so far been unable to secure enough finance for a full Vandervell F3 season with a leading team.

His loyal home sponsors, however, Cuthbertsons Foods, Rosetta Fruit Juices from Glasgow, will be running Bryce as from next Sunday in Dr Ehrlich's RP4 chassis.



Making its first public appearance at Silverstone was the Pilbeam MP42, driven by Patrick Neve. With backing from Marlboro, the Belgian will take in the entire European F2 Championship, as well as the Aurora AFX race at Zolder this weekend.

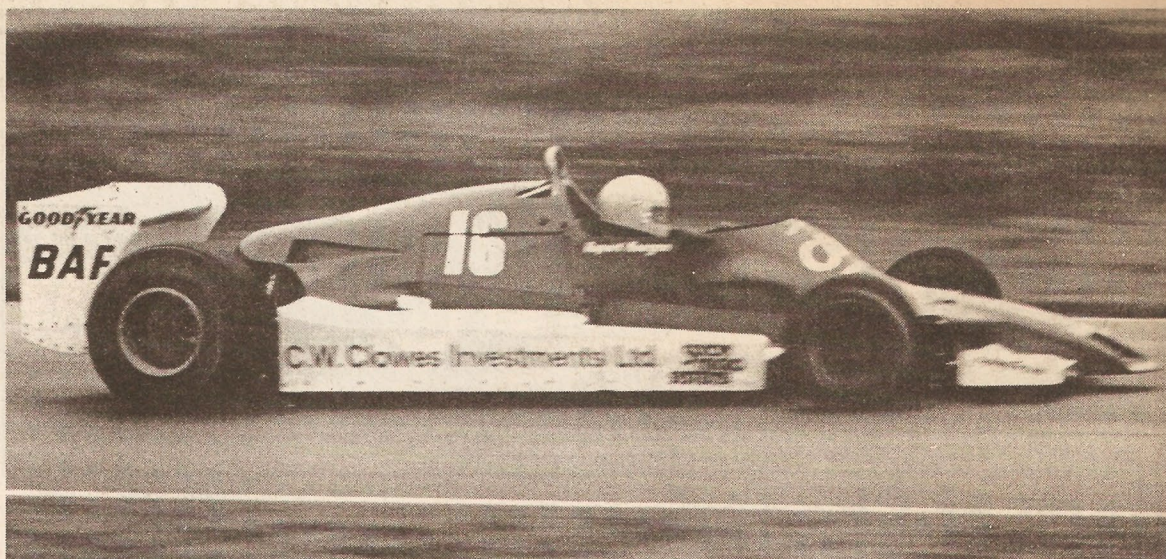


The team, run by Mike Earle, had done only one day's testing prior to the Silverstone meeting, and inevitably suffered from 'newness', the major problem being fluctuating fuel pressure and starvation. When sorted, however, this attractive ground effect car should be a front runner.

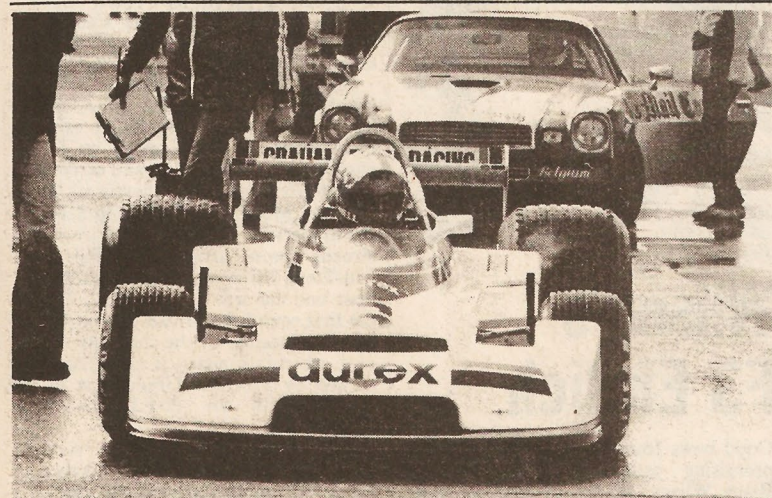
# Keegan in AFX Arrows

More good news for the already promising Aurora AFX British Formula 1 Championship is that former Grand Prix driver Rupert Keegan will definitely drive a Charles Clowes-backed Formula 1 Arrows A1B in all rounds of the series, starting at Oulton Park on Good Friday.

Having had a disappointing year with the works Surtees Grand Prix team in 1978, Rupert will be looking to re-establish his reputation as a leading European competitor, and he will also bring welcome interest to the championship. The Clowes Arrows was, of course, originally due to make its debut in the Marlboro/Daily Mail Race of Champions, and should make Keegan one of the favourites for the AFX title.



Rupert Keegan tested his Charles Clowes Racing Arrows A1B at Snetterton last Thursday. Keegan will miss the opening round of the Aurora AFX Championship at Zolder on Sunday, but will contest all the other races, beginning with the Gold Cup at Oulton Park on Good Friday.



Unfortunately, the weather was lousy for Tiff's first test with the Chevron F1 car.

# Needell tries Chevron

Weybridge driver Tiff Needell is due to make his Formula 1 debut this weekend in the opening Aurora-AFX British Formula 1 Championship race at Zolder in Belgium at the wheel of the Durex-Chevron B41.

Tiff, of course, began his motor racing career proper by winning a Formula Ford Lotus 69 in an AUTOSPORT competition in 1970, making quite an impression before moving onto Formula Ford 2000 and winning the premier Grovewood Award in 1976. For the past two seasons, Tiff has driven for the Uni-

part Racing Team in Formula 3 and, although major success always seemed to elude him, he was always a front-runner.

A few weeks ago, he was nominated as the first winner of the Durex Formula 1 Award, and he had his first run in the Graham Eden-run Chevron B41 at Silverstone last week. Cold and wet weather conditions precluded any serious testing, but Tiff was pleased with the way that the car ran and is looking forward to his first race in the car on Sunday.

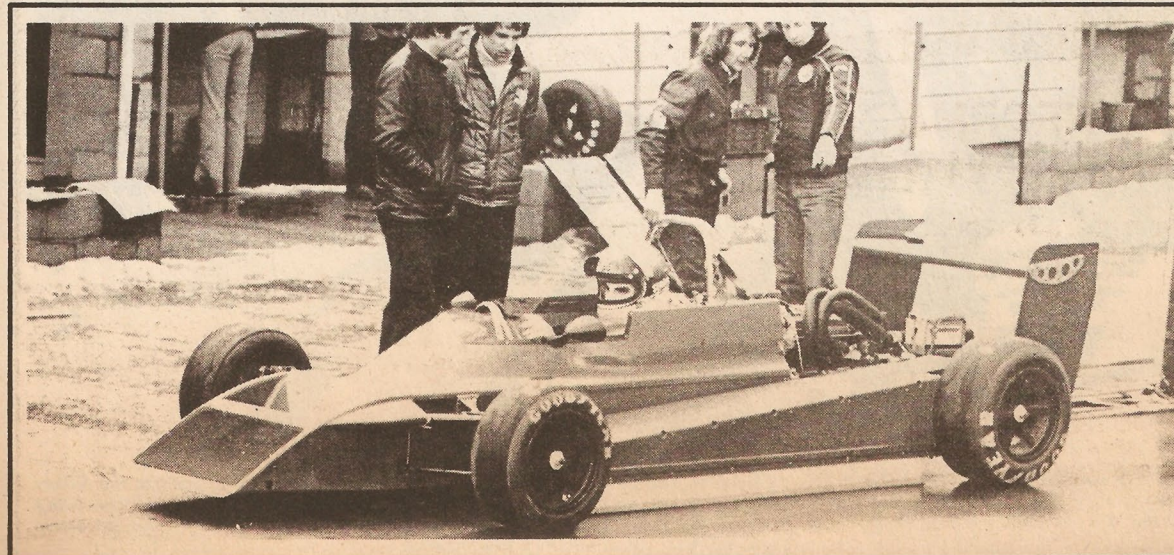
# G2 Audis beat Sciroccos

A notable aspect of last weekend's opening ETC round at Monza was the speed of the ex-works Group 2 Audis, one of which is now prepared as a semi-works car by Willi Bergmeister, the former VW Scirocco driver. The G2 80 was fitted with a Speiss fuel-injected engine, and did a qualifying time over 3secs quicker than Bergmeister could manage in his similarly powered but less streamlined Scirocco last year.

The advantage, apparently, was in the

handling, which he and Hans Nowak have sorted out well. The 80 was quite a revelation for, in the past the 1600cc class works Audis in the hands of Harald Ertl, Freddy Kottulinsky and Nowak were often beaten by Bergmeister's Scirocco. Now the positions are reversed. Furthermore, the second Audi 80, driven by SuperVee driver Manfred Trint and Fred Rostberg, was second fastest in the class, the best Scirocco at Monza being that of Jorg Siegrist.

Willi Bergmeister gave his ex-works Audi 80 its debut at Monza on Sunday.



# New F3 March on test

Chico Serra tested the new March 793C wing car at Silverstone last Tuesday. Subsequently it was taken to Goodwood, but bad weather precluded further development work. Based on Robin Herd's new F2 chassis — unkindly described by one cynic as the 'nothing for something' car — it ran both with and without sidepods.

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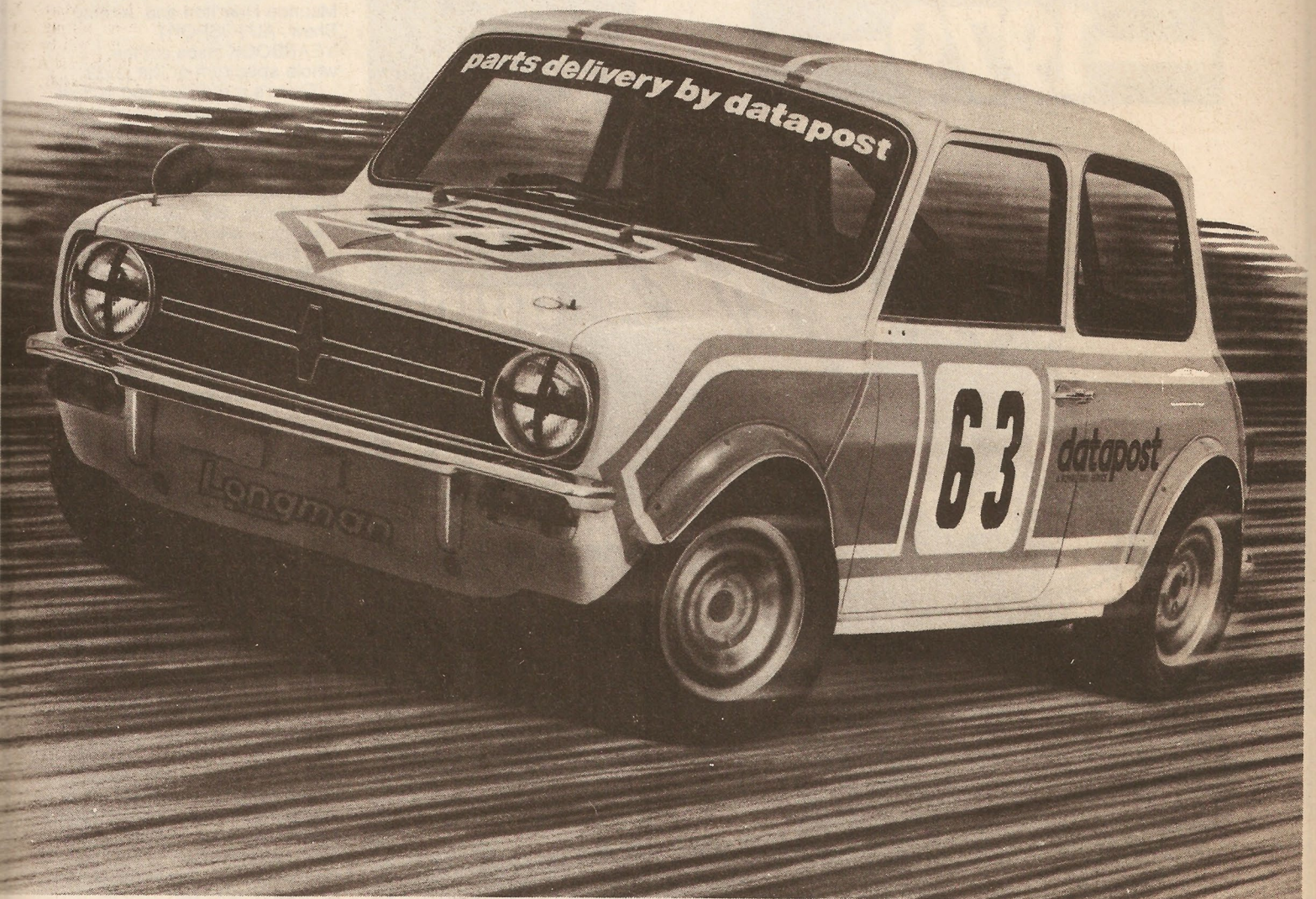
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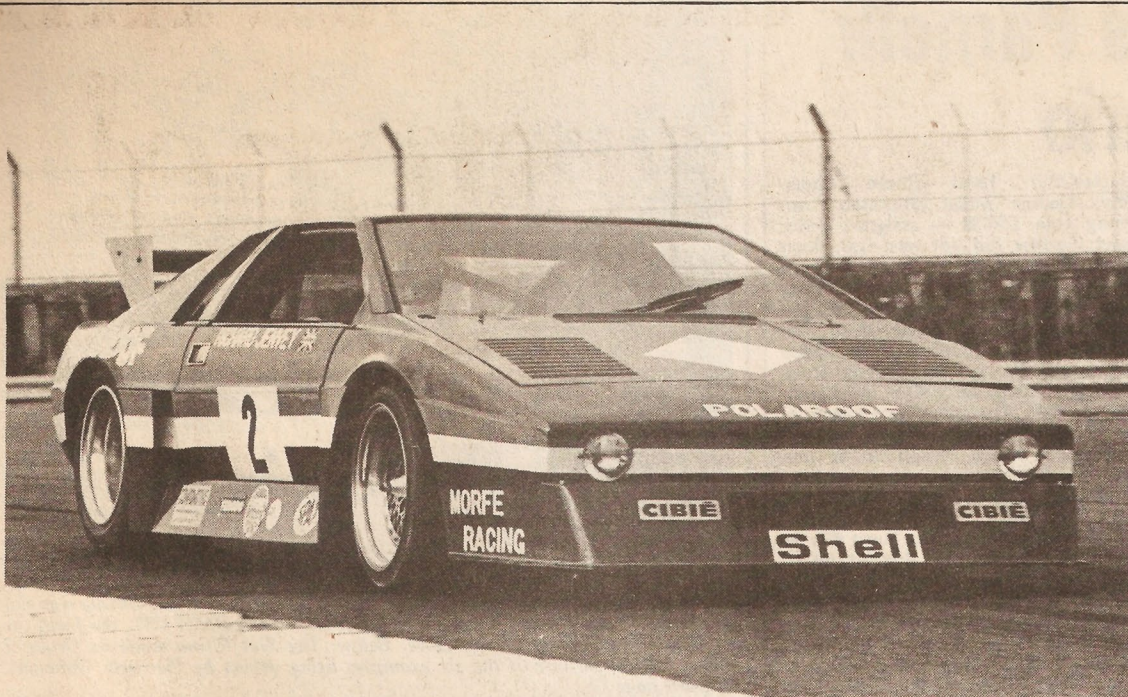
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Richard Jenvey is hoping to run his new G5 Lotus Esprit in the Le Mans 24 Hours this year, co-driving with David Mercer. The Automobile Club de l'Ouest is clearly delighted to have a Lotus back at the Sarthe, for they have issued a press release devoted to it. The Esprit has been prepared at Jenvey's Morfe Racing Organisation in Claverly, Wolverhampton, and will appear for the first time in the Rivet Supply Six Hours at Silverstone in May.

● Giacomo Agostini had his first runs last week in a Williams FW06, which has been built up over recent weeks at the Williams team's headquarters by Dave Price's mechanics. The Marlboro-backed car was out at Silverstone, Snetterton and Brands Hatch and the Italian was soon settling into the car and reporting himself happy with his first taste of Formula 1 power, despite a brief 'off' in the wet at Silverstone. Ago's race debut, of course, will be at Zolder on Sunday. (Preview, page 20).

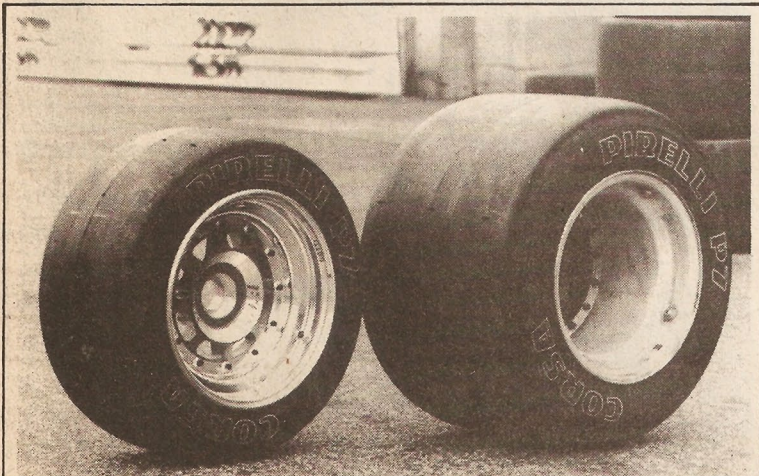
● Philip Bullman tested a pair of orange Surtees TS20s at Brands Hatch last week, covering a vast number of laps to gain valuable Formula 1 experience. This was not the first time that the talented Essex driver had tested DFV power (he tested a RAM March last year) but he soon began setting some very respectable times and will be looking for a steady drive in his first Aurora AFX race at Zolder next weekend.

● At Monza last weekend, Carlo Facetti was talking about the new turbo-charged Ferrari 308 GTB which he is building for himself and Martino Finotto to drive at Le Mans. He said that the car was very fast, possibly 10mph faster than the Porsche 935 timed before the pits at Monza, but had braking problems. However, testing continues, and the first appearance is still scheduled for Silverstone on May 6.

● Brands Hatch tell us that they have acquired a 'radar gun', which gives an instant read-out of the speed of cars at which it is pointed. The device will be used by the race commentator. What a pity it wasn't available for the USAC visit last autumn...

● President of the BARC, the Earl Howe, CBE, DL has been appointed Chairman of the adjudicating panel for the Don Safety Trophy, succeeding the Rt Hon Lord Chesham, PC, who has retired after 14 years. The Don Safety Trophy is awarded annually to the designer or manufacturer of a vehicle or component which, in the opinion of the panel, represents the most significant innovation or development in safety engineering, design or construction.

● The judges of the Crompton Lighting Driver of the Day award last weekend at Silverstone — AUTOSPORT's Editor, race commentator Ian Titchmarsh and Carl Hamer of Crompton Lighting — presented the £50 cheque to Derek Daly for his magnificent drive in the ICI-March 792. In the overall Crompton Driver of the Year standings, after two meetings, Formula 3 driver Francisco 'Chico' Serra heads the table with 31 points.



At a press conference in London last Thursday, Pirelli's head of motor sport Mario Mezzanotte confirmed Pirelli's intention to support three Formula 2 cars this year. Three new compounds are available this season for Eddie Cheever's Osella and Alberto Colombo's two-car team. The revised P7 Corsa steel and nylon-belted radial tyres (above) have a higher profile than before both slick and wet patterns. Pirelli certainly made a great impression at Silverstone: Cheever told us that an inherent problem with the new radials is finding the limit, so it is important to drive smoothly in all conditions to prevent a sudden breakaway.

## Briefly . . .

● Our sincere apologies to the BBC. We were incorrectly informed that the Easter Monday Formula 2 meeting at Thruxton was to be televised by ITV. This is not the case. The meeting is to be shown on BBC1's *Grandstand*, with commentary by Murray Walker.

● A rumour which looks like becoming fact is that Jacky Ickx and Brian Redman — one of the most successful long-distance partnerships of all time — will share a privately-run Porsche 936 in this year's Le Mans 24 Hours.

● In the States, it is said that Anheuser Busch, makers of Budweiser, will sponsor the Tyrrell team for the Long Beach Grand Prix. The company currently backs Cale Yarborough's NASCAR Oldsmobile, Johnny Rutherford's works McLaren M24B CART championship car and Al Holbert's CanAm Lola.

● Recently asked in America about the possibility of breathing fresh life into the defunct Grand Prix Drivers Association, Mario Andretti gave it the thumbs down, saying that he did not believe it would happen, nor would he be in favour of it.

## catchpole

by Barry Foley

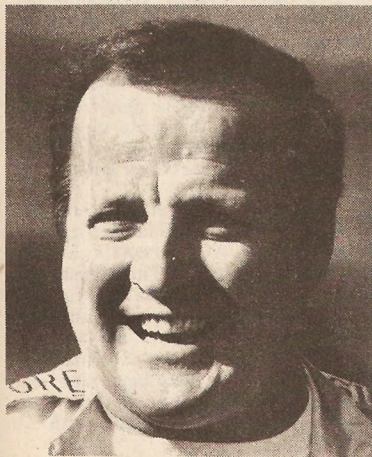


## Easy for Foyt's Parnelli at USAC Ontario

As everyone predicted, A.J. Foyt had a very good day at the Ontario Motor Speedway on Sunday. In the morning, he won the 200-mile stock car race in the Gilmore Chevrolet Camaro, and an hour later he started the Gilmore Parnelli-DFX VP16C from the pole in the USAC championship race, and won that, too, with very little opposition.

A crowd of only 10,000 turned out to see the day's racing — although this is apparently not a bad figure for an Ontario meeting. There were 21 starters for the Datsun 200, and Foyt qualified for the pole by six miles an hour! The race was, of course, the first to be run to USAC's new championship rules, where the turbo boost is reduced from 80 inches of mercury to 50. Predictably, this had a dire effect on speeds, the cars being notably slower out of the turns. Foyt's qualifying speed of 188.347mph was nonetheless quicker than many had predicted, but Tom Sneva's pole time of a year earlier — 202.394mph — puts the new rules into perspective. Moreover, the second quickest man, Roger McCluskey (in Warner Hodgdon's McLaren-DFX M24B) was way slower, at 182.937mph. Driving Sherman Armstrong's Wildcat-DGS, Gary Bettenhausen qualified third, at 182.637mph. There was then a gap to Dick Simon's Vollstedt-Offenhauser (179.91mph), followed by Johnny Parsons (in Lindsey Hopkins's 'lay-down' Lightning-Offy), Tom Bigelow (Sherman Armstrong Lola T500B), Sheldon Kinser (Watson-Offy), John Martin (Vollstedt-Offy), Billy Vukovich (Watson-Offy), Cliff Hucul (McLaren-Offy M16C), Jim McElreath

**AJ — now has 150 USAC wins.**



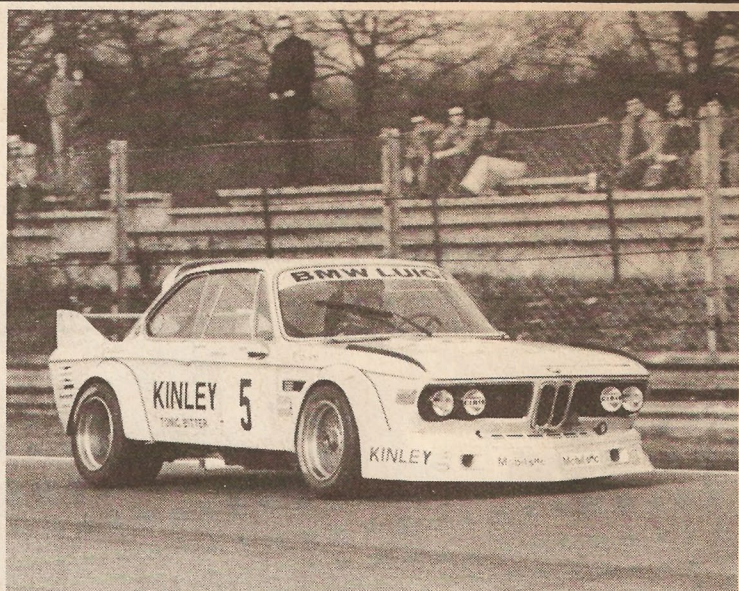
(Eagle-Offy), Todd Gibson (Eagle-Offy), George Snider (Sherman Armstrong Lola T500B — assigned driver Janet Guthrie did not turn up), Jerry Sneva (Eagle-Offy), Larry Dickson (McLaren-Offy M16C), Dana Carter (Eagle-Offy), Dick Ferguson (Eagle-Offy), Bob Harkey (Eagle-Offy), Ken Nichols (McLaren-Offy M16B), Eldon Rasmussen (Rascar-Offy), Frank Weiss (Eagle-Offy) and Jerry Karl (McLaren-Offy M16B). The qualifying speeds of the last few runners were under 160mph — in other words, 30mph slower than Foyt, which gives clear indication of the potentially lethal speed differential which currently exists in USAC championship racing. The boost was reduced on two counts: first, it would make feasible the running of stock-block engines on a competitive basis; second, it would reduce speeds, and make racing safer. There were no stock-blocks at Ontario, and the lowering of speeds may well serve only to make the racing more dangerous. On Sunday, cars were being lapped after only five laps . . .

The start itself was a confused affair, with the front row men, Foyt and McCluskey, getting away slowly, the engines not picking up so well with their boost restricted. Johnny Parsons snatched the lead, and was followed, at the end of lap one, by Bettenhausen, Simon, Vukovich, Kinser and Foyt.

Bettenhausen's Wildcat moved into first place on the second lap, the Illinois driver running at the front for the next 20 laps. But Foyt was now into his stride, and by lap 21 the great Texan was right up with Bettenhausen and looking to go by, whereupon Gary lost control of the Wildcat in Ontario's first turn, and crashed heavily into the wall, escaping unhurt but severely damaging the car. In three laps, Foyt had taken his lead out to 10 seconds.

That was the story of the race. As it entered its last 10 laps, Foyt's Parnelli was a lap and a half in front, but a yellow light — when Nichols's McLaren blew up — allowed Parsons and Vukovich to unlap themselves, so that, at the flag, AJ won by only 3.7s.

Behind Foyt came Parsons, Vukovich, Kinser, Hucul and Bigelow. AJ's nearest potential challenger, McCluskey, had engine troubles throughout the afternoon, and finally retired at half-distance. By this time, according to our American Editor, a considerable portion of the 10,000 crowd had already made for the exit gates. Clearly, USAC have a lot of thinking to do.



Above: A dreary first round of the European Touring Car Championship was run at Monza on Sunday, victory going — inevitably — to a BMW CSL, the Luigi car of Dieudonné/Xhenceval/van Hove. Below: The Fiat Ritmo made its Group 2 debut at Monza, one of the six examples being driven by Piercarlo Ghinzani. Report: page 39.



## F3 Wolf wins in Italy

The second round of the Italian Formula 3 Championship took place at Varano last Sunday and an action-packed race ended with a surprise winner in Guido Pardini (Wolf-Dallara), who now leads the series.

The first of two heats saw 21-year old Formula Italia graduate Michele Alboreto on pole position with his Pavanello-run March 793. The youngster romped away to score a clear win, while Carlo Rossi (Ralt) and Luciano Pavesi (Ralt-Alfa Romeo) fought over second place. A coming-together between these two three laps from the end left Rossi deposited in the catch-fencing and the very experienced Pavesi all on his own in second place, although nearly 10secs adrift of the March. Pardini, after a slow start in his Wolf-Dallara, climbed back up to fourth place by the finish just behind the Chevron of newcomer Scaratelli and 0.5sec ahead of Bruno Corradi's Ralt.

Heat two provided something of a surprise with little-known Riccardo Parletti leading from start to finish in his new March 793. Gianluca Bagnara (Ralt) held second place throughout, although Gianluca Messina made up ground well after a slow start in his Trivellato Chevron B47 and was just over 1sec behind at the flag. Roberto Campominosi, one of the pre-race favourites, suffered gearbox

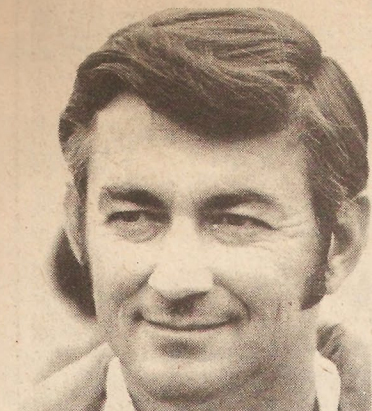
and dropped behind Messina in the latter stages but still held onto fourth place and was assured a place in the final.

The final turned out to be a race full of incident. The two March 793s of Parletti and Alboreto took off into the lead from the front row of the grid but, having pulled away from their pursuers, the two cars tangled at the hairpin and Parletti was forced out of the race. Campominosi, after a good charge up the field, therefore took over the lead but Alboreto soon recovered from his misdemeanour only to force Campominosi off the road at the same place! The erratic Alboreto still held onto his lead from Pavesi and Pardini but the March was now minus its nosecone. Six laps from the end, Pardini forced his way by on the inside of both Pavesi and Alboreto at the hairpin and emerged in the lead. He then reeled off the remaining laps with little trouble to score the first win for Dallara with Pavesi and Alboreto next on the road.

Campominosi, recovered after his spin, closed right up on Alboreto towards the end but was unable to find a way by, while Bruno Corradi and Ruggeri (Osella) completed the top six. The drama wasn't over there though, for Parletti, Campominosi and Corradi were all so incensed by Alboreto's driving tactics that they put in an official protest, so the

### VANDERVELL PRODUCTS BRITISH FORMULA 3 CHAMPIONSHIP

	Nat	Mar 04	Mar 11	Mar 25	Apr 01	Apr 08	Apr 16	May 07	etc.	Points
1. Andrea de Cesaris	I	4	10	5						19
2. Francisco Serra	BR	10	4	3						17
3. Nigel Mansell	GB	—	6	9						15
4. Brett Riley	NZ	1	2	6						9
5. Michael Roe	IRL	6	—	—						6
6. John Bright	GB	3	—	—						3
Mike Thackwell	NZ	—	3	—						3
8. Roberto Guerrero	COL	2	—	—						2
Jorge Caton	E	—	—	2						2
10. Stefan Johansson	S	—	1	—						1
Kenneth Acheson	GB	—	—	1						1



Allison — NASCAR points lead.

# Another for Bobby

The Grand National clan gathered at North Wilkesboro last Sunday for the Northwestern Bank 400, round six of this year's NASCAR Championship.

Fastest qualifier on the five-eighths mile oval was Benny Parsons, who lapped his Chevrolet Monte Carlo at 108.136mph — a not inconsiderable speed around a track of that length . . . Second quickest was Cale Yarborough's Oldsmobile, followed by Bobby Allison's Ford Thunderbird, Darrell Waltrip's Monte Carlo and the similar cars of Dale Earnhardt, Joe Millikan and Richard Petty.

Yarborough took the lead at the start, but the Junior Johnson car was plagued by ignition problems from early in the race, and the STP number 43 soon went to the front, where King Richard ran for most of the race, followed by Parsons, Bobby Allison and Earnhardt. During the last 60 miles, however, Allison's T-bird moved by Petty, and was thereafter able to control the pace of the race. At the flag, Bobby was 3.7s to the good, with Petty, Parsons, Earnhardt, Waltrip and J.D. McDuffie behind.

Buddy Baker was strangely off the pace on Sunday, and finished a distant eighth, in front of Cale, Millikan, Donnie Allison and Dave Marcis, all of whom had problems during the afternoon.

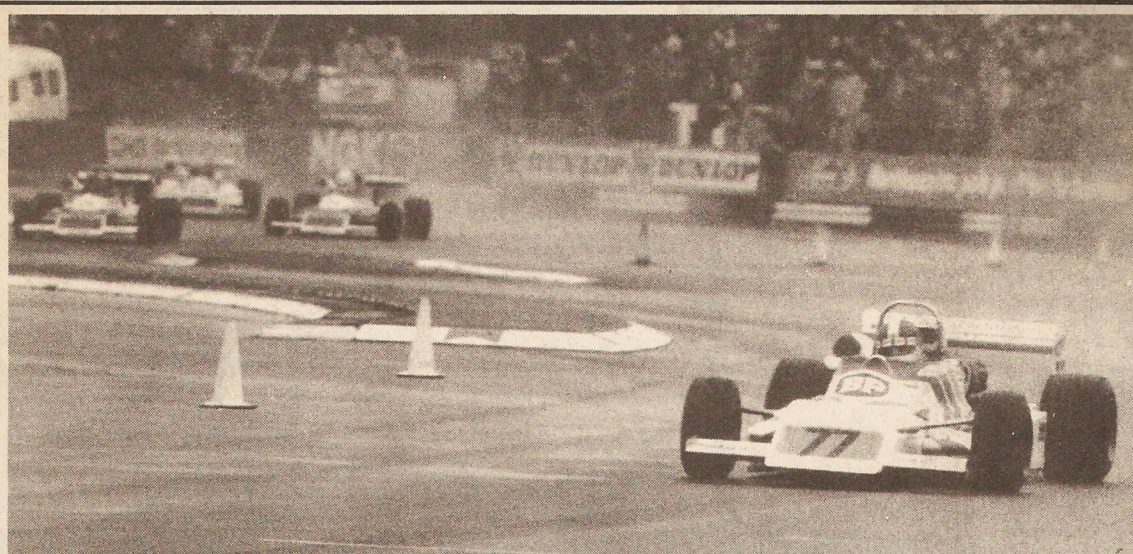
Bobby Allison's win takes him to the lead of the Grand National Championship with 971 points. Following the Alabama star are Waltrip (962), Yarborough (932), Parsons (823), Donnie Allison (817), Millikan (811), Earnhardt (790) and Petty (779).

● Fastest individual race laps during Silverstone's Formula 2 race were:

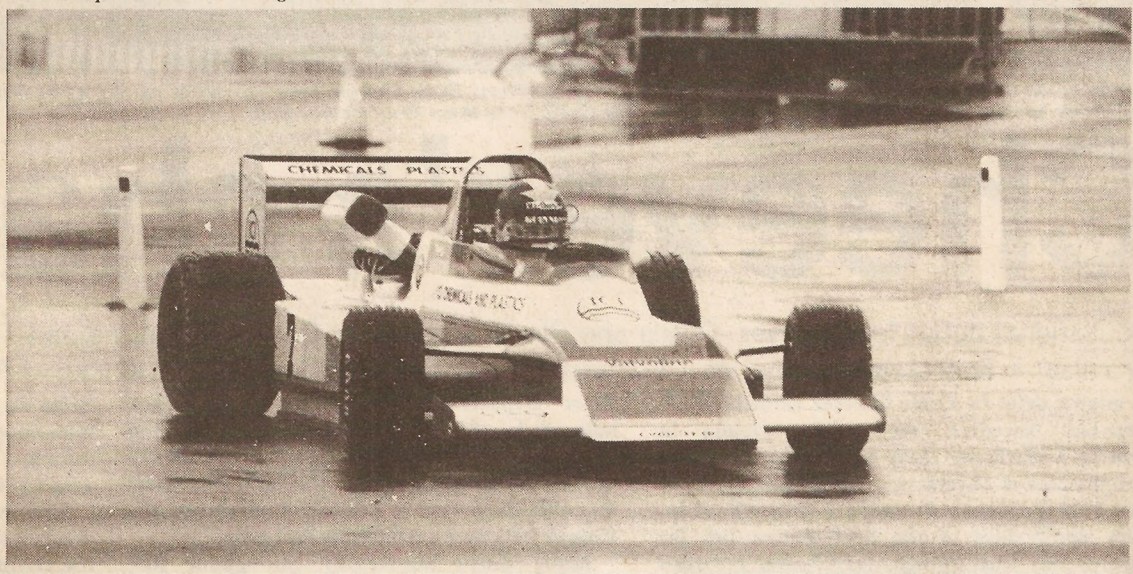
Derek Daly, 1m 30.01s; Stephen South, 1m 30.13s; Brian Henton, 1m 30.25s; Eddie Cheever, 1m 30.65s; Eje Elgh, 1m 30.95s; Derek Warwick, 1m 31.07s; Bobby Rahal, 1m 31.55s; Rad Dougall, 1m 31.93s; Clay Regazzoni, 1m 32.17s; Miguel Guerra, 1m 32.22s; Alberto Colombo, 1m 32.43s; Patrick Neye, 1m 32.50s; Huub Rothengatter, 1m 32.57s; Ricardo Zunino, 1m 33.43s; Wolfgang Locher, 1m 33.91s; Teo Fabi, 1m 34.42s; Divina Galica, 1m 35.31s; Juan Traverso, 1m 35.71s; Carlo Giorgio, 1m 36.07s; Kim Mather, 1m 36.66s; Jose Dolhem, 1m 37.48s; Ariel Bakst, 1m 38.62s; Warren Booth, 1m 39.68; Adrian Russell, 1m 49.24s.

● Fastest individual race laps during Silverstone's Formula 3 race were:

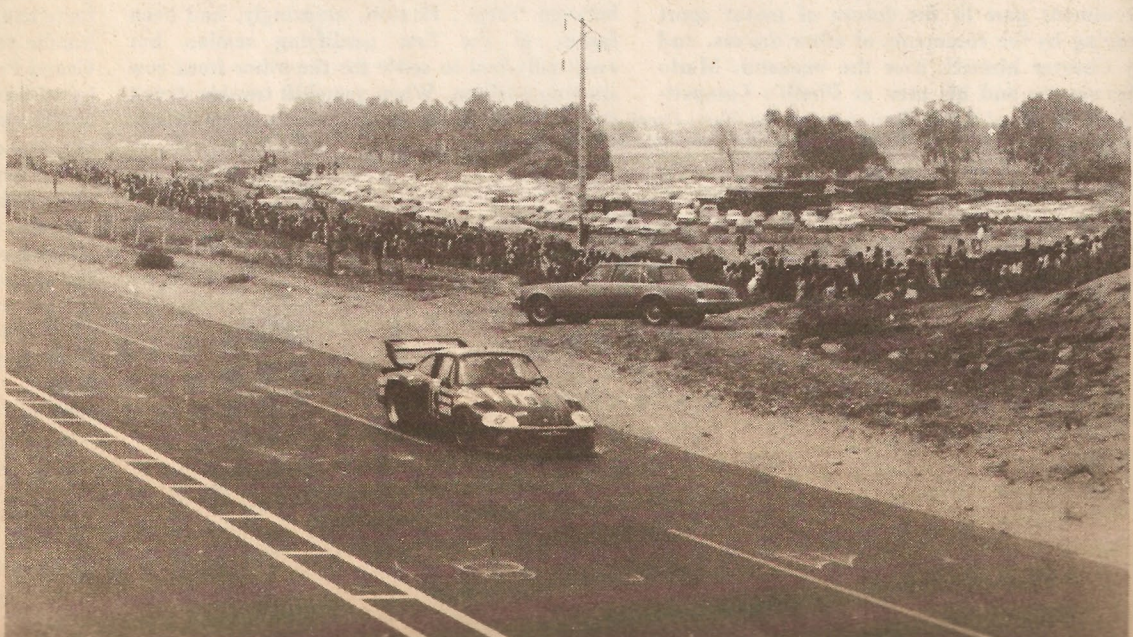
Andrea de Cesaris, 1m 34.83s; Brett Riley, 1m 34.99; Nigel Mansell, 1m 35.50s; Chico Serra, 1m 35.65s; Bernard Devaney, 1m 36.03s; Mike Thackwell, 1m 36.63s; Kenneth Acheson, 1m 37.09s; Michael Roe, 1m 37.39s; Stefan Johansson, 1m 37.51s; John Bright, 1m 38.19s; Jorge Caton, 1m 38.67s; Placido Iglesias, 1m 38.79s; Trevor Templeton, 1m 39.72s; Eddie Jordan, 1m 39.90s; Rob Wilson, 1m 40.26s; Ken Eady, 1m 43.92s; Wyatt Stanley, 1m 44.98s; Phil

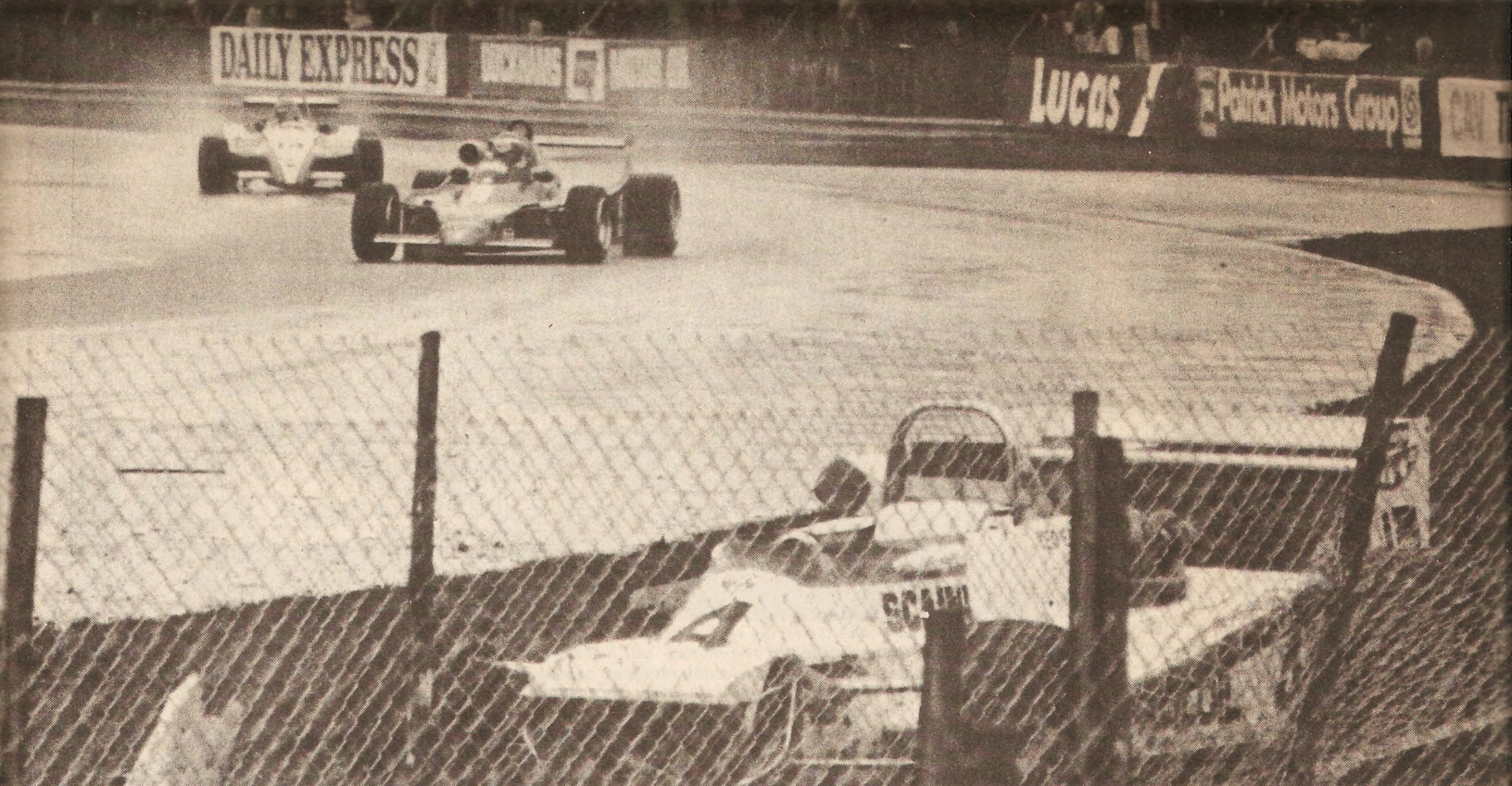


Above: Despite running with a steering rack damaged in a shunt before the 'first race' at Silverstone was stopped, Derek Warwick was highly impressive in the 'second race' last Sunday until going off at Club after 11 laps. The BP March 792 was unharmed in the incident. Below: Gear selection problems caused a spin by Derek Daly, when the Irishman's ICI March was on the point of taking the lead. In a magnificent drive, Daly caught up again, passed Cheever for the lead, but lost it again on the last lap — once more with gear selection trouble.



Carlo Facetti's Group 5 Porsche 935 flashes past the pits (that's the pit-road behind the double-white line, and the Clerk-of-the-Course's car in the background!) during the 6 Hours of Dakar race, which took place in Africa on March 11. This annual event, won a couple of years ago by Jean-Pierre Jarier in a Porsche Carrera RSR, attracted a few European runners, but Facetti lasted only about 40 minutes before succumbing to engine problems. The fast track utilises a main dual carriageway road with a roundabout at one end and an intersection/flyover at the other! Following the retirement of Facetti, the race was left open to a bevy of Carreras, and that of Jean Lablanche/Janh Utz covered a winning distance of 516.422 miles at an average speed of 85.936mph. Raymond Touroul/Max Antichan took second place in their similar Porsche, while Frederic Alliot with the Hennequin brothers, Roger and Roland, finished third.





Keeping it on the island; While others fell foul of the atrocious conditions, Eddie Cheever never looked like putting a foot wrong in the shortened 40-lap race. Despite this his victory was a close and fortunate one. Here the winning Osella leads Brian Henton's new Ralt.

# Cheever's charge

Sensational debut for Cheever, Osella and Pirelli alliance — Daly fights to the end — Henton's Ralt shows great promise — Spectacular Chevrons — Warwick magnificent — Report: MARCUS PYE — Photography: JEFF BLOXHAM.

A mighty drive by Eddie Cheever earned the 21-year-old American an exciting victory in Sunday's Marlboro/Daily Express International Trophy race at Silverstone, the opening round of the 1979 European Formula 2 Championship. The significance of the achievement lies far deeper than this, though, for Cheever provided the Italian Osella marque with its first-ever F2 victory, and this was the first win for Pirelli radial tyres in the formula. The Beta Utensili-sponsored team was the talk of the paddock all weekend, for Eddie was fastest in unofficial testing on Friday, and seized pole position for the race in the final few minutes of practice on Saturday afternoon.

Radial tyres must now play an even more prominent part in the future of motor sport judging by the comments of other drivers, and by Cheever himself, over the weekend. Mario Mezzanotte and his men at Pirelli's Competi-

tions' Department had obviously done their homework well, for the traction and roadholding of the Osella (admittedly designed specifically around the tyre) was remarkable both in qualifying with slicks and in the race itself, when the chunky wets were used for the first time.

Eddie drove impeccably throughout (the design of the tyre demands smooth driving), dominating the race until it was stopped to remove a car stranded on the chicane, and then leading all but nine laps on the restart over a shorter, 40-lap duration.

Stiff challenges came from Brian Henton, debuting the Toleman Group's exclusive Ralt RT2 chassis, and Derek Daly, who was fortunate to be able to repair damage to his ICI March between 'races'. Henton, amazingly, had been fastest in the first qualifying session but eventually had to settle for the other front row starting position. When gearshift trouble struck

Brian during the race, which he managed to lead for a couple of laps, Daly assumed the mantle of principal threat, coming back after a spin to pass Cheever in the final quarter.

Unfortunately for the Irishman, he was another to fall foul of gear linkage trouble, and the Osella driver retook the lead halfway round the final lap and won by the smallest of margins.

Of major interest was the failure of the works-run Marches, only the semi-works ICI cars of Daly and Stephen South and Derek Warwick's BP car showing well. Having completed most of the pre-season testing of the new 792 chassis, Marc Surer had a number of problems with engines and, more fundamentally, the aerodynamics of his Polifac car. Too much downforce caused all the new Marches to bottom and handle very uncomfortably round the 2.93-mile Grand Prix circuit. The fronts of the cars had to be stiffened up tremendously in the dry (up to 650lbs rates in some cases) but; come race morning, the dark skies told their own story, and it was softer springs and slackened anti-roll bars all round for the race which was staged in pouring rain. Surer and Beppe Gabbiani managed to eliminate themselves on the warm-up lap, but by the end of the afternoon most of the new March drivers were optimistic that the car will work given further development.

By way of contrast, the Chevron pits were happy — Babby Rahal and Huub Rothengatter were ecstatic about their B48s, especially in the wet. The cars handled very predictably in all conditions, and ran reliably. Rahal was the quickest of the Chevron drivers and finished a spectacular fourth behind Henton. The last championship points went to the rapid South and to Alberto Colombo.



Despite the long, gloomy 'winter' which has prevented many teams from developing or even testing their new cars, only five of the programmed runners failed to appear for the opening round of the European Formula 2 Championship. Alex Ribeiro's sponsor had apparently fallen through, causing the diminutive Brazilian to withdraw his March-Hart 792. Midlands preparation expert Bob Salisbury's BMW-powered 792 was incomplete, but his season will start in earnest at Hockenheim where the young Jägermeister-backed Austrian Markus Höttinger joins the team for the year. Norman Dickson's latest March is still in pieces, while Jochen Dauer did not venture over from Germany to run the EBG Freizeit Team's Chevron-Hart B48. The final non-arrival, unfortunately, was the as yet unseen Mampe-Maurer MM1 of Armin Hahne.

Causing a major stir both in the paddock and on the circuit were the efforts of Osella Squadra Corse with their pair of Beta Utensili sponsored FA2/79 chassis for Eddie Cheever to drive. The American had completed 'only' a couple of thousand miles of testing with the striking chassis (as it happened Eddie was in a better position than most in this respect), working in close conjunction with the technicians from Pirelli's competitions' department to evaluate and develop the latest radial tyres. The new F2 covers have a higher aspect ratio than those used by Piero Necchi last season, and three new compounds had been selected for this season.

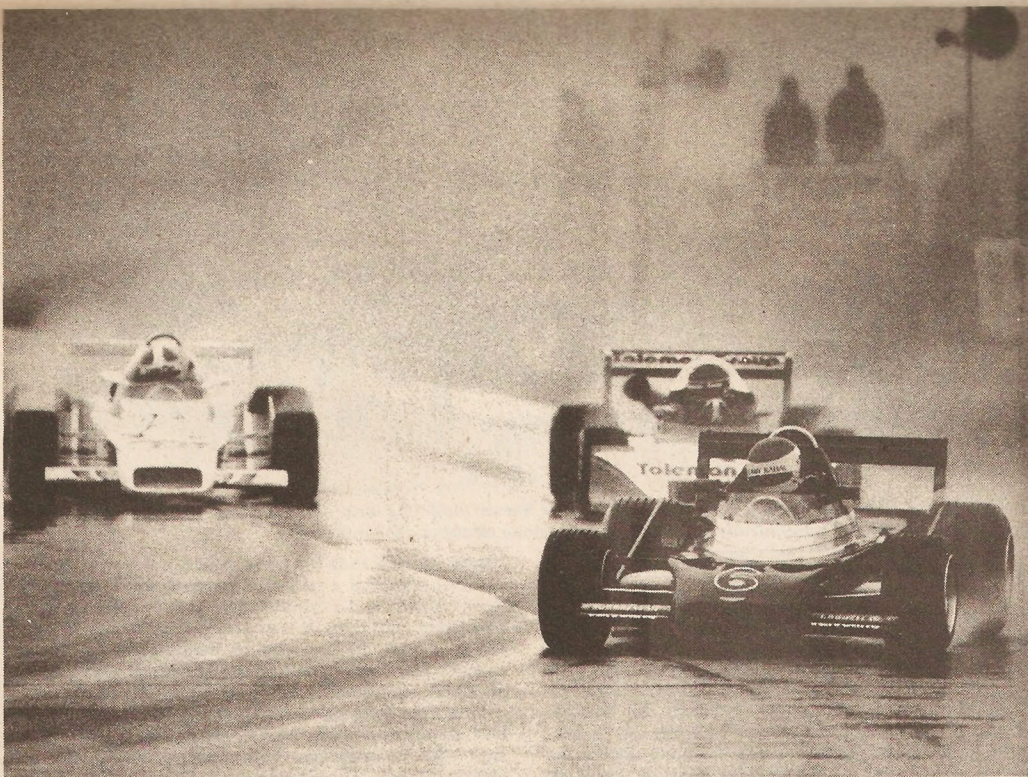
The P7-shod Osella was fastest of all on Friday's unofficial test day although Cheever explained that, come race day, he would be happy with a place on the first three rows of the grid. The first qualifying session showed up a braking problem, subsequently improved by fitting slightly smaller pads, while the second was shortened drastically when a fuel pipe broke. Locking brakes or no, Eddie had been second quickest in the morning but, as the battle for pole position heated up at the climax of the afternoon period, he was demoted to third place behind Brian Henton's Ralt and the ICI March of Stephen South. With the fuel system rectified and, contrary to common belief, on Pirelli race rubber, Cheever rocketed round for the final 20 mins and set the pole time in the dying seconds. The Osella was extremely quick in a straight line and cornered on the proverbial rails, so the team was quietly optimistic for the race.

For most of the day, Britain's Brian Henton had been fastest in the Toleman Group's new Ralt RT2, the Derby driver being robbed of his final crack at the pole by a damaged rear pick-up point. With merely a day of testing (at Goodwood in the wet) behind it, the Ralt was very encouraging indeed, the practice sessions serving to put more miles on the design and to 'systems-check' all the components. Racing in Britain seems to be worth a second a lap to Henton, suggested some wag, but SuperHen was soon in his stride, ending the early session fastest overall. The little car looked particularly fast through the corners and stable under braking too, although it is interesting to note that Brian had circulated quicker while testing his March 792 last year. Team manager Alex Hawkridge was naturally delighted with the Ralt's progress, bearing in mind its total lack of development, and he was no less enthusiastic about the performance of his "joint number one" Rad Dougall in the team's sole remaining March 782. Now fitted with 79B side pods, the March was very rapid on the long straights, the South African pilot being third quickest in the first period. He was one of only four not to improve second time round, though, when a CV joint broke. The Toleman team spent the winter tooling up for their Ralt chassis (they will have four), and consequently they had sold most of their March spares; Dougall was left twiddling his thumbs for the final hour. His only other problem was a broken timing pick-up on the engine, but all would be fixed overnight after a commendable effort.

Splitting the blue and white Toleman cars on the grid was Stephen South, drafted into the Ron Dennis-run ICI March team alongside Derek Daly at the last minute. Originally it had seemed likely that Stephen would have his own Hart engine installed in an MRC-entered Chevron, but this scheme was dropped when the ICI offer came up. South did not drive the car seriously until Friday and was encountering "enormous problems" initially.

A common complaint among many of the March runners was that the car was crashing into the ground most of the time, a problem which had been accentuated earlier in the week. The 792 chassis is promoting a tremendous amount of downforce with its slanted side-pods, aerodynamic engine cowlings and skirt systems and, coupled with a large batch of faulty Koni dampers which had found their way into many hands, the cars bottomed virtually everywhere.

At one point on Friday, South had a frightening moment when, having had its front ride height raised dramatically, the 792 broke traction entering the chicane and he spun wildly, damaging a corner. By stiffening the front springs progressively (the team opted for 650lbs rates at the front), the potential of the chassis began to show, and only a pick-up problem and a faulty oil temperature gauge hindered the



Two of the day's finest performances came from Chevron drivers Bobby Rahal and Huub Rothengatter. Both were brilliant in the wet, their efforts at the chicane being awe-inspiring. Dougall's March is between them.

Harrow driver thereafter. It was pleasing to see Stephen at the head of the 792 ranks after practice, third fastest being ample justification for his inclusion in the team.

Team-mate Derek Daly was less happy. The Ensign F1 man had an engine go off early on, necessitating a change between sessions, and then his car's skirting played up and he spent a lot of time trying to run without them. Finally it was decided to put South's pods on Daly's car in desperation, after two sets of the Irishman's own had proved unsatisfactory. An immediate improvement of well over a second was registered, so the ICI team set about modifying another set to the same specification. Derek, too, decided to run the '650' springs and was then rather more cheerful about his prospects. As ever, the turn-out of the equipe was quite magnificent, the pair of three-tone green cars featuring many of their sponsor's specialised products in their construction once more.

Fifth quickest overall, Marc Surer was finding his Polifac Junior Team March 792 far easier to drive without sliding skirts. Testing at Ricard had, however, inspired the works team to try full-length skirts at one point (even on the wing endplates) and these were utilised, together with a smaller wing, in the afternoon session. Marc was a little perturbed by a lack of speed on the straights but this situation was improved by the revised aerofoil/tail section. The Swiss's best time of 1m 21.11s was a source of great disappointment, as Marc had done low 21s back in December in far colder conditions. His crew changed a down-on-power engine after the first session, found the replacement little better, so changed again for the race itself.

The second Junior Team entry, that of Giuseppe 'Beppe' Gabbiani, was way down on the eighth row, while Ricardo Zunino sat one row further back. Both men had completed few testing miles and were experimenting with skirts and suspension settings to make their mounts more driveable. Poor Zunino had been out the previous Tuesday trying his car when he came

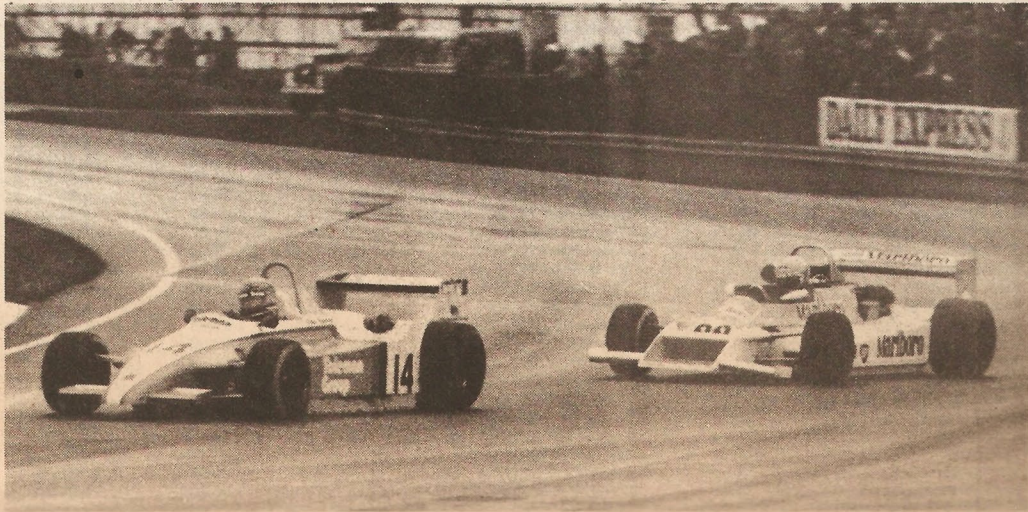
across a saloon at Becketts, got off-line and, with a lack of brakes, hurtled off into the catchfencing, bending the tub and ripping the sump off the BMW unit. He complained of handling difficulties throughout, but reckoned that stiffer springing would make the car far better for the race, the Levi's-backed Argentine driver echoing the thoughts of his Italian team-mate.

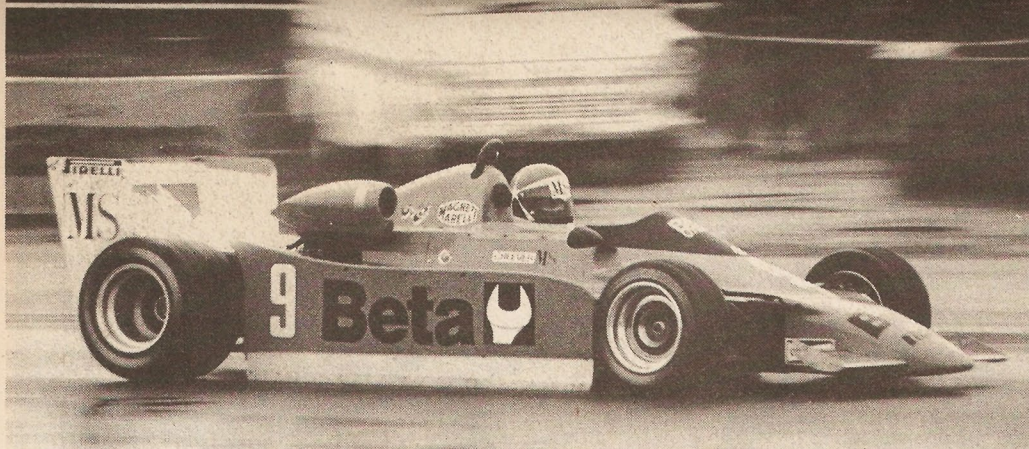
Also run by the works team, but under the March Racing banner, Teo Fabi and Juan Traverso were in trouble during practice. Fresh from his Formula Pacific success in the New Zealand series, Fabi was expected to go well in the Roloil/Scaini machine. The same bottoming characteristics were initially a problem with the car, the little Italian testing with and without the skirts in an effort to learn as much as possible about the 792 chassis. When the car was stiffened up finally, it was decided to run them in the race. Traverso, an Argentine saloon car champion, took things sensibly after a minor excursion in pre-race testing, improving by over a second in the second session as his experience of both car and circuit improved.

Derek Warwick had a depressing start to the season earlier in the week when he lost an engine due to a hose coming off. The Hart unit replaced, Warwick took the BP 792 out again on Friday and was relatively happy with a 1:23.0 in his first serious test session. Official practice brought more dramas when the starter ring gear came off the flywheel (as did Henton's), losing the Hampshireman much of the morning session. Derek's times tumbled later on when he was able to string his laps together the Theodore Racing March looking much more stable than the majority of 792s. Considering Derek had not driven the car in anger until the qualifying day, his time, good enough for the inside of the fourth row, was impressive indeed.

Fastest of the three Chevron B48s entered was the tastefully liveried works example of Bobby Rahal, the bespectacled American making his F2 debut at Silverstone. Bobby was troubled only by a niggling under-

Henton, recovering from his spin, was shadowed by the spectacular Eje Elgh before the Swede's engine blew.





The sleek lines of Ing. Osella's FA2/79 chassis. Eddie Cheever made the most of a 2000 mile testing programme, the Pirelli-shod chassis being ideally suited to the Silverstone circuit in all conditions.

**F2** — EUROPEAN CHAMPIONSHIP — **1**  
**SILVERSTONE**

continued

steer problem having only managed a single day's testing in damp conditions. Rahal concentrated on developing B48/1 and enthused about the chassis, leaving chassis B48/5 as an unused spare. Argentine apple juice will be providing some backing during the season, and Rahal was more than happy to see rain clouds on race morning. He was well pleased with his eighth grid position after a strong showing.

Angel Guerra was next up in the quicker of Giancarlo Minardi's 792s. The Argentine F2 champion's car, backed by La Nueva Era and Eaton, ran smoothly, while Clay Regazzoni's sister car in the Everest team had mainly fuel problems with dirt in the tank and lines. The Swiss was happy with his car handling-wise for, like Guerra's, fine tuning and revised suspension geometry had alleviated most of the bottoming. Clay recorded 12th best time.

Tenth quickest (and last man inside Patrick Neve's lap record) in the vividly painted Marlboro March was the amiable young Swede Eje Elgh, who was "slowly getting there". Tim Schenken and Howden Ganley were there to oversee operations as Eje settled in well with his new car and team. The ever-present bottoming afflicted Elgh, too. "We are finding limits at the moment but the car sticks wonderfully to the ground. I find it hard to correct, though, as the down-force make the steering heavy." A misfire delayed the car for a while in the morning, but a useful improvement in the afternoon was indicative of the threat which the Swede will pose this season, his second in F2. Sharing the sixth row with Regazzoni was Alberto Colombo, the stocky grey-haired Italian who has been an ardent F2 supporter since 1975. His Samremo Racing team brought along a pair of March 792s, and Alberto's 782 from last season as a back-up machine should the worst happen. Like the Osella *equipe*, Colombo and team-mate Ariel Bakst are contracted to run on Pirelli radials although, naturally, only testing will determine the necessary suspension modifications to make the cars fully competitive. As it was, Alberto found the 792 "impossible to drive — eet very very bad, not quick in straight". Ing Valentini (of Ferrari Momo fame) had been working on new geometry for the Pirelli Marches, apparently, but for now the 782 was pressed into service. Suspension pick-up points were revised for the P7 radials and Colombo was more hopeful when the sleek, year-old car proved

20kmh quicker than the latest model.

Bakst also had a tale of woe about his Pirelli-shod 792, backed by La Montevideana dairy products: "I have many problems, it is not right for Pirelli tyres now but it is new, perhaps better next time out." Ariel suffered from serious bottoming and terrible cornering problems, and qualified on the penultimate row.

Huub Rothengatter and Siegfried Stohr both qualified in midfield with their Chevron 'wing-cars', 13th and 16th respectively, both being unlucky not to feature higher. The Dutchman's Alan Docking/Matt Spitzley-run B48 looked superb in the livery of Binair computers and ceramics, running under the Racing Team Holland banner. Rothengatter, making his F2 debut, had been sixth quickest on Friday but valuable track time in official qualifying was lost when the earth switch caused a persistent misfire on his Hart unit. After a couple of moments in pre-meeting testing (Huub managed a 1:22.5 lap three weeks ago), the Chevron was converted to wide-track specification for the meeting. In the afternoon session the misfire recurred, and once this had been cleared up a tyre went and a new set of plugs proved faulty, leaving Rothengatter only 10 mins to set a time. However, all came good in the final five laps.

Stohr, the Italian F3 champion, was running Pino Trivellato's red-and-white Voxson/Stebel-backed machine and had got in a brief practice on Wednesday. It soon became obvious that the car was too soft at the rear on the qualifying day, but when this was solved the engine went off. "Ees very tired, we change", grinned Siegfried, "but we need all the time to learn." Following Chevron's works modifications, Stohr was not discouraged by his lack of lappery. After 180 miles testing at Misano and a brief sortie at Silverstone, how could one expect a car to be fully sorted? "We are distant from the perfection", announced Stohr.

Mike Pilbeam's latest MP42 chassis was debuted at Silverstone in the hands of Patrick Neve but, with only two short sessions of testing behind it, the chassis suffered from lots of little problems. Run by Mike Earle and Greg Field through their Onyx Race Preparation facility in Bognor Regis, the Pilbeam is a superb-looking, neat little car, its white, blue and green livery highlighting its clean appearance. Sadly, Patrick could only do three or four laps at a time for much of the day, for electrical niggles and fluctuating fuel pressure precluded serious testing. Backed by Marlboro, Assubel and Browning — the machine gun people — Neve therefore was trying to find a compromise set-up for the weekend.

With Alain Couderc sidelined with a broken finger,

José Dolhem brought his GPA helmets' money to Henri Julien's little AGS team, based at Gonfaron in the South of France, to enable him to race the latest JH 16 chassis. A development of last season's JH15 (raced by Dolhem and Richard Dallest), although basically similar in construction, the car now features a Martini-type nose to house its front radiator. For what is now an outdated design, José was happy with the car but eagerly awaits the new AGS 'wing-car' which should be testing in the summer. Now running in the red colours of Ecurie Motul Nogaro, the pretty AGS qualified 19th ahead of Wolfgang Locher's Henton-run March.

The lanky German is moving into F2 full time this year having campaigned BMW-engined cars in F3 for the past three seasons. In fact, Locher did take in three F2 races last year (in Chevron-BMW, Ralt-BMW and March-Hart chassis) on a rent-a-drive basis, but his 1979 sponsor, a German furniture company, is to be announced at Hockenheim. Locher, a former German F3 champion, was quite happy with his March 792, run from Henton's Derby workshops, although he had a couple of massive spins in the afternoon period of training.

"Things aren't going as badly as I thought they might," sighed a worried-looking Divina Galica after the first practice session on Saturday. The first problem concerned scrutineering: some of the 'customer' March 792s were fitted with plastic hoses through the cockpit area, but the 'scrutes' demanded Aeroquipped lines or their equivalents. The officials decided to let offending cars run in practice, although the hoses would have to be replaced for the race — the possibility of petrol floating round in the cockpit being sufficient reason alone to change the pipes over. With a proliferation of white Marches on the grid, it was a pleasant change to see the former skier's car turned out in an attractive silver paint job but, sadly, without any signwriting as yet. 'Team Fax Dunn' was brought in at the last minute to run the car, Boreham mechanic Alan Clegg, Barrie Williams and Dunn joining forces, pooling tools and rushing to Silverstone for Divina. The fuel pressure valve stuck open in one session, which caused many headaches until it was refitted, but it worked thereafter. Having done only 15-20 laps in the week, Divi was experimenting with the skirts down and wore the tub down with constant bottoming. She qualified 22nd alongside Traverso's similar 792.

Behind Divina came Adrian Russell in the Aycliffe Development Corporation March 782, who encountered excessive understeer in the morning session, then dirt in the fuel lines in the afternoon. Russell's team was delighted to make the grid (originally to be formed of the fastest 25 qualifiers but later amended to include all 27 runners), although Adrian's gearbox blew in the dying minutes of practice, only the overnight toils of the team and March's 'gearbox man' enabled them to get a start.

Carlo Giorgio perseveres with his ancient March 742, this year sporting a 782 rear end and a full set of last year's bodywork. Entered, as always, by the Jolly Club Milano, Giorgio had not driven the car in its revised trim before Silverstone. The only problem to emerge was a cracked header tank which was re-welded and gave no further trouble.

A bitterly disappointed man throughout the week-end was Kim Mather, debuting his ex-Surer/-McGarrity March-BMW 772P which he took over in a terrible state with such a mixture of settings that it was impossible to drive. Failures of the ignition switch, clutch and starter motor did not help the Pontins team driver who, by the end of the day, was thoroughly disillusioned. "I've never been so far off the pace in my life," moaned the Lancastarian. The chassis oversteered appallingly on turning-in, a problem solved up to a point by eliminating bump-steer and uprating the springs. Having run out of fuel in the first session and with major hassles in the second period, Mather debated scratching from the race but elected to start when the rain came on race morning.

The final starter was Warren Booth in the Crown Industrial Finishes Chevron B42, an ex-Briggs/Breidenbach 'spare' chassis. The Northern libre driver, like Russell, had not visited the long Silverstone GP circuit before, and spent the entire day getting used to the car and the track.

**RACE**

Mere minutes before the untimed race morning warm-up session was due to start, the heavens opened. Within seconds, the track was awash and the teams were sent scurrying for their wet tyres. For the Pirelli runners this was an excellent opportunity to out-psyche the opposition — their special pattern wide-grooved wets were reputed to be superb in 'full wet' conditions — while it was interesting to see Divina exchanging her Goodyear slicks for a set of M&H at this point. In the event, though, it was Surer, Henton and Rothengatter who revelled in the conditions most, so the stage seemed set for an intriguing battle in the 47-lap race.

Shortly before the start, all 27 cars filtered on to the grid awaiting the final 'pace' lap under the green flag but, as they came to rest on their allotted grid spaces for the final time, both Surer and Gabbiani were missing. The Swiss had, apparently, spun as he left Club and rocketed up towards Abbey, and Gabbiani

**QUALIFYING**

Eddie Cheever	USA	Osella-BMW FA2/79-02	1:20.51	1:19.81
Brian Henton	GB	Ralt-Hart RT2-01	1:20.41	1:20.14
Stephen South	GB	March-BMW 792/16	1:20.98	1:20.31
Rad Dougall	ZA	March-Hart 782/12	1:20.76	1:21.95
Marc Surer	CH	March-BMW 792/18	1:21.72	1:21.11
Derek Daly	IRL	March-BMW 792/15	1:22.50	1:21.42
Derek Warwick	GB	March-Hart 792/8	1:24.25	1:21.43
Bobby Rahal	USA	Chevron-Hart B48/1	1:21.50	1:21.76
Angel Guerra	RA	March-BMW 792/7	1:22.06	1:21.72
Eje Elgh	S	March-BMW 792/21	1:22.98	1:21.83
Alberto Colombo	I	March-BMW 782/19	1:22.33	1:22.11
Clay Regazzoni	CH	March-BMW 792/8	1:22.39	1:22.28
Huub Rothengatter	NL	Chevron-Hart B48/3	1:23.27	1:22.81
Teo Fabi	I	March-BMW 792/17	1:23.04	1:23.07
Beppe Gabbiani	I	March-BMW 792/2	1:23.87	1:23.10
Siegfried Stohr	I	Chevron-BMW B48/4	1:23.50	1:23.12
Ricardo Zunino	RA	March-BMW 792/29	1:23.69	1:23.14
Patrick Neve	B	Pilbeam-Hart MP42-01	1:23.98	1:23.20
José Dolhem	F	AGS-BMW JH16	1:23.88	1:23.29
Wolfgang Locher	D	March-Hart 792/5	1:24.58	1:23.78
Juan Traverso	RA	March-Hart 792/19	1:26.27	1:25.18
Divina Galica	GB	March-Hart 792/3	1:25.81	1:25.73
Adrian Russell	GB	March-Hart 782/26	1:25.35	1:25.90
Carlo Giorgio	I	March-Hart 742/28	1:26.85	1:27.09
Ariel Bakst	RA	March-BMW 792/6	1:29.14	1:26.97
Kim Mather	GB	March-BMW 772P/02	1:47.66	1:27.38
Warren Booth	GB	Chevron-Hart B42	1:33.66	1:28.58

continued to ram his team leader's car. The Polifac team challenge now rested firmly with Ricardo Zunino.

All eyes were firmly glued to the starting lights as the red changed to green. Henton and Cheever went as one with 'Our Brian' grabbing the line for Copse. Through the left-hander at Maggotts, Eddie was tucked in behind the blue Ralt, the American flashing past on the outside of Becketts to lead Henton with the ICI cars of South and Daly following closely. Clay Regazzoni made his customary anxious getaway while, behind him, Fabi got a scorcher.

Up front, Cheever opened a tenuous advantage, while the fast-starting Warwick had usurped Daly by Club. Filing under the *Daily Express* bridge, it was the orange Osella from the tiny Ralt, followed by the three former F3 champions South, Warwick and Daly. In his anxiety to reassert himself, Daly dived inside Warwick, slewed sideways into the BP March — seriously delaying them both — and let the talented Elgh up to fourth.

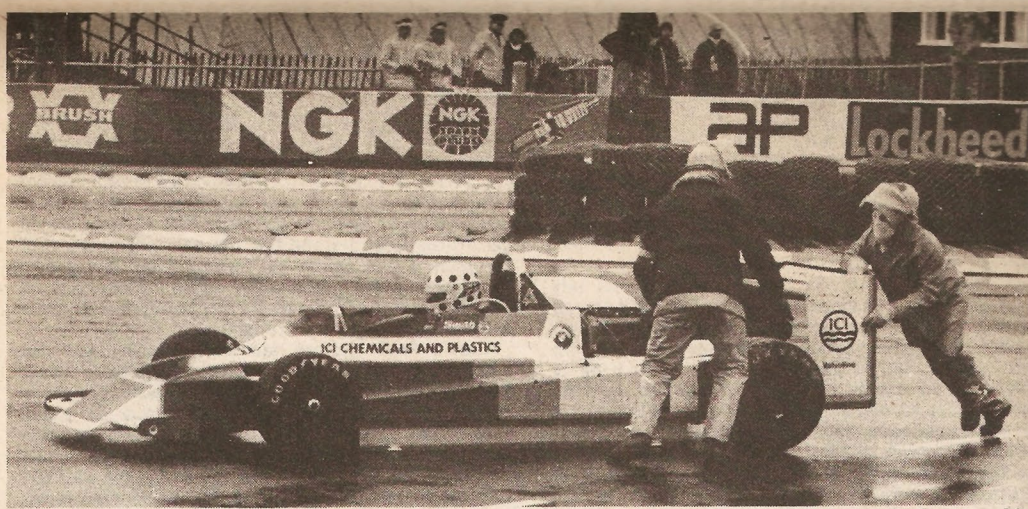
Cheever's Pirellis were working perfectly in the heavy rain, and he was able to make the most of a clear road to extend his lead over Henton, whose partner Dougall spun away his fifth place on the second lap. This indiscretion promoted the Chevrons of Rahal and Rothengatter, the latter having to cope with a handling vice after contact with Colombo. Daly fell slowly back with the left side-pod smashed and rubbing on the rear tyre, and a bent radius rod affecting the handling.

Already Neve was suffering the effects of intermittent fuel starvation as the Pilbeam hesitated momentarily in the chicane, while the third lap brought drama when Stohr was nudged into a spin in the middle of the Neve, Colombo, Warwick and Bakst bunch as they entered the chicane. The Chevron lunged sideways across the circuit with buckled rear suspension before wedging itself on the kerbing in the centre. The Italian, somewhat shaken, extricated himself and ran to safety, but the stricken car was clearly in a hazardous position and immovable.

Twice more the leaders rushed through, the Binair Chevron of Rothengatter having fought its way ahead of Rahal's B48 and closing on Elgh for fourth spot, but Cheever was greeted by the red flag the second time, dutifully slowing down and pitting with the field in tow. There was a delay of over an hour before the restart!

The regulations state that an entirely new race should be run under these circumstances, all fit cars to

*How times change. Below: The penultimate lap with Daly leading Cheever, his advantage narrowed dramatically by courtesy of Colombo's March. Bottom: Despite a fabulous piece of chicanery on the final tour the Irishman cannot reverse the order having lost the lead just half a lap from the finish.*



*Stephen South was the quickest March driver in practice but made two uncharacteristic errors in the race, his second spin resulting in an unpenalised push.*

start from their original grid positions. The first race was to be ignored. The second was shortened to 40 laps.

For some it was to be a second chance. Daly's March was repaired and tracked-up again, Warwick was able to fit a new nosecone and straighten a lower wishbone, while Fabi could forget the handicap of a first-lap spin and restart from scratch. Stohr, of course, was out for good. Many felt, however, that they had been hard done by. The impressive Rothengatter and Elgh in particular would have to work their way up the lap charts once more.

Cheever judged the second start rather better than his first to forge ahead of Henton although, from row seven, Fabi made another storming start, shooting between Regazzoni and Colombo (no slouches off the line themselves) to lie 10th at the completion of the opening lap. As before, the green Marches of South and Daly clung on to third and fourth places, taking Warwick with them and opening a small gap to Elgh, Rahal, Guerra, Rothengatter and Teo's Scaini March. Having made another promising start poor Dougall spun it away again, this time at Farm, setting off again

immediately to make up the deficit once more.

Warwick, driving beautifully despite a damaged steering rack (it was discovered only when the car reached the grid after the exploratory laps), harried Daly, nipped past him on the third lap and immediately set about finding a way past South. In a brilliant manoeuvre a lap later, the young Hampshireman flicked his March inside Stephen's on the entrance to the chicane and was through.

A lap earlier, Rothengatter had had a hairy brush opposite the pits when Regazzoni forced his way past. The Dutchman already had two wheels on the grass when Regga came alongside, both hot on the heels of Guerra. The Swiss banged wheels heavily with the hapless Rothengatter, and was past.

Meanwhile, Henton had closed the 3.7secs gap to Cheever, outraking the American neatly into Stowe on lap 6. The other Toleman driver, Dougall, intent on clawing his way up the leader board and carving through the midfield runners with gusto, contacted Fabi at Woodcote the following lap, pushing the Italian into the catchfencing and retirement. Rad joined him a lap later when a tyre blew entering Copse!

Already the very slow backmarkers were being lapped, Russell (with deranged skirts following an earlier spin) incurring the wrath of Regazzoni by way of a fiercely shaken fist shortly before the Londoner's retirement.

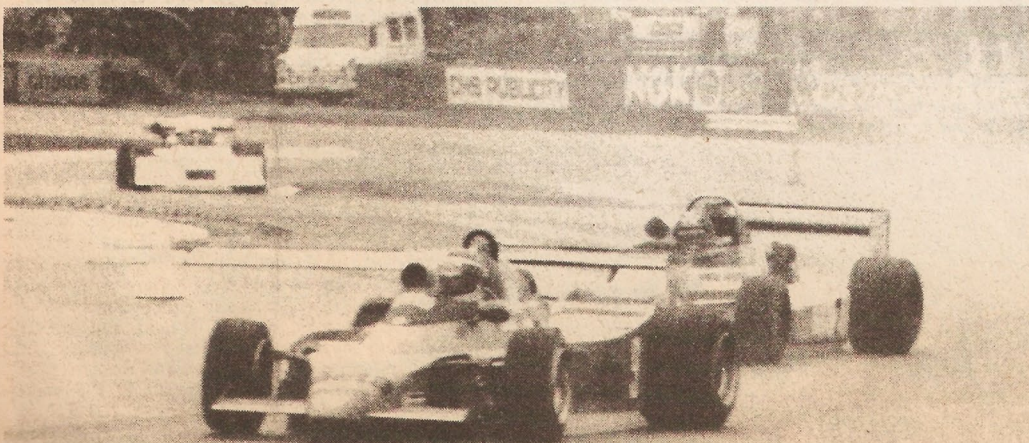
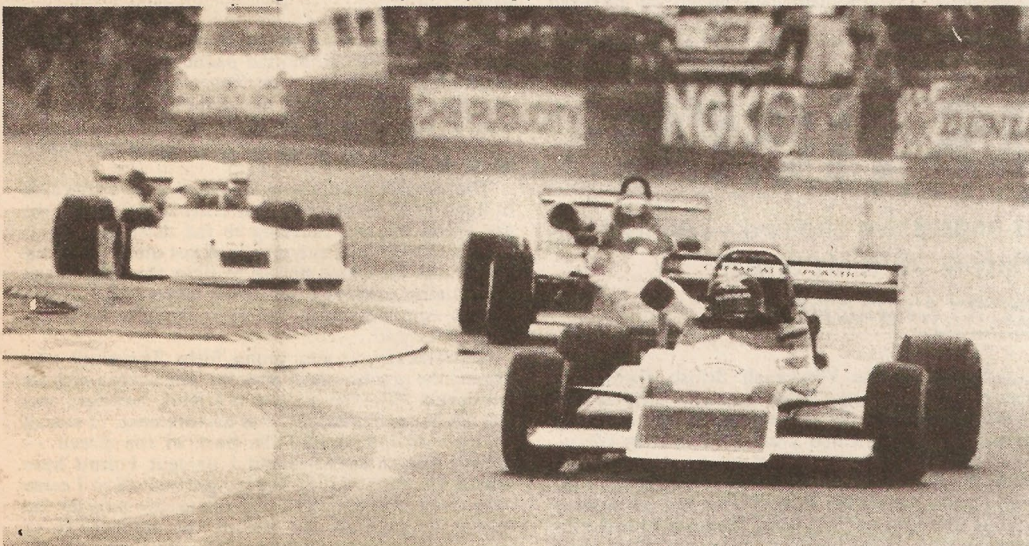
Cheever regained the initiative after a couple of laps when Henton started to experience a problem with the Ralt jumping out of third gear. He would have to hold it in this cog for the rest of the race, and a spin at Copse on lap 13 did nothing to enhance his chances.

Daly had now found his way past South, who had been holding him up for a few tours, while Warwick's stern efforts to wrest second place from Henton came to nought when the steering problem worsened and it became increasingly difficult to correct slides on the waterlogged corners. Derek finally slid off at Club, but the car was undamaged.

This left Cheever out front but with Daly closing in as the track began to dry out despite worsening oversteer on fast corners, a problem which also was becoming apparent with Regazzoni's 792. South and Elgh lay third and fourth ahead of the recovering 'SuperHen', while Rahal was moving up steadily and staying commendably out of trouble. Rothengatter pitted to check the damage inflicted by Regga but was soon out again, trying as hard as ever, with many degrees of toe-in on both front wheels and a bent steering arm.

The fortunes of Ron Dennis's team took a turn for the worse on lap 18 when Stephen lost it in the middle of the chicane after lapping Traverso. But Daly, having worked his way up to Cheever by virtue of a series of 'fastest laps', was now challenging hard for the lead. Invariably the March would lose out on the long straights but, under braking, it was a different matter. The Irishman first tried the outside line into Woodcote, then the inside without success, left his braking to the last possible moment on the half-distance lap and . . . skated gracefully round when he missed third. He restarted the engine and continued about 12secs in arrears, but still comfortably clear of Henton and Elgh.

Derek's recovery was breathtaking to watch. Within three laps, the deficit had been cut by a third, and there were still 17 laps to go. South was eagerly chiselling away at the gap between himself in ninth place and those in points-scoring positions, taking four laps to catch the dice for sixth and seventh places between the Minardi Marches, latching onto them and drawing Colombo's slippery 782 along with him. The burly Italian was down-on-power since the exhaust pipe had broken and, like the leader, was finding his Pirelli tyres not so useful now that a definite 'dry' line had emerged. These four moved up a place apiece when the luckless Elgh's fine performance came to an end when the engine expired on Hangar Straight.



continued

All eyes were on Daly's progress, though, for Cheever's lead was being eroded by over a second a lap. Derek was flying round, and set the best lap of the race at over 117mph during his pursuit. On lap 27 the gap was savaged from 4.35 to 1.9secs, the Osella driver being inadvertently baulked in the chicane by Mather, having a private battle with Dolhem's AGS.

By lap 30, with only 10 laps to go, there was only three lengths in it, and two circuits later the ICI March was through in spectacular fashion. Even though further inklings of a gear selection malady were with him, Daly tucked in under the Osella's rear wing as they raced down from Chapel towards Stone. Into the braking area the cars appeared as one until way past the usual overtaking zone. Surely the manoeuvre must wait until another lap! But no, Derek had deceived the American magnificently and the green car popped out of Cheever's wake in an instant of sheer opportunism to lead the race for the first time. All round the circuit the crowd went wild, for only a year previously Daly had endeared himself to them by leading his first F1 race in similar conditions and with an uncompetitive machine.

On the very same lap South, lying a strong fifth again, had a wild spin across the infield entering Woodcote in front of Rothengatter (cornering with ever more alarming degrees of oversteer), without losing a place although his car did block the track for a while, its engine dead. Before another car appeared on the scene, marshals rushed to South's aid, pushing the March out of danger; it fired up again as they pushed it. Stephen was in the race again, but now had little chance of catching Rahal, who was piloting the works Chevron with wonderful panache and enjoying every moment of his trouble-free run.

Everyone, including Daly, thought he had the race sewn up when he began to pull away from Cheever. But that gear linkage was bending still further, and now third and fifth were becoming very hard to find. The gap shrank noticeably again.

Entering the final lap, Derek and Eddie were nose to tail and the Osella driver's task was helped considerably by Colombo's staunch refusal to let himself be lapped, back in sixth place. As Alberto chose to ignore the blue flags being waved at him, fellow Pirelli-user Cheever was set to pounce for a last-minute reprise. At Maggotts, the leading duo were side by side, Daly

keeping the lead in Becketts using his superior brakes to the full. Once on the long straight, though, Cheever pulled alongside once more, and was past as Daly's slower gearchange mechanism played up once more.

What a nail-biting finish. The Osella opened up two or three lengths by Club, but Daly was not about to give up now. Under the bridge for the final time, there was merely a length in it. Derek left his braking oh-so-late, but took a fabulously smooth line through the right-left-right kinks in the hope that Cheever would get a little sideways and lose out on acceleration over the line. It was not to be, however, and the Italian marque recorded an excellent debut victory after an absence from the F2 scene of a couple of years, Cheever having driven superbly throughout.

Daly's final glorious moment, though, was one which many will savour for a very long time to come. Gaining rapidly on Eddie, and giving little thought to the awful conditions which prevailed over the entire race, Derek simply floored the throttle, applied a pre-determined amount of opposite lock as the March slid and, pointing the nose at the end of the pit counter, completed the race in one fantastic power slide which brought the crowd to its feet for the last time.

With the Ralt still on 'compromise' settings as insufficient testing had been done to work out the optimum ones, Henton finished in a good third place, troubled by his gearchange and persistent oversteer. Rahal, whose driving style was a joy to watch on the wet track, took fourth place ahead of South, who remained unpenalised and was the only other driver to go the full distance. Bobby is the first to admit that his F2 season will not be easy, but reckoned the B48 to have great potential. South's BMW unit devoured a cam follower on the closing lap and sounded very sick.

Colombo completed the top six ahead of Guerra. The Italian had benefitted from Regazzoni's retirement at three-quarters distance after Clay had made a couple of pitstops to check dire oversteer. The Williams F1 driver emerged from the second pitstop on slicks, but returned to report that the car was undrivable. The hard-charging Rothengatter possesses remarkable car control for he fought his ill-handling Chevron to the finish on a set of Goodyear American wets after his pitstop to replace a rear tyre damaged in the scrape with Regga. Huub was delighted with the car in every respect.

Zunino's skirted March was classified ninth, although his engine cried enough on the final lap. Carlo Giorgio was next, having got the better of Divina's M&H-shod 792. Divi's oil light flashed on and off throughout the race (she had 'buzzed' her Hart the

previous day) as well to adding locking brakes and incorrect gearing troubles — a competent drive nonetheless. Mather, driving clutchless from the first lap, was next having seen off Dolhem, who finally spun at Becketts to finish 14th behind Traverso, who stayed on the island barring one occasion when he slithered up the grass opposite the pits.

Among the non-finishers, Neve's Pilbeam pitted for good with more fuel system worries having shown promise. Locher looked like an accident waiting to happen, the inevitable occurring at Copse where he tangled with the fencing on lap 12. Booth simply did not look at home on the wide expanses of Silverstone, spinning finally into retirement at Club after a lonely run.

At the presentation, Eddie Cheever announced that his oil pressure had been dangerously low for the last quarter of the race, and he later confirmed that the engine would probably have lasted only two or three more laps. Therefore, he said, Daly was the moral victor in the circumstances. Cheever, like many other drivers, questioned the stoppage of the race, but he drove faultlessly in both parts, and was a thoroughly deserving winner.

European Formula 2 Championship, round 1  
Marlboro/Daily Express International Trophy  
Silverstone, March 25, 1979  
40 laps, 117.28 miles

1. Eddie Cheever (Osella-BMW/Osella FA2/79), 1h 1m 42.52s, 114.03mph;
2. Derek Daly (March-BMW/Rosche 792), 1h 1m 42.85s;
3. Brian Henton (Ralt-Hart RT2), 1h 2m 16.61s;
4. Bobby Rahal (Chevron-Hart B48), 1h 2m 39.45s;
5. Stephen South (March-BMW/Mader 792), 1h 3m 07.98s;
6. Alberto Colombo (March-BMW/Heidegger 782), 39 laps;
7. Angel Guerra (March-BMW/Minardi 792), 39 laps;
8. Huub Rothengatter (Chevron-Hart B48), 39 laps;
9. Ricardo Zunino (March-BMW/Mader 792), 38 laps — not running at finish;
10. Carlo Giorgio (March-Hart 742/782), 38 laps;
11. Divina Galica (March-Hart 792), 38 laps;
12. Kim Mather (March-BMW/Euroracing 772P), 37 laps;
13. Juan Traverso (March-Hart 792), 37 laps;
14. José Dolhem (AGS-BMW/Pipo JH16), 37 laps; no other finishers.

Fastest lap: Daly, 1m 30.01s, 117.27mph.

Retirements: Warren Booth (Chevron-Hart B42), 31 laps, accident; Clay Regazzoni (March-BMW/Minardi 792), 29 laps, handling; Eje Elgh (March-BMW 792), 21 laps, engine; Patrick Neve (Pilbeam-Hart MP42), 14 laps, fuel system; Derek Warwick (March-Hart 792), 11 laps, steering; Wolfgang Locher (March-Hart 792), 11 laps, accident; Rad Dougall (March-Hart 782), 7 laps, puncture; Adrian Russell (March-Hart 782), 6 laps, handling; Teo Fabi (March-BMW/Mader 792), 6 laps, accident; Ariel Bakst (March-BMW/Heidegger 792), 4 laps, accident.

Siegfried Stohr (Chevron-BMW B48), accident damage after 2 laps; Marc Surer (March-BMW/Rosche 792) and Beppe Gabbiani (March-BMW/Mader 792), accidents on warming-up lap (did not start).

# Duopart is here

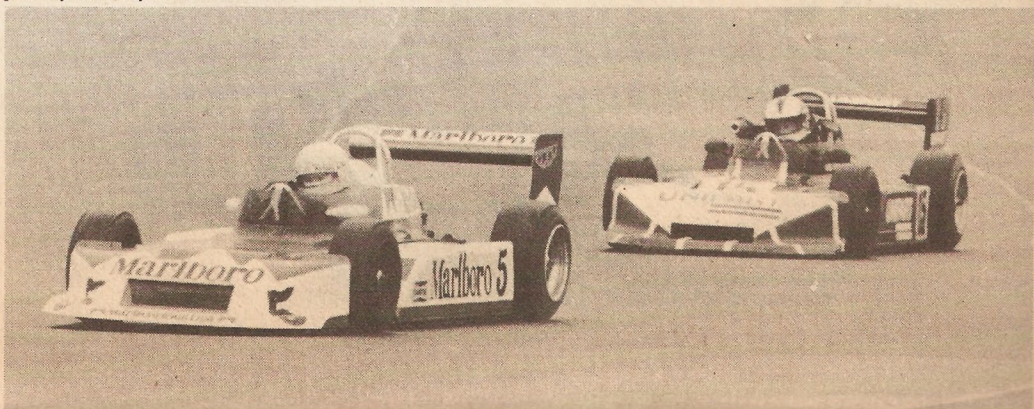
Nigel Mansell and Brett Riley give Unipart impressive one-two — Andrea de Cesaris impressive on slicks in the wet — Report: JEREMY SHAW

## ENTRY & PRACTICE

Round three of the Vandervell British Formula 3 Championship attracted much the same entry as had the previous rounds, the only notable differences being the withdrawal of talented South African Mike White, due to financial constraints and an uncompetitive old Ralt RT1, and the addition of a sole Spanish entry for Jorge Caton. Australian Barry Green did not appear with his Chevron, nor did Mike Blanchet with the interesting new Lola-Chevrolet Vega but Ken Eady returned with his ex-Unipart Team March-Dolomite 773.

So it was still 19 cars that set out at 9am to practice for the first of two half-hour sessions last Saturday morning. The weather was bitterly cold with patches of

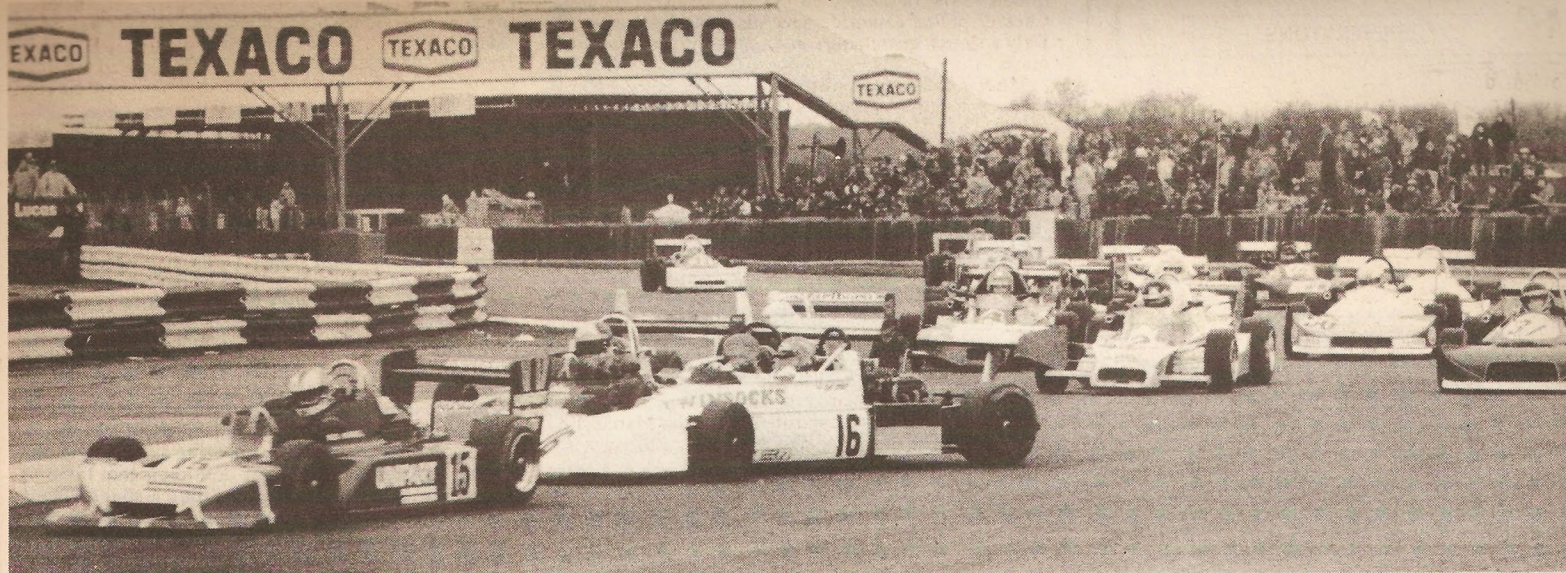
*For just over half the race Andrea de Cesaris led Nigel Mansell but an earlier indiscretion cost the Italian a 10sec penalty and he fell to third.*



ice readily visible around the paddock area although, fortunately, not on the track. There was a biting wind, too, that whistled across the airfield circuit and one couldn't help thinking that, apart from staying in bed, the only warm place to be would be inside the cockpit of the cars!

The intrepid drivers soon knuckled down to the task in hand and, apart from Ken Eady spinning off into the Woodcote catch-fencing to the detriment of his March's noseframe, everyone soon got quickly into the groove. As the times started to filter through, it was immediately apparent that those drivers with March chassis were once again the more likely to be at the front of the grid.

Sensationally, it was young Mike Thackwell who headed the practice sheet after the first session with his works-run 793. The 17-year old Kiwi, however, was still not happy! "Dismal", was his comment. "I was all on my own out around the back of the circuit — nobody else in sight — and I thought I must have missed the flag. I didn't want to get told off so I came round and into the pits." He mistakenly thought the session had ended and wasted the opportunity of several laps before his team sent him out again. Thackwell managed to get in two more laps before the flag finally came out and it was on the last of these that he set his quick time: "The only thing I'm happy about is that I beat Chico!" He thought he could have, and should have, gone faster.



Mansell's getaway from the drier outside front row starting position was superb but John Bright incredibly managed to grab second place by Copse, even from the third row.

His Brazilian rival, Chico Serra, was only third fastest in the morning, behind Nigel Mansell in the fastest of the Unipart cars. However, Chico's Project 4 team changed gear ratios, roll-bar settings and aerodynamic trim before the afternoon and Serra then reeled off a string of fast times to finish with a 1m 27.98s and thereby knock Thackwell out into the middle of the third row of the grid.

Nigel Mansell couldn't quite match his pole position-winning form of this meeting last year but he made a very fine effort in his Unipart Racing Team March-Dolomite. A slight front-end vibration from the morning session was ironed out for the afternoon but a misfire, caused by a chafed ignition wire, and then fluctuating fuel pressure saw his chances of improving his time go out of the window but at least he still had a place on the front row.

The Birmingham driver's team-mate, Brett Riley, sat on the second row and the Kiwi was looking equally confident of a good result. Brett's only problem in the morning was when: "Chico threw part of his car at me... I thought it was going to be a handbag but it was only a skirt!", he joked (feebly!). A piece of the side-skirt from Serra's Sadia-March had flown off the car exiting Club corner and the errant projectile smashed through the windscreen of the Unipart car before bouncing away off Brett's helmet: "I was a bit worried as I've just had the thing painted!"

Splitting the two Unipart cars on the grid was Thruxton winner Andrea de Cesaris. The Italian thought his car lacked a little straight-line speed in the morning after he had 'buzzed' the engine while missing a couple of gears but he improved his time in the second session and was confident of being fully competitive in the race.

Heading the third row, and the first non-March, Stefan Johansson was over 1sec faster than his team-mates in the Derek McMahon Racing with Chevron Cars equipe but the Swede was still 0.5sec slower than Riley and his Chevron B47 looked a real handful to drive. On the other hand, Northern Irishman Kenny Acheson continues to make good progress with his RMC Group-Ralt and the triple-Formula Ford Champion is gaining confidence at the same time. "I had thought it was me that was not quick enough but I'm not sure now", he remarked modestly, having noted the speed at which the Marches pulled away from his Ralt through the faster corners. Kenny's only slight delay came in the first session when he tried to take Club Corner flat out in top gear just as he had been told the Marches were doing: "I bloody well spun it right the way up the track for about 200 yards!"

John Bright was having to use an old 763-type nosecone having rooted his last 773 one at Thruxton, and he found that it does not generate nearly enough

downforce. The result was a big spin at the chicane in the morning while he also lost a little time later with a split water hose.

Three Irishmen filled the next places on the grid with both Roe and Devaney still having problems with their Chevrons and Trevor Templeton gaining in competitiveness with his privately-run 'Monkey' Brown-owned Ralt. Michael Roe, in fact, complained of his Riva Watches B47 being too soft in the first practice so Alan Howell and Ian Flux changed the settings for the afternoon with the result that Michael found the car too hard! He was having trouble in getting the car to turn into the corners and then having to apply armfuls of opposite lock in order to control the induced oversteer. He wasn't very happy.

Jorge Caton at last turned up in one of the Spanish Ralts, sponsored by Repsol and FEMSA and Jorge quickly found his feet again despite a long lay-off. Rob Wilson still has yet to show any kind of form this year, while Roberto Guerrero was unhappy after the first session, and not quite sure why he was a couple of seconds off the pace. He was even less pleased in the afternoon when he comprehensively damaged the Argo JM3 in an accident at Stowe.

Eddie Jordan, Placido Iglesias, who missed the first session due to an electrical fault, Wyatt Stanley Ken Eady and Phil Silverstone completed the 19-car field, although Guerrero's Argo was too badly damaged for it to be repaired for the race.

## Race

As the 18 cars assembled for their 12.30 start on Sunday, everyone was faced with a very difficult question: "Which tyres shall we use?" There had been rain during the morning although it was actually dry as the cars went out for their warm-up and the earlier untimed F2 session, together with a strong wind, had dried out the 'racing line'. But the surface was still very slippery. It seemed as if further rain would not fall just yet and most people decided that wet tyres would almost certainly wear out before the end of a 20 lap race, so everybody except Wilson, Jordan and Caton opted to start on slick tyres. Mike Thackwell, on the front row, said he wanted to fit wets but was persuaded by his team, and the fact that almost all the others were on slicks, to follow suit.

From the start, Mansell made full use of being on the outside of the circuit and therefore on the dry racing line by rocketing away into the lead and he was able to cut across in front of Serra and then back to the outside before entering Copse Corner with a clear advantage. Thackwell had also got the better of Serra but John Bright had made a fantastic start from the third row and was right in there with them.

"I was right behind Nigel", enthused Bright later, "but Thackwell then shot down the inside and hit me." It wasn't a deliberate push, of course, as precision car control was near impossible in the conditions but Bright's Twinsocks March twitched into a huge slide which the driver did well to hold, both drivers lost a lot of ground so at the end of the opening lap, Mansell had a lead of over 1sec from Serra, who readily acknowledged his dislike for the conditions, de Cesaris, a fast-starting Johansson, Riley, Roe Bright and Thackwell with Acheson another one in trouble having selected third gear rather than first at the start and having been engulfed by the pack.

There was little change until lap 5, by which time the leader had slightly extended his advantage over Serra, although lap 2 had seen de Cesaris, in third place, brake too late for Woodcote and despite pitching the car sideways, Andrea had little option but to miss out the chicane. Michael Roe had done the same a lap earlier, although for different reasons — he had been

— and several other cars followed suit within the next few laps. The stewards imposed the usual 10secs penalty on the offenders.

But then the real problems began. As the cars completed their sixth lap it began to rain! Serra, de Cesaris and Riley all closed in on Mansell but Riley then spun his Unipart March at the exit of the chicane and lost several seconds. Devaney, driving superbly on the wet track, and using his Formula Ford experience to good effect, had moved up into a fine fourth place in his yellow Chevron but his good showing then ended in the catch-fencing at Club Corner, while Serra also spun at Copse. Conditions really were abominable.

De Cesaris, however, was on excellent form and he outbraked Mansell at Woodcote to take over the lead on lap 9. The Englishman stayed with the Italian's Marlboro March and never let off the pressure but de Cesaris held on magnificently to take the chequered flag just over 4secs ahead. Andrea's penalty, however, meant that the honours would go to a surprised but delighted Mansell: "I don't believe it, I thought de Cesaris had won it. It's great!"

So Unipart scored their second ever victory (their first had been a couple of years ago when Ian Taylor profited from the exclusion of Geoff Brabham's Ralt) and the smile on team manager Dave Price's face was made even broader as Brett Riley fought back very well indeed after his spin to cross the line just 2secs behind his team-mate and therefore assure Unipart of a magnificent 1-2!

A bitterly disappointed de Cesaris had to be content with third place, secure, at least, in the knowledge of his having driven a superb race apart from that one error, while Serra survived another spin at Woodcote to annex fourth place in his Sadia March. "I hate the rain", he said later, "but on slick tyres as well? ... Ah!" Chico had been involved in a fine scrap with Riley after his first spin but he slowed right down after his second misdemeanor and was glad to settle for three points.

With Devaney and Chevron team-mate Johansson having both ended their day in the catch-fencing, Kenny Acheson worked his way up well after his awful start and was fifth by lap 11. By this stage, though, he was nearly 20secs behind the entertaining Serra/Riley battle. Jorge Caton, however, was by now making full use of his wet tyres and closed quickly on Acheson before sweeping through at Copse on the penultimate lap. The Spaniard then sped after Serra and was only 1sec behind him at the end after a good showing.

Behind Acheson, Eddie Jordan brought his Marlboro Chevron into seventh place having had a good battle with the similarly wet-shod Wilson, who had spun on lap 15, and a troubled Bright.

Wilson was the last unlapped runner, while of the rest, Thackwell had worked his way up into sixth place by half-distance but with the rain coming down again, came in for a quick tyre change. Well, at least that was the plan! Unfortunately his team got themselves in rather a muddle and Mike ended up by losing a lap. He was something less than pleased: "I should've won that race!" Maybe next week at Snetterton, Mike?

### Vandervell British Formula 3 Championship, round 3 Silverstone, March 25 20 laps — 58.64 miles

- 1, Nigel Mansell (March-BL Dolomite/Swindon 783/793), 33m 08.84s, 106.14mph;
- 2, Brett Riley (March-BL Dolomite/Swindon 783/793), 33m 10.92s;
- 3, Andrea de Cesaris (March-Toyota/Novamotor 793), 33m 14.50s;
- 4, Chico Serra (March-Toyota/Novamotor 793), 33m 28.67s;
- 5, Jorge Caton (Ralt-Toyota/Novamotor RT1), 33m 29.81s;
- 6, Kenny Acheson (Ralt-Toyota/Novamotor RT1), 33m 36.76s;
- 7, Eddie Jordan (Chevron-Toyota/Novamotor B47), 33m 57.70s;
- 8, Rob Wilson (Ralt-Toyota/Novamotor RT1), 34m 12.37s; 9, John Bright (March-Toyota/Novamotor 773), 34m 19.78s; 10, Mike Thackwell (March-Toyota/Novamotor 793), 19 laps

## Qualifying Times

Chico Serra (BR) ...	March 793	1m 28.50s	1m 27.98s
Mike Thackwell (NZ) ...	March 793	1m 28.27s	1m 28.37s
Nigel Mansell (GB) ...	March 783/793	1m 28.35s	1m 28.59s
Andrea de Cesaris (I) ...	March 793	1m 28.77s	1m 28.53s
Brett Riley (NZ) ...	March 783/793	1m 28.59s	1m 29.27s
Stefan Johansson (S) ...	Chevron B47	1m 29.08s	1m 29.96s
Kenny Acheson (GB) ...	Ralt RT1	1m 29.39s	1m 29.11s
John Bright (GB) ...	March 773	1m 29.89s	1m 29.63s
Michael Roe (IRL) ...	Chevron B47	1m 29.84s	1m 30.95s
Trevor Templeton (GB) ...	Ralt RT1	1m 30.36s	1m 29.96s
Bernard Devaney (IRL) ...	Chevron B47	1m 30.13s	1m 30.11s
Jorge Caton (E) ...	Ralt RT1	1m 30.17s	1m 30.72s
Rob Wilson (NZ) ...	Ralt RT1	1m 30.26s	1m 31.93s
Roberto Guerrero ...	Argo JM3	1m 30.55s	1m 31.03s
Eddie Jordan (IRL) ...	Chevron B47	1m 30.93s	1m 31.20s
Placido Iglesias (BR) ...	Ralt RT1		1m 31.43s
Wyatt Stanley (GB) ...	Ralt RT1	1m 35.76s	1m 33.19s
Ken Eady (GB) ...	March 773	1m 41.08s	1m 35.61s
Phil Silverstone (GB) ...	Ralt RT1	1m 39.52s	1m 38.78s



Tom Walkinshaw made a tremendous impression with the new rotary-engined Mazda RX7.

# A touch of déjà-vu

One-two for Gordon Spice Group Capris — Sensational debut of new rotary Mazda — Dolomites unsuccessful — 1978 Champion Richard Longman beaten in class — Report: ROBIN BRADFORD.

**Gordon Spice and Chris Craft brought back memories of last season on Sunday, with a brilliant one-two in the opening round of the Tricentral British Saloon Car Championship.**

**Jeff Allam maintained his form of last year, too, with third place ahead of the amazingly noisy — and very rapid — rotary-engined Mazda RX7 of Tom Walkinshaw. This easily defeated the Dolomite Sprints.**

## ENTRY & PRACTICE

Following the cancellation of the Race of Champions, this became the opening round of the British Saloon Car Championship, sponsored for the third year by Tricentral, this time through their Luton-based Car Group. The entry list of 31 cars (of which only 26 eventually raced) looked very similar to those of last season, although there were a couple of fundamental differences . . . both linked with Tom Walkinshaw.

First, the 2301-3000cc class was comprised solely of Ford Capris, the only other challengers last year having been Tom Walkinshaw's BMW 530is, of which at least one is now to be run in Group 2 by Dick Lovett Cars. Second, and perhaps more significant, Walkinshaw debuted the rotary-engined Mazda RX7 in the 1601-2300cc class, where it was considerably quicker than the Triumph Dolomite Sprints (see *Pit & Paddock*).

Heading the list — and well up on the grid after practice — were the two red *Autocar* Gordon Spice Group Capris of Gordie himself and his teammate from last season, Chris Craft. Although Spice has lost STP sponsorship, he is negotiating further support for his already highly successful team and once again has a Goodyear type contract. Spice recorded identical times in both sessions, snatching pole from Jeff Allam by just 0.12sec. After a difficult first session, Craft improved from eighth to fifth quickest to sit on the outside of the second row. Although a little dubious about the Goodyear wet tyres before the race — they have been slower than the equivalent Dunlops or Michelins — Spice found them to work much better than expected, and Goodyear have a new wet compound on the stocks anyway.

Sitting in the middle of the front row was Jeff Allam, the young Surrey driver who became the first specialist saloon driver to receive a Grovewood Award last year. The form which convinced that panel of his talent also attracted more support from BP for his Ford Capri, which is run by his family business Allam Motor Services. Nothing new has been homologated on the Capris since last year but lack of opportunity to test during the harsh winter combined with the fact that many of the cars are brand new still meant that the first of the two half-hour Saturday practice sessions was the first time that many had run.

One man who showed a marked improvement in form since last year was Stuart Graham, who has coaxed a little more power from his Capri engine

looked upon Saturday's first session as "a continuation of our development programme". His main problem proved to be with tyres, having set the car up on one Dunlop compound and finding that new rubber they provided in the afternoon did not suit it. Again backed by Fabergé, he has also attracted a new sponsor in Lee Jeans, the green car now featuring a changed colour scheme.

Former British Saloon Car Champion Brian Muir, planted his Browne & Day Capri, tended once more by Martin Thomas, fourth on the grid. As their new car was not ready, the team resurrected last year's but it was short of testing and wouldn't handle as well. Thomas was full of praise for the new Dunlops, which Muir said were a great improvement.

Vince Woodman, with his usual sponsorship from Esso, was sixth fastest and the last Capri within 1sec of the pole position time — it was obviously to be an exciting race. In the middle of the third row sat Colin Vandervell, returning to racing after a season's break. After his Capri and Triplex sponsorship were handed over to Gerry Marshall last year, Vandervell took time off to concentrate on business, but returned with a vengeance and a brand new Capri in virgin white.

Next up, and a good second ahead of everyone else in the class came Walkinshaw in the new Pentax-supported Mazda RX7. A small 2+2 coupé, it has the high-revving 2.3-litre rotary engine which, apart from anything else, is very noisy. Even Walkinshaw has to drive through the Paddock wearing ear-defenders! He was sixth quickest in both sessions, ahead of a couple of the larger-engined Capris in both, but finished up eighth on the grid. In the second session, in which he set his quicker time, Tom got a good tow from Chris Craft. He said: "It is an excellent shape and picks up a tow well, and it can mean as much as 300 to 400 revs on the straight." The main problem, if the car is to keep up with the Capris, is brake cooling, and Walkinshaw intends to go to work on that now.

*Alan Curnow impressed his new sponsors, datapost, with a class win first time out.*



The two Team Triplex with Esso and *Motor* Dolomite Sprints made up the fourth row of the grid, with *Motor* journalist Rex Greenslade one-hundredth ahead of teammate Gerry Marshall. These are the two works cars from last year, Marshall in Tony Dron's and Greenslade in the Hermetite car. Now prepared by Gerry Marshall Racing Ltd at Silverstone — the company he formed with Roger Dowson — the cars certainly looked immaculate, even if they could not live with the Mazda. The cars were offered to scrutineers for checking of some suspension and brake parts, as the team were not sure what could be done under the slightly revised regulations on preparation, which resulted in a lot of hard work for mechanics during Sunday morning. The brake caliper strengthener — for the use of which Dron was disqualified last year — is not yet homologated, despite being a recognised part of the Leyland disc brake kit, and these had to be replaced on both cars, the team fitting a slightly modified brake duct instead, which met with the approval of scrutineers. Marshall said his car did not appear to handle quite as well as Greenslade's which was, in fact, the more successful of the two towards the end of last year.

Roger Saunders and special saloon refugee Tony Strawson are also both running Sprints this year, the latter making his first appearance in the British Saloon Car Championship. These two were on either side of the fifth row, sandwiching the Volkswagen Golf GTI of Richard Lloyd. Strawson made quite an impressive debut, the ex-Martin Thomas car going well.

Lloyd had problems with his brand new engine in the first session, finishing up 20th fastest and a long way off the time set by Win Percy in the new Toyota Celica GT. Lloyd, with new sponsorship from Akai, is now working from his own base, GTi Engineering, at Silverstone, so was able to pop back to the workshop and replace his brand new engine with his 'tired' engine from last year, which immediately gave him about 6secs and put him way in front of the Celica.

On row six, Percy sat alongside Barrie Williams in the London Sports Car Centre/Ego Computers Vauxhall Magnum. 'Squeaker' Williams was also assisting Divina Galica in her Formula 2 car, but still found time to get on with the Magnum. It is the same car as last year, an ex-Gerry Marshall DTV car, but has been stripped and rebuilt by Jock Robertson during the winter. The power output was fine when the car went on the rolling road, but was off during the practice at Silverstone, the first time the car had run in anger. Ego Computers, by the way, is a new division of the London Sports Car Centre to set up to sell point of sale stock control systems.

Percy, who has a long history of Toyota driving, has a brand new Celica 1600 entered by Team Toyota and run by Hughes of Beaconsfield, who started development on the new-shape car last season. The car was well ahead of the Golf, its main opponent, in the first session, largely due to the Golf's engine problems but, although Percy improved by 0.3sec in the second session, it was not enough to beat the Golf.

Derrick Brunt, who has dominated production saloons in a 3-litre BMW for the past couple of years, has now moved up into Group 1 with an ex-Jeff Allam Vauxhall Magnum, this car having been retrieved from France where Claude Lagniez ran it last season. Derrick had an unfortunate baptism in G1, having unwittingly bought the car with a 'duff' engine, which blew up in the second session. It's the first time that Derrick has raced a car with an engine he didn't build himself and was pretty disappointed with the outcome. With a lot of borrowed tackle — and after a trip to the DTV workshops at Shepreth — Brunt set-to on Saturday night to rebuild the engine. But, by 6 o'clock Sun-

## Qualifying

Gordon Spice	3.0 Ford Capri	1:43.78
Jeff Allam	3.0 Ford Capri	1:43.89
Stuart Graham	3.0 Ford Capri	1:44.14
Brian Muir	3.0 Ford Capri	1:44.21
Chris Craft	3.0 Ford Capri	1:44.32
Vince Woodman	3.0 Ford Capri	1:44.72
Colin Vandervell	3.0 Ford Capri	1:44.84
Tom Walkinshaw	2.3 Mazda RX7	1:44.91
Rex Greenslade	2.0 Triumph Dolomite Sprint	1:46.60
Gerry Marshall	2.0 Triumph Dolomite Sprint	1:46.61
Roger Saunders	2.0 Triumph Dolomite Sprint	1:50.35
Richard Lloyd	1.6 Volkswagen Golf GTI	1:50.69
Tony Strawson	2.0 Triumph Dolomite Sprint	1:51.12
Barrie Williams	2.3 Vauxhall Magnum	1:51.15
Win Percy	1.6 Toyota Celica	1:53.03
Derrick Brunt	2.3 Vauxhall Magnum	1:54.07
Richard Longman	1.3 Austin Morris 1275GT	1:55.14
John Morris	1.6 Volkswagen Scirocco	1:55.41
Alan Curnow	1.3 Austin Morris 1275GT	1:55.92
Louis Parsons	1.6 Volkswagen Golf GTI	1:56.69
Alan Minshaw	1.6 Volkswagen Scirocco	1:56.89
Tom Pitcher	1.3 Austin Morris 1275GT	1:56.97
Jon Mowatt	1.3 Austin Morris 1275GT	1:57.01
Jon Dooley	1.3 Alfa Romeo Alfasud ti	1:57.59
Terry Watts	1.6 Chrysler Sunbeam Avenger	1:58.67
Rodney Posner	1.3 Simca Rallye 3	1:59.48

day morning, after working in the wind and rain, the team gave up and decided to withdraw. A shame after such a lot of effort.

The back of the field had undergone few winter changes, too, although last year's overall champion, Richard Longman, is still at the wheel of a Mini, now called an Austin Morris 1275GT. He has built a new car and new engines — his last year's power units having gone to Alan Curnow — but wasn't quite as quick as he would have liked. Alongside his Patrick Motors car and Brunt on the seventh row was former Escort racer John Morris, who has a Volkswagen Scirocco. Curnow, with sponsorship from datapost, a division of the Post Office, was well-pleased with his car and the ex-Longman engine, which seemed slightly quicker than the new one of its former owner.

Louis Parsons is running the ex-Richard Lloyd Golf again, in unsponsored silver livery while a new recruit to the VW ranks is Alan Minshaw, who arrived at the last Tricentrol round last year with a Scirocco. Minshaw, running under his familiar Demon Tweaks Manchester Liners sponsorship, had every problem under the sun before arriving at Silverstone for the unofficial Friday session, but was optimistic about a season of G1 after his recent years in production saloons.

Tom Pitcher, and Jon Mowatt are again in Minis, while the baby class is completed by Jon Dooley's little Alfa Romeo Dealer Team Alfasud and Rodney Posner's very attractive Simca Rallye 3 which still has good straight line speed but bad handling. On the penultimate row of the grid sat the 1600 Avenger of Terry Watts, backed by S & L Engine Services.

## RACE

After Saturday's sunshine, the rain came on Sunday. The Formula 2 race was stopped and restarted after a number of cars left the track in the terrible conditions, and the programme ran later and later. As a result, the Tricentrol race was shortened to 12 laps from the scheduled 20.

As the lights flashed to green, Jeff Allam and Stuart Graham were already creeping across the line, unlike Gordon Spice, but it was the red *Autocar* Gordon Spice Group Capri which got the best start. Spice had leapt into a lead he was never to surrender.

As the saloons streamed past the pits through the rain at the end of the first lap, it was Spice who led from Allam, Tom Walkinshaw — a long way up in the rotary-engined Mazda — Graham, Chris Craft in the second Spice car, Vince Woodman, Colin Vandervell, Gerry Marshall and Rex Greenslade, the former having made the better start of the two Triplex Dollies. Tony Strawson, too, was well up, just behind Green-

slade and ahead of Barrie Williams.

After a couple of laps, the field had already begun to string out, Spice in a commanding position, his Good-year wets proving far better than his pre-race forecast would have suggested. Walkinshaw had moved into second on the second lap but, already, was finding that the Dunlop wets were proving a problem at the chicane, where he was losing out to the Capris. He could only maintain his second spot for three laps before slipping behind Chris Craft, who moved up to make it an *Autocar* Gordon Spice Group one-two.

Brian Muir was trying his hardest, sliding out onto the grass on the exit of Woodcote on quite a few laps. Gerry Marshall, who won his class in the Capri in the rain at this meeting last year and is normally a happy man in the rain, gave the thumbs down sign to his pit as he passed at the end of three laps, having fallen back a couple of places. His Dunlop wets were causing severe handling problems, tending to steer the car from the back.

By half-distance, Spice's lead was already about 9secs and Craft had eased himself into second spot behind his teamleader with Walkinshaw still third although chased hard by Jeff Allam. Williams had moved up to second in class with the Magnum, his Michelin wets more effective than others' Dunlops, and Marshall was slipping further down the field, to retire to the pits with what the result sheet described as "difficulty in steering".

Lloyd was well ahead of the 1600 class, running at 12th on the road, with Win Percy some seconds behind, engaging in a running battle with the Mini of Alan Curnow, which was leading the 1300cc class. Percy was stuck in third gear for the most part of the race, on top of which he was experiencing similar tyre problems to Marshall. Longman joined the Mini/Celica battle a couple of laps later, slipping ahead of Curnow for a while, but his engine was just not up to it and it was always Curnow who got to the head of the group as it entered Copse.

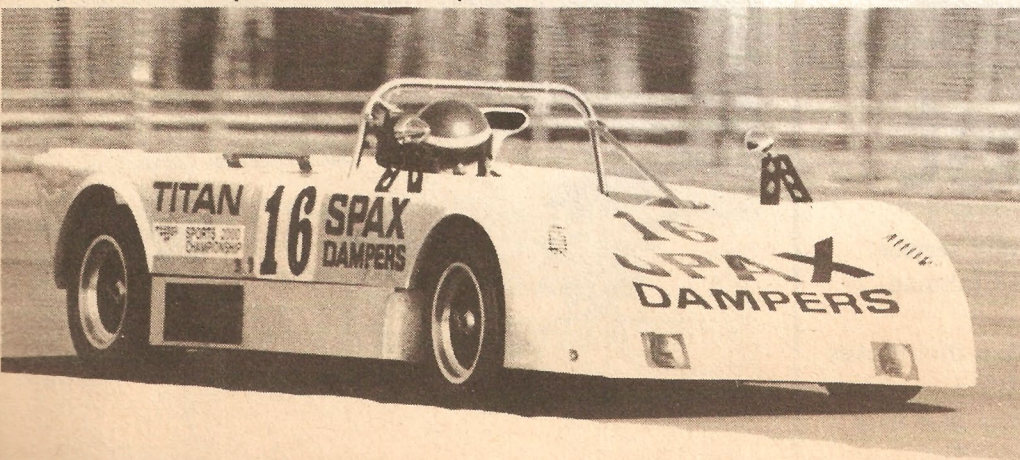
Greenslade was displaying true Marshall style exiting the chicane on each lap, the Dolomite's front facing the pits under the timekeepers box. The order changed little until the finish, Spice eventually pulling out a 5.5secs advantage over Craft who did begin to make a slight impression in the closing stages. Allam passed the screaming Mazda to take third, Walkinshaw finishing fourth and the 2300 class winner — just over 30secs ahead of Barrie Williams, who had finished eighth and second in class.

Brian Muir, full of praise for his Dunlops, finished fifth ahead of Vince Woodman and Stuart Graham, with Williams next up, then Greenslade, Strawson (jolly good drive for his debut), Lloyd, the 1600cc class winner, Roger Saunders and baby class winner Curnow.

### Tricentrol British Saloon Car Championship — round 1 Silverstone — Sunday, March 25 12 laps — 35.18 miles

1. Gordon Spice (3.0 Ford Capri), 23m 13.41s, 90.90mph;
  2. Chris Craft (3.0 Ford Capri), 23m 19.09s;
  3. Jeff Allam (3.0 Ford Capri), 23m 28.41s;
  4. Tom Walkinshaw (2.3 Mazda RX7), 23m 31.41s;
  5. Brian Muir (3.0 Ford Capri), 23m 36.83s;
  6. Vince Woodman (3.0 Ford Capri), 23m 40.87s;
  7. Stuart Graham (3.0 Ford Capri), 23m 57.42s; 8. Barrie Williams (2.3 Vauxhall Magnum), 24m 07.97s; 9. Rex Greenslade (2.0 Triumph Dolomite Sprint), 24m 23.35s; 10. Tony Strawson (2.0 Triumph Dolomite Sprint), 24m 24.28s.
- 2301-3000cc:** 1. Spice; 2. Craft; 3. Allam; 4. Muir. **Fastest lap:** Spice, 1m 54.27s, 92.37mph.
- 1601-2300cc:** 1. Walkinshaw, 89.74mph; 2. Williams; 3. Greenslade; 4. Strawson. **Fastest lap:** Walkinshaw, 1m 56.05s, 90.95mph.
- 1301-1600cc:** 1. Richard Lloyd (1.6 Volkswagen Golf GTI), 86.00mph; 2. John Morris (1.6 Volkswagen Scirocco); 3. Win Percy (1.6 Toyota Celica); 4. Louis Parsons (1.6 Volkswagen Golf GTI). **Fastest lap:** Lloyd, 1m 59.17s, 88.57mph.
- Up to 1300cc:** 1. Alan Curnow (1.3 Austin Morris 1275GT), 83.11mph; 2. Richard Longman (1.3 Austin Morris 1275GT); 3. Jon Mowatt (1.3 Austin Morris 1275GT); 4. Rodney Posner (1.3 Simca Rallye 3). **Fastest lap:** Curnow, 2m 03.35s, 85.57mph.

Jeremy Rossiter won the Sports 2000 round in the Spax Lola.



Of the other retirements poor Alan Minshaw suffered a major repeating engine misfire, pitting on a couple of occasions and eventually retiring; and Colin Vandervell, after a such a good showing in practice, retired with tyre problems.

## SUPPORTING RACES

Between the Formula 3 race and the International Trophy on Sunday afternoon was the second round of this season's Chequered Flag Sports 2000 Championship. Unfortunately, however, an incident at Club Corner on the very first lap eliminated two of the leading runners. Desiré Wilson had made the best start in her TDC-Lola T492 but in her anxiety to keep ahead of close rival Ian Taylor she spun at Club and left Ian with no chance of avoiding her. The two cars collided nose-to-nose, Taylor's Tiga wedging itself underneath the Lola, and both cars fell off into the catchfencing. All of this left Jeremy Rossiter in the lead with his Spax Lola followed by Richard Morgan's Team Ringways Group Tiga, which had been on pole position, and John Webb's London Sports Car Centre Lola, which had made a storming getaway from the fourth row of the grid.

Unfortunately for him, Webb's engine cut out suddenly at Becketts on lap 2, water in the electrics being a possible cause, and so Nick Adams moved his Eurosports 2000 Tiga up to third place although could do nothing about the two cars in front of him. Jeremy Rossiter, driving smoothly and quickly, apart from a kerb-hopping moment at the chicane on the first lap, cruised away to a fine win on the wet track and thereby took over the lead of the Championship, while Morgan slowed over the last few laps due to the carburettor icing up. "I tried to hold my hand over the airbox but it didn't do much good" and his Tiga dropped back into the clutches of Adam's similar car. Entering the last lap, it seemed that the Northern Clubmans Champion, Morgan, would be able to hold his place but a total lack of power down at Stowe enabled Nick to sweep past. Richard made a fine effort on the final corner, hauling alongside on the drag to the line but Adams took the place by a mere four-hundredths. John Brindley was the only other driver in contention, finishing fourth with the Bell and Colvill Lola.

The Formula Fordsters had a miserable weekend. Not able to find enough time for the usual two heats and a final, the organisers opted to run two practice sessions for the myriad cars that were assembled and then take the fastest 30 directly into the Esso Championship race at the end of the day on Sunday with the remaining six places on the grid being filled by the top finishers from a 7-lap qualification race on Saturday evening.

A fine battle in the qualification developed between Richard Peacock's Dinorben Arms Crosslé 32F and John Booth's new Van Diemen RF79. These two swapped places continually, the Aintree Racing School proprietor, Peacock, finally coming out on top. A massive dice for third position ended with Scorpion driver Chris Jurkiewicz at the head in his Van Diemen but a mass-spinnage on the last corner enabled Pete Digby (Tiga) to move up into fourth place ahead of the man of the race Willie Moore. The Aylesbury driver had problems in practice and had to start from the very last position on the grid but drove superbly through the field, setting a fastest lap nearly 2secs better than anybody else, and took full advantage of the kerfuffle at the chicane to assure himself of a position in the main race.

The Esso race finally got under way late on Sunday evening after all the catch-fencing had been re-erected and so on but a collision under the bridge soon after the start eliminated over a dozen cars and forced the race to be stopped. Fortunately, there was no serious personal damage but it took nearly an hour for the track to be cleared of debris and with nightfall imminent, the Stewards had to call the race off. One couldn't help but feel sorry for the drivers, who had shown remarkable resilience in waiting for the race to be started. For the record, practice had seen James Weaver almost in a class of his own with the Scorpion School Tiga, his time of 1m 41.29s the only one under the lap record. Jim Walsh had been second fastest with the Crompton Lighting Royale with Donald Macleod next up in his Sark, although the latter had the crankshaft of his Scholar engine break on the warm-up lap, "so, in a way, I was quite glad that the race wasn't run!"

JEREMY SHAW

**Chequered Flag Sports 2000 Championship Race (15 laps):** 1. Jeremy Rossiter (Lola-Titan T492), 27m 12.90s, 96.96mph; 2. Nick Adams (Tiga-Nelson SC79), 27m 33.01s; 3. Richard Morgan (Tiga-Nelson SC79), 27m 33.05s; 4. John Brindley (Lola-Nelson T492), 27m 44.17s; 5. John Sheldon (Lola-Nelson T492), 28m 02.75s; 6. Brian Lennox (Lola-Titan T492), 28m 16.34s. **Fastest lap:** Rossiter, 1m 47.16s, 98.50mph.

**Esso Formula Ford 1600 Qualification Race (7 laps):** 1. Richard Peacock (Crosslé-Auriga 32F), 12m 38.54s, 97.41mph; 2. John Booth (Van Diemen-Scholar RF79), 12m 38.87s; 3. Chris Jurkiewicz (Van Diemen-Scholar RF79), 12m 41.59s; 4. Pete Digby (Tiga-CES FF76), 12m 43.64s; 5. Willie Moore (Royale-Alan Smith RP26), 12m 43.95s; 6. Alan Dunn (Van Diemen-Scholar RF77), 12m 44.61s. **Fastest lap:** Moore, 1m 44.62s, 100.89mph.

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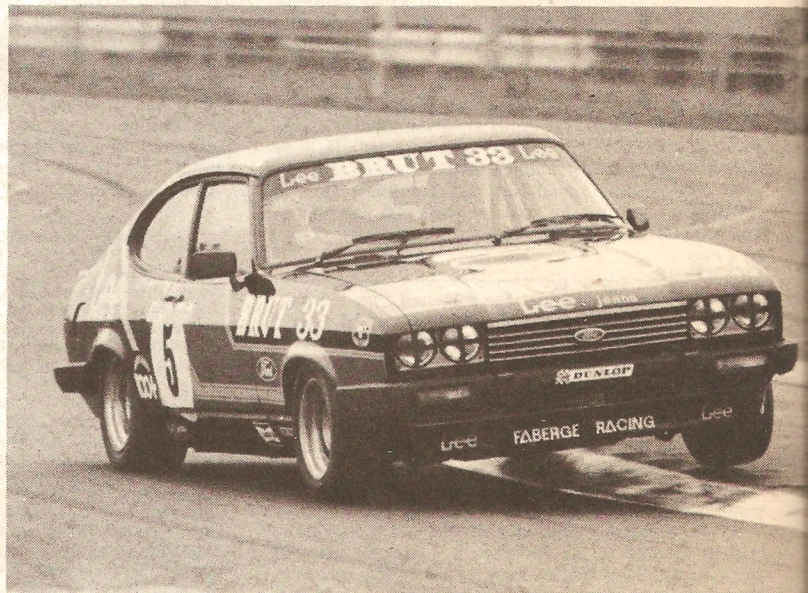
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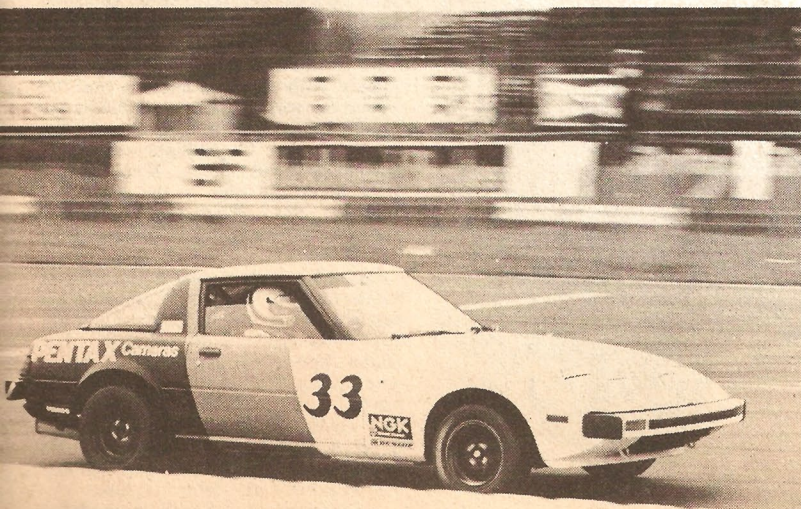
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# Control

## CHAMPIONSHIP 1979

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AURORA AFX CHAMPIONSHIP

# This year it really does look promising

At a crossroads for several years, Britain's own Formula 1 series is at last looking good, says MARCUS PYE.

This weekend at Zolder sees the first round of the 1979 Aurora AFX F1/F2 championship, a series which promises to be one of the most interesting in Europe this year. It is, perhaps, a little odd that the premier British track racing championship should start in Belgium, but this is more than compensated for by the level of interest reflected in the excellent entry by European-based competitors — a particularly healthy and encouraging sign, and one which could lead to the Aurora series becoming a major European category in future seasons. Among the 28 entries for Zolder are drivers from no fewer than 10 nations (Britain, France, Belgium, Germany, Austria, Spain, Italy, Ireland, South Africa and the USA), set to do battle in 16 F1 cars and 12 F2 chassis.

As championship-winning entrants for the past two seasons (with Tony Trimmer driving Surtees TS19 and McLaren M23 respectively), the Brands Hatch-based Melchester Racing operation have the honour of heading the entry list numerically, this year with an all-new driver line-up and 'new' chassis at their disposal. Under the direction of Brian Morris and Alan Charles, Melchester's pair of ex-works Tyrrell 008s will be handled by Desiré Wilson and American Gordon Smiley, who last raced in Europe in the heyday of Formula Atlantic. As with most teams, Melchester have not been able to undertake enough testing, but Mrs Wilson's natural ability is sure to shine through at Zolder, a circuit she knows well from her FF2000 days with the F&S Crosslé. Smiley is very much an unknown quantity, having never raced F1 cars before.

Third in last year's Aurora series, and determined to improve on that in 1979, Giuseppe Risi's operation in Slough has negotiated the purchase of an ex-works/Rebaque team Lotus 78 for the 1979 season. Their driver is once again the 32-year-old former Spanish banker, Emilio de Villota, but the team has a new sponsor in Madom, manufacturers of auto electrical equipment in the driver's homeland. Roy Murnane has joined Bill Robinson on the preparation side, and reliability will be added to

Emilio's speed of last season, when the McLaren let him down on several occasions, leaving the team with only second places to their credit.

Guy Edwards has used his extensive Mopar sponsorship to re-equip John McDonald's Willesden workshops with a trio of Fittipaldi F5A chassis, last used by Emerson at the start of the 1979 GP season. The accomplished Englishman will lead the team, his 'race' chassis bearing further backing from Ultramar Golden Eagle, *Titbits* magazine and STP. Joining Guy is the erratic Belgian Bernard de Dryver, who has driven F1 cars before, albeit briefly, but has a wealth of F2 experience. Local knowledge should prove beneficial at Zolder for the Hark Sound-backed driver. RAM Racing's preparation will doubtless be of the highest order once more, and the team looks in with a very real chance of success. Frenchman Germain Garon will also be run by the team in his Ex-ICI Chevron B42 F2 chassis.

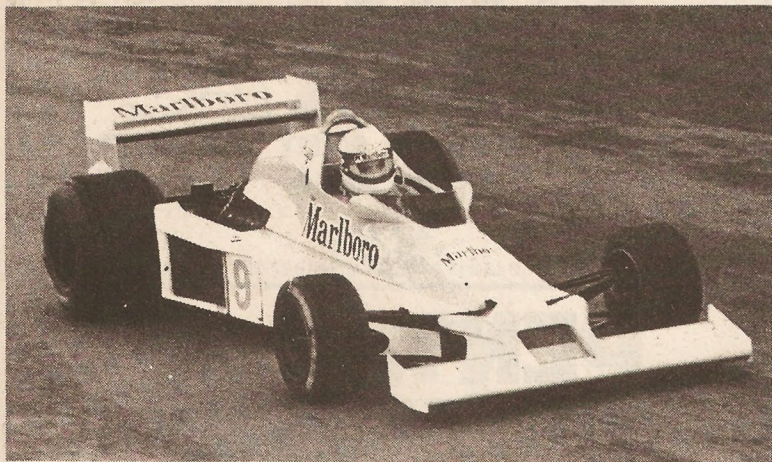
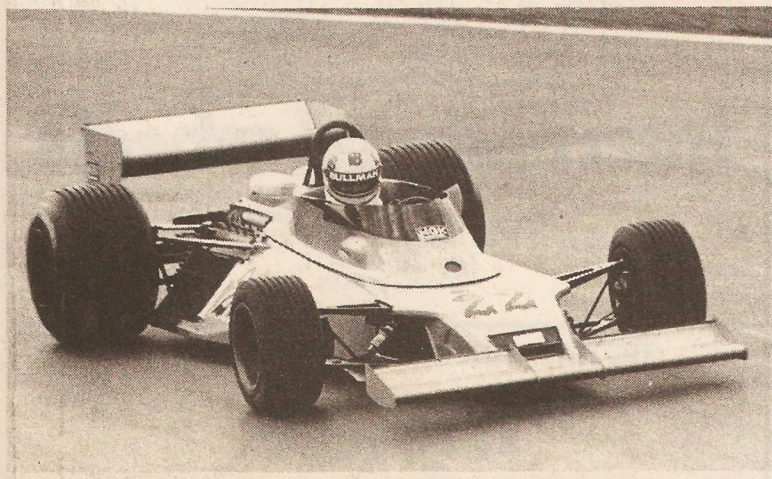
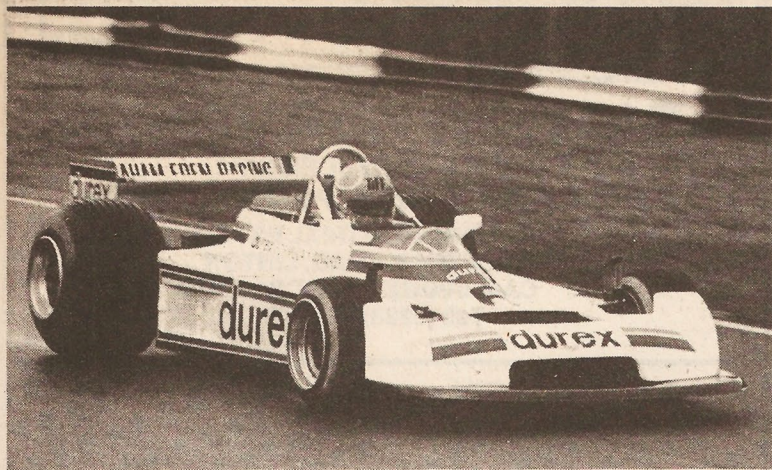
Having pulled out of the World Championship scene at the end of last season, the London Rubber Company has taken its Durex brand name into the Aurora series by way of a praiseworthy scheme to back up-and-coming drivers. Utilising Graham Eden's unique Chevron B41 chassis (the car designed by Derek Bennett shortly before his death last year), Durex will sponsor three or four drivers during the series, selected by a special panel. The first of these is Tiff Needell, an underrated Englishman who always gives of his best, whatever the machinery. Needell, in fact, carried Durex signwriting on his Elden FF1600 car some years ago.

One of the characters of the Aurora series last year, and the F5000 and Shell-Sport International equivalents before that, Val Musetti is back once more, this time with a March 771. The London stuntman still enjoys his racing immensely despite filming commitments which may not enable him to compete in every round. Musetti raced an elderly March last season until it was written off at Mallory Park's second meeting, Val appearing subsequently in the second of Jack Kallay's Hi-Line Ensigns.

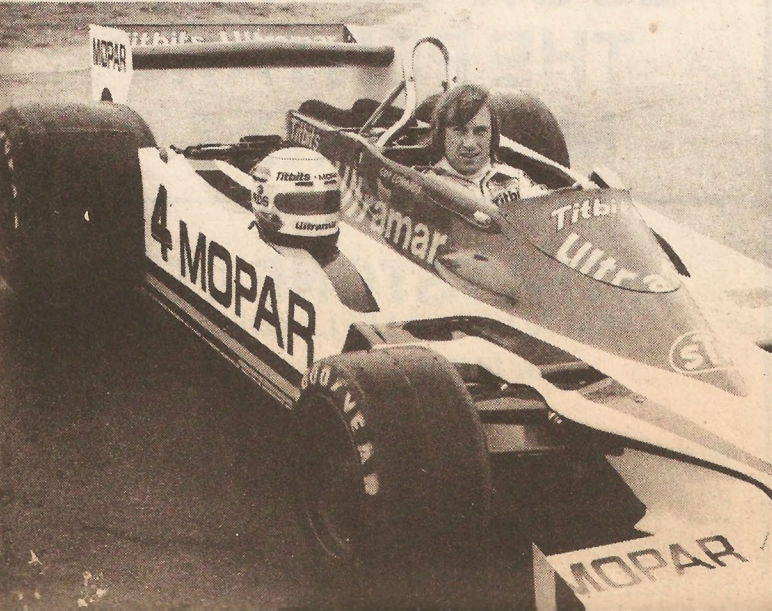
Having found the European F2 championship a struggle last season, Giacomo Agostini has brought his Marlboro sponsorship to England, employing Dave Price to run a brace of Williams FW06 chassis. Although it is unlikely that the second car will be made available by the Saudia-Williams F1 team in time for the opening round, the brilliant motorcycle racer himself will be there. Nominated to drive alongside him is the legendary 'Gimax', less well-known as Carlo Franchi, a wealthy but slow Italian 'rentdriver'.

David Kennedy caused a sensation at Snetterton last October by winning his first F1 race in one of Teddy Yip's Sid Taylor-managed Wolf chassis. For Zolder, Kennedy is entered in the Theodore Racing Wolf WR4, now back from Australia, although there is a possibility that an Ensign MN04 may be substituted this week. Whichever car he drives, the red-headed Dubliner will display aggression and determination.

A depressing season with the outdated P207 chassis has clearly not daunted the Stanley-BRM team, for they are back with an entirely new car this year, the P220 which Neil Pattison hopes to



Above: Three of the cars seen testing recently are Tiff Needell's Chevron B41 (top), Philip Bullman's Surtees TS20 (centre), and Giacomo Agostini's Williams FW06. Below: The Fittipaldi F5A of Guy Edwards.



course, Teddy Pilette battled courageously with the big blue V12-powered machine, and at Zolder the Belgian could have been the team's greatest asset with the development of a new car. However, Alan Challis will be working with Bettridge this season, the Melksham driver being a former British kart team member before taking to FF2000 with the Ken Hensley team and the Ross & Haines (then works) CTG set-ups. A series of test sessions have produced promising times from Neil in the old chassis (seriously damaged in a nasty shunt at the recent Brands Hatch test day), so we await the new Stanley with interest. The car will, however, be motivated by Bourne's venerable V12 unit.

Without the continuous hassle of running a 'marginal' World Championship team, Team Surtees have put together a two-car Aurora team at their Edenbridge factory over the winter, and it will be good to see them back in racing again. Briggs will be responsible for the pair of TS20 chassis, slightly revised versions of the cars run by Brambilla and Keegan last year, to be raced by Philip Bullman and Claude Bourgoignie at the first round. Bullman, with a spasmodic and underfinanced F3 'season' behind him, should drive the first car for the season, while Belgian G5 champion Bourgoignie is hiring the second chassis for the local championship opener. Claude last raced in F2 back in 1975 with the Bang & Olufsen/Brian Lewis team, and since then has concentrated on national events.

Another great character is Scot Robin Smith, who for many years toured Europe in a coach containing his Chevron sports car so that he could take in as many InterSerie races as possible. With wife Jane acting as mechanic much of the time, their low-budget efforts were successful. Robin last raced regularly in 1976 with a Lola-Chevrolet T332 in the ShellSport series but now has the ex-Amon Wunderink/Edwards/LeppEnsign MN02/4 restored to pristine condition in readiness for the championship.

A visitor to England a couple of times last year was the bespectacled Austrian Gerd Biechteler, first with a March-DFV 761 and then with an immaculate March 782. Biechteler announced at Mallory last year that he hoped to have a more competitive F1 car for the whole Aurora championship in 1979, and purchased an ex-Edwards/Allison March 781. Gerd, who now lives in Germany, is entered under the Walz-Toj Racing banner, his team patron being Klaus Walz, a German, who pilots Biechteler's F2 chassis.

One of the most intriguing entries is the Willi Kauhsen Racing Team's Kurt Chabek-designed F1 car for Italian F2 man Gianfranco Brancatelli. The team had, of course, hoped to join the World Championship trail, but lack of sponsorship precluded this. In fact, the Kauhsen is only a 'possible' at the time of going to press; the Aurora specification tyres could cause a number of problems, which the team hopes to iron out in pre-race testing. The Aachen-based team will certainly be a crowd-puller if the tests prove satisfactory, for this race would be the Kauhsen's debut.

Moving down into the 2-litre F2 category this year is the jovial Midlands businessman John Cooper, entrant of the F1 Heskeths which he drove with Bob Evans last season, now running a new March-Hart 792 under the Cooper Industries — The Producers banner.

Two other 792s are entered, the privately financed car of Divina Galica, and Norman Dickson's entered by his father's company, Dickson's of Perth. Divina's best result last year was a second place at Zandvoort in the ex-Trimmer Surtees TS19, an occasion on which she displayed fine form. Dickson has switched from BMW to Hart engines this year, and has also entered his back-

tioned, will now be driven by Belgian touring car ace Pascal Witmeur).

At the beginning of the season, Patrick Neve's aspirations lay in F1 once again, for he was to drive the Kauhsen in the World Championship. However, things turned sour on the talented Belgian for the umpteenth time in his career and, not wishing to waste another year, Patrick was quick to cement a deal with Mike Pilbeam to run the Lincolnshire designer's new MP42 F2 car. With sponsorship from long-time personal backers Marlboro, Neve debuted the car at Silverstone last weekend. The team is still learning about the MP42 thanks to the snowy conditions which virtually wiped out pre-season testing in England, but Patrick has always relished a challenge.

One of the saddest wastes of talent last year was that affecting Kim Mather. The Haydock driver was often superb on the circuit but, with dire financial problems, mechanical reliability proved his downfall in the points table. His work was not in vain, though, for Pontins, the holiday people, have decided to assist him in 1979 with the ex-Surer/McGarrity March-BMW 772P.

Another March, a 782, bears the legend Aycliffe Team Russell across its nose signifying the alliance between the Northern town's development corporation and the Croydon sports car dealer. The ex-South chassis is only a few races old, and Russell will run as reliably as ever in his second season of Aurora racing.

Former F3 driver Hervé Regout has acquired a Ralt RT1 for the series, having not raced much since we last saw him in England back in 1975. Hervé was a member of Brian Lewis's B&O equipe then, but has not raced an F2 car before.

Finally, from the North of England comes the pair of ex-Briggs and Breidenbach Chevron-Hart B42s from Tony Dean's stable, the drivers being saloon specialist Brian Robinson from Newcastle and 'The Dean' himself. Both men are returning to single-seaters, Robinson having driven a McLaren M19 in the ShellSport series and more recently a Lola T360 before returning to long-distance saloon events. Dean was, of course, a leading sports car competitor in the sixties and is equally at home in 'big banger' racing cars. He is best remembered for his efforts in the Chevron-Chevrolet B24 and B28 models which he campaigned successfully four or five years ago.

If the entry for each of the Aurora championship races is anything like as good as this, MCD's John Webb will have an even stronger success story behind him at the end of the year — the racing can only reflect the confidence shown by his sponsors, who will stay with the series until at least 1980.

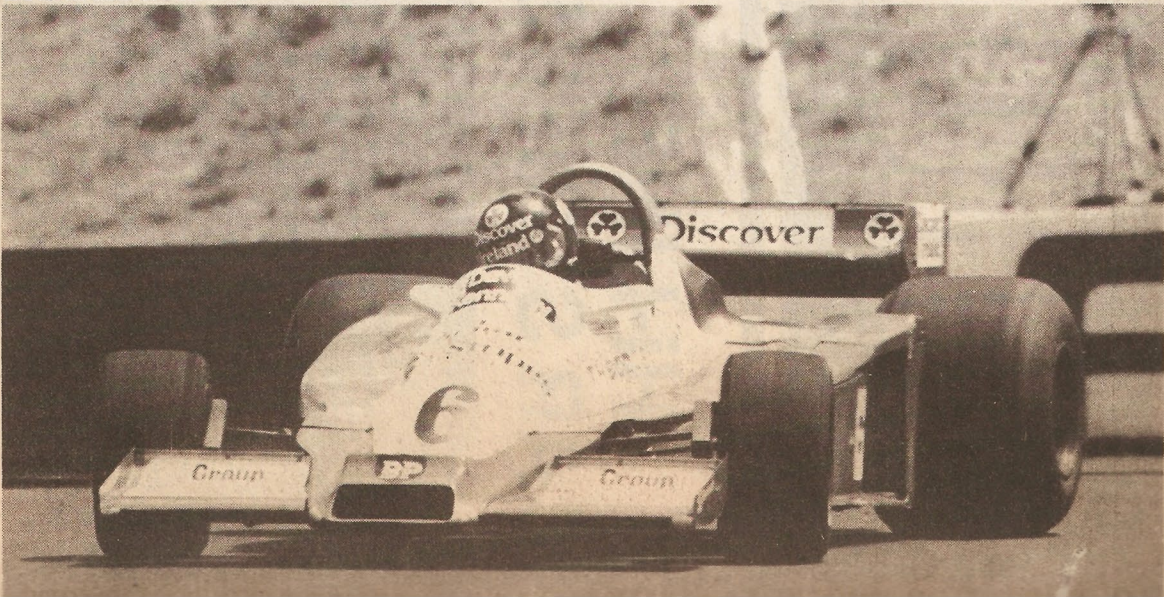
## AURORA AFX BRITISH FORMULA 1 CHAMPIONSHIP ROUND 1, ZOLDER, BELGIUM

1 Melchester Racing	Desiré Wilson (ZA)	F1 Tyrrell 008	Cosworth DFV
2 Melchester Racing	Gordon Smiley (USA)	F1 Tyrrell 008	Cosworth DFV
3 Madom F1 Team	Emilio de Villota (E)	F1 Lotus 78	Cosworth DFV
4 Mopar/Ultramar	Guy Edwards (GB)	F1 Fittipaldi F5A	Cosworth DFV
5 Mopar/Hark Sound	Bernard de Dryver (B)	F1 Fittipaldi F5A	Cosworth DFV
6 Durex/Eden Racing	Tiff Needell (GB)	F1 Chevron B41	Cosworth DFV
7 Valentino Musetti	Val Musetti (GB)	F1 March 771	Cosworth DFV
8 Cooper Industries	John Cooper (GB)	F2 March 792	Hart 420R
9 Marlboro	Giacomo Agostini (I)	F1 Williams FW06	Cosworth DFV
10 Marlboro	'Gimax' (I)	F1 Williams FW06	Cosworth DFV
11 Theodore Racing	David Kennedy (IRL)	F1 Wolf WR4	Cosworth DFV
12 Onyx Race Preparation	Patrick Neve (B)	F2 Pilbeam MP42	Hart 420R
13 Divina Galica	Divina Galica (GB)	F2 March 792	Hart 420R
15 Pontin Racing	Kim Mather (GB)	F2 March 772P	BMW M12
18 A.G. Dean Racing	Tony Dean (GB)	F2 Chevron B42	Hart 420R
19 A.G. Dean Racing	Brian Robinson (GB)	F2 Chevron B42	Hart 420R
20 Aycliffe Team Russell	Adrian Russell (GB)	F2 March 782	Hart 420R
21 Stanley-BRM Ltd.	Neil Bettridge (GB)	F1 BRM P230	BRM V12
22 Team Surtees	Philip Bullman (GB)	F1 Surtees TS20	Cosworth DFV
23 Team Surtees	Claude Bourgoignie (B)	F1 Surtees TS20	Cosworth DFV
25 RAM Racing	Germain Garon (F)	F2 Chevron B42	Hart 420R
30 Dickson's of Perth	Norman Dickson (GB)	F2 March 792	Hart 420R
33 Robin Smith	Robin Smith (GB)	F1 Ensign MN02/4	Cosworth DFV
39 Willi Kauhsen	Gianfranco Brancatelli (I)	F1 Kauhsen	Cosworth DFV
41 Walz-Toj Racing	Klaus Walz (D)	F2 March 792	BMW M12
42 Walz-Toj Racing	Gerd Biechteler (A)	F1 March 781	Cosworth DFV
55 Hervé Regout	Hervé Regout (B)	F2 Ralt RT1	TBN
344 Dickson's of Perth	Pascal Witmeur (B)	F2 March 772P	Hart 420R

Note: All race numbers are permanent.



Top: Emilio de Villota's team will be running their Lotus 78 (right). Above left: John Webb, hoping for yet more success. Above right: Tiff Needell has the Durex prize drive. Below: David Kennedy (Wolf) has been racing in Australia.

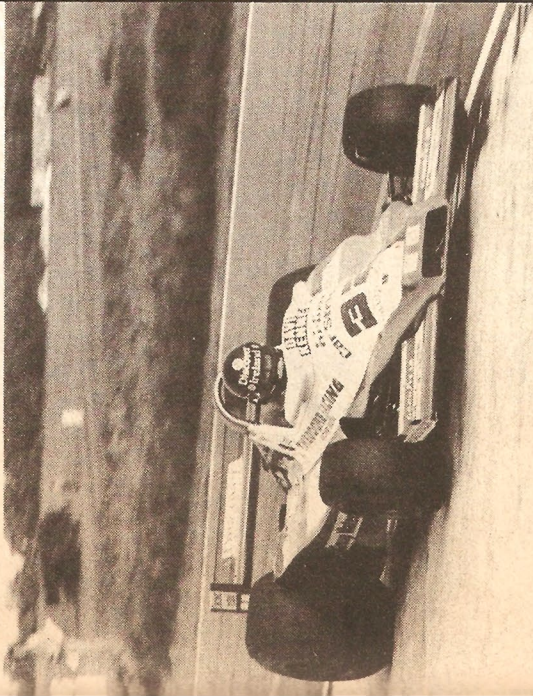


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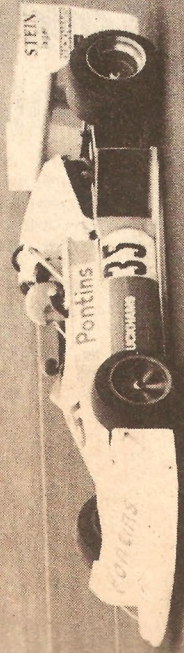
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- April 13th Oulton Park – Cheshire
- April 16th Brands Hatch – Kent
- May 7th Mallory Park – Leicestershire
- May 20th Snetterton – Norfolk
- May 28th Thruxton – Hampshire
- June 4th Zandvoort – Holland

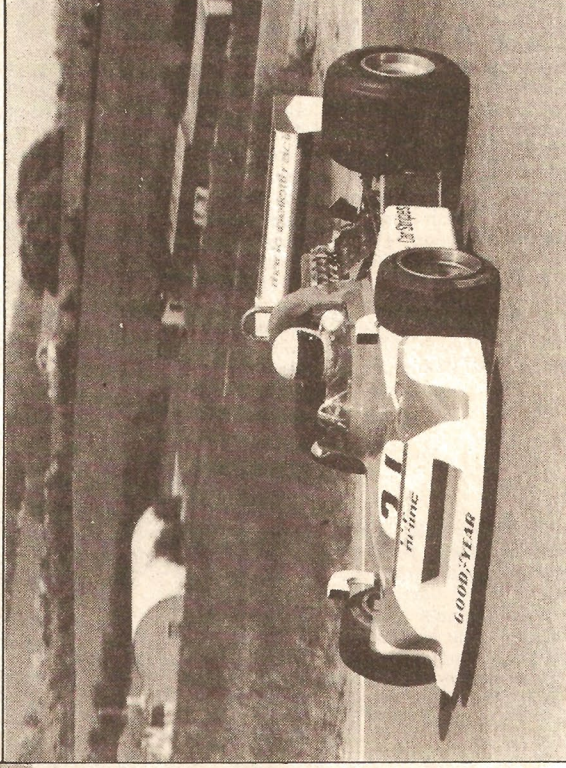
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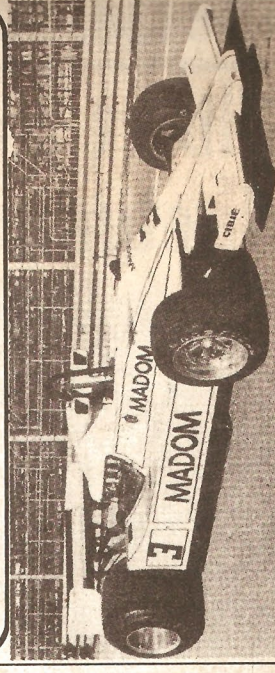
Contact Tony Cooper, Director of Estates, Aycliffe Development corporation,  
Menom Road, Aycliffe, County Durham DL5 6AW. Telephone (0325) 313221. Telex 58428 Acorn G.

# Aycliffe Team Russell

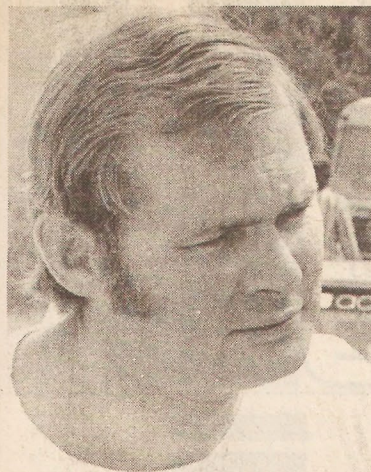


# MADOM

FORMULA ONE TEAM



# Gilbert comes out of retirement



Staepelaere — out of retirement.

Gilbert Staepelaere is coming out of retirement to do the 24 Hours of Ypres Rally in a Ford Escort RS1800. The car he will be using will be that run by Hannu Mikkola on the Monte Carlo Rally (still fitted with the fuel injection engine) and it is being lent by Boreham to Ford of Belgium.

Also out in Fords will be John Taylor (Haynes of Maidstone Ford Escort RS1800), Russell Brookes (Andrews Heat for Hire Ford Escort RS1800) and Roger Clark in his Equipe Esso Fiesta, which will be serviced by a couple of Boreham mechanics.

There is a possibility of some Triumph TR7 V8s but how many and who will be driving has yet to be confirmed. BL's Director of Motorsport, John Davenport, said that they would obviously like to go again, especially as they won last year, but there are three rallies for the team between now and then, so it is too early to make any firm plans. The other TR7 likely to be there is the Chequered Flag one, which is now completely rebuilt. 'Flag boss, Graham Warner, said they hope to be there as they do like the event very much and that possible drivers for the car could be Per Eklund or Derek Boyd.

Vauxhall will be represented with a couple of Chevettes for Jan van der Marel and Jean Louis Dumont, but it is very unlikely that a car from DTV in Royston will appear. At the end of June, Pentti Airikkala should be on his way to New Zealand and Jimmy McRae will be doing the Jim Clark. However, other works entries might come from Chrysler, Audi and Team Datsun Europe.

This rally always attracts a large number of privateers from Britain and the organisers have again come up with some very attractive deals, such as cheap cross channel ferries, and a very good prize fund, specially for British crews.

British co-ordinator will again be John Jensen, who will be on hand to help crews out there. Anyone wanting further information on the event should contact him at 16-32 Upper Stone Street, Maidstone, Kent, tel: Maidstone 679331 (work) or Maidstone 28807 (home).

# Fred shakes a leg

The news from Belfast on the progress of Fred Gallagher is extremely good, as he was due to come out of traction yesterday and is hoping to be walking again in about a week. If all goes well he might be out of Dundonald Hospital the week after next.

When we spoke to Fred earlier this week, he was remarkably cheerful and was talking about being back in the co-

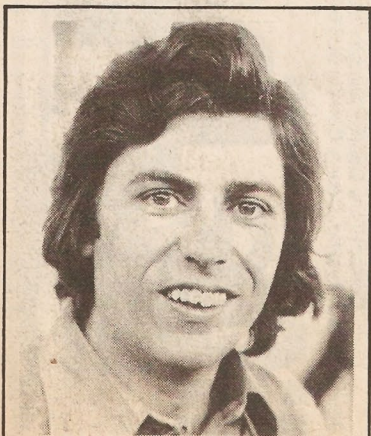
drivers seat by the Welsh Rally. However, he will first have to spend about six weeks on crutches graduating from two crutches, to one crutch and then, in his own words, to an old man's walking stick. Perhaps luckily for the hospital he will be out before the Circuit of Ireland entourage hits Ulster and may even be accompanying John Davenport around the event.

# Chequered Flag Stratos left at home

Although the Chequered Flag will be taking their Triumph TR7 V8 to the Benson & Hedges Circuit of Ireland for Derek Boyd, 'Flag boss, Graham Warner, is rather sad that he cannot send his Lancia Stratos as well.

The car has been rebuilt in identical spec to the works cars. "It is better and more reliable than ever before", said Warner, but there is no one available to whom he would entrust it. Billy Coleman was the obvious choice, but he is now driving for Ford of Cork. Warner also approached Tony Carello and even teleaxed Chardonnet to see if Bernard Darniche would be interested.

However, Warner is definitely hoping to run it on future European Championship and Irish Tarmac Championship rounds. He has a programme for the TR7, which he hopes will include Per Eklund driving it on several occasions, and talked wistfully about Eklund also



Bernard Beguin is the current leader of the French national rally championship with 290 points, 35 more than second place man Jean Louis Clarr. Beguin added to his score on Sunday when he won the third round of the series, the Touraine Rally, in his Porsche. Second on the event was Jean Claude Andruet in his Fiat France 131 Abarth, while his team-mate Michele Mouton retired on the first stage when her Fiat left the road in very wet conditions.



Andy Dawson in the Group 2 Datsun Violet on the Portuguese Rally.

# Dawson's dilemma

Team Datsun Europe will not now be entering a Group 2 Datsun 160J on the Benson & Hedges Circuit of Ireland for John Lyons. The team has found on recent World Championship Rallies that the single overhead cam engine is just not giving enough power and will, therefore, have to do a lot more testing in the hope of having the engine sorted in time for the Welsh.

TDE boss Andy Dawson will be trying out a variety of new ideas and will be experimenting with the exhaust system, cold air ducting and carburation. It seems that the engine is giving 200bhp on the dyno but once fitted only produces 140bhp at the rear wheels. Andy

knows they are not losing the power in the gearbox or axle so must work hard to find out just where the 60bhp is going.

This means that they will not now enter their G5 Sunny on the York National and CP Granite City rallies for Andy, but a Violet. Andy realises that this G2 car will not be anywhere near as competitive, but at the moment testing is the most important job. As Andy explained, rallying in this country is mainly for test purposes as they must have the cars right for WCR rallies where Datsun is looking for publicity. Although the Welsh is now the next event scheduled for John, this rally will depend very much on the progress of development.



Aaltonen — number one seed.

# Safari seeds

The Safari Rally promises to be one of the most competitive for several years with the most amazing entry of top class past winners in works cars. The seeded entry list has now been published and is as follows:

- 1, Rauno Aaltonen (Datsun 160J); 2, Joginder Singh (Mercedes 280E); 3, Markku Alen Fiat 131 Abarth; 4, Simo Lampinen (Peugeot 504 Coupé V6); 5, Harry Kallstrom (Datsun 160J); 6, Vic Preston Jnr (Mercedes 450); 7, Sandro Munari (Fiat 131 Abarth); 8, Timo Makinen (Peugeot 504 Coupé V6); 9, Shekhar Mehta (Datsun 160J); 10, Bjorn Waldegaard (Mercedes 450); 11, Walter Rohrl (Fiat 131 Abarth); 12, Jean-Pierre Nicolas (Peugeot 504 Coupé V6); 13, Hannu Mikkola (Mercedes 450); 14, Robin Ulyate (Fiat 131 Abarth); 15, Andrew Cowan (Mercedes 280E); 16, John Helier (Datsun 160J); 17, Jean Claude

# York's snow problems

The York MC Castrol/AUTOSPORT championship round, the York National Rally on April 7, looks set to be another excellent event with the entry list at closing date standing at 118 entries.

However, Clerk of the Course Peter Williams was not confronted by too encouraging a sight when he went into the forests to finish the road book on Sunday. It seems that he was greeted with as much as four feet of snow on some stage approach roads and depths of the stuff varying from six inches to four feet on some of the stages. But hopefully by the rally the thaw should have set in.

All the top Castrol/AUTOSPORT Championship contenders have entered the event including Jimmy McRae, Malcolm Wilson, Tim Brise, Peter Clarke, George Hill, Terry Kaby, Tony Drummond and David Stokes. The route includes 95 stage miles and anyone wanting spectator information should send an SAE to Tony Raylor, Aspen House, Stockton-



Drew Gallacher winning the first Scottish Championship round, the Snowman Rally.

## Banking on no show

This weekend is the third round of both Division I and II of *The Scotsman*/British Airways rally championship on the Bank of Scotland Rally which covers a 100-mile route in just four hours. This rally is always a popular event and as usual has an oversubscribed entry list with a full 120 starters and reserves. The event is being organised by the Dunfermline CC and there will be 32 stage miles in the route.

Last year the event was won by Drew Gallacher, who has also won the first two rounds of the Scottish championship this year, and so he must be favourite to win.

On Monday there was still snow on most of the stages, but the organisers were hoping that rain would be able to clear that. The event starts from Aberfoyle car park at noon on Saturday and finishes at the Halfway House Hotel, Kingseat, Nr Dunfermline at 4pm that

afternoon.

Spectator stages on the event are: SS1 Leanach (MR 57/512054) first car 12.10 and please use forestry car park; SS7 Carron (MR 720838) first car 14.09 please use forestry car park, this is also a service area; SS8 and 9 Devilla (MR 65/970875) first car 15.08, this will be run at 30secs intervals, parking only in Blair Mains Farm opposite entrance to stage.

The top ten entries will be; 1, Drew Gallacher (Ford Escort RS1800); 2, Allan Arneil (Vauxhall Chevette); 3, Donald Heggie (Ford Escort RS1800); 4, Ken Wood (Triumph TR7); 5, Dominic Buckley (Ford Escort RS1800); 6, Andy Smith (Ford Escort RS1800); 7, Ian Wilson (Reliant Kitten); 8, David Gillanders (Ford Escort RS1800); 9, Tom Clark (Triumph Dolomite Sprint); 10, David McDonald (Toyota).

● Due to snow still affecting many of the minor roads in north Yorkshire this Sunday's Costa Di Plenti rally, second round of the *Motoring News* Rally Championship, has been cancelled. The organisers say it is most unlikely they will be applying for a new date this year.

● Huxford, the highly energetic Fiat dealers from fareham are organising a luncheon party in London on April 30, at which HRH Princess Anne will be the guest of honour. The lunch is in aid of the Gunnar Nilsson Cancer Treatment Campaign and is under the theme 'The Ladies salute a brave gentleman.' Speakers will include Katharine Whitehorn and tickets are £20 each which includes drinks before and wine with the meal. The venue is the International Hotel and tickets are available from Jean Denton, Huxford Group, Newgate Lane, Fareham. Cheques should be made payable to the Huxford Gunnar Nilsson Fund.

● A few entries are still available for the Marlboro Moonraker Rally, the fourth round of the *Motoring News* road rally championship. The rally, on maps 181, 182 and 193 is being held on April 7/8 with the 150 mile route starting from Taunton Services on the M5 southbound (MR 193/197203) and finishing at the Cadbury Court Country Club at Yatton near Bristol. The entry fee is £14 for experts and semi experts and £12 for novices, who only do a 100 mile route. Entries to date for this Tavern MC organised event include Ted Cowell, Geoff Birkett, Bill Gwynne, John Bloxham and Mick Briant. Prospective competitors should ring Bryan Shepherd on Nailsea 7602 and anyone who can offer their services for marshalling should contact Bob Erskine on Bristol 664295

## Ford's latest rally film

*A Little Bit Sideways* is the title of the latest Ford rally film which was premiered in London recently and features some excellent action shots from last year's Sedan Products Rally Championship.

The film is another offering from United Motion Pictures and, although not a classic, should be well received by motor clubs, for whom the film was primarily made. The rallies covered are the Circuit, Welsh, Scottish, Burmah, Manx and RAC and the footage is basically that used for the televising of the events.

Unfortunately the separate pockets of action have not been blended too well and this gives a somewhat piecemeal effect (which UMP's Barrie Hinchliffe was quick to point out). The commentary was spoken by Mike Smith, who does this job very well.

Clubs who want to hire this film should contact the Guild of Sound and Vision, Film Library, Woodston House, Oundle Road, Peterborough; tel: Peterborough 63122.



*Jean-Luc Therier recently won the first round of the new French gravel road championship, the Rallye Mistral, in his 2-litre 16-valve Toyota Celica. It was by no means an easy event for Therier who was suffering from a broken thumb, which he injured in Portugal. However, he took the lead fairly early on and finished nearly 4mins ahead of Jean Paul Luc in his Citroen. The win was really no surprise as Therier is undoubtedly France's top rough road rally driver and it is difficult to remember a gravel event in that country that he has not won.*

## New ideas for Stage Craft

Stage Craft starts again later this month in the East Midlands with a special tarmac driving day. This will be the first of the new series which will be sponsored by *Cars and Car Conversions* magazine. The days will follow the basic format which has proved so popular so far and chief instructors in their various fields will again be Will Sparrow, Malcolm Wilson, John Horton, Mike Nicholson and Paul Ridgway.

The tarmac day will be at an airfield site east of Doncaster on April 21 and

regulations for this can be obtained from Gordon Waddington, 55 Briton Street, Thurnscoe, Rotherham, South Yorkshire. Further information about all the events can be obtained from Val Shenton, 25 Wells Road, Mickleover, Derby, tel: 0332 513940.

Although more dates will be added soon those scheduled so far are May 26, North West; June 16, South West; July 7, South Midlands; August 25, Northern Ireland; September 8, West Midlands; October 6, Eppynt Wales.

## Briefly . . .

● Early notice of the RAC Committee Open Day. This will be held on August 23, probably at Pall Mall. If you have a question then write to the RAC Motor Sport Council, 31 Belgrave Square, London SW1 letting them know that you intend to go along.

● The organisers of the Criterium Lucien Bianchi on April 27/28/29 are offering all British crews on their event free entries. The rally is a round of the European Rally Championship (coefficient 2) and is based at the Charleroi Gosselies Airport in Southern Belgium. The total distance of the rally will be 1200 kilometres with 700 kilometres on special stages. Pace notes are permitted for the event and the prize fund is over 300,000 Belgian Francs. More information can be obtained from Brian Goff, 1 Circular Drive, Ewloe, Deeside, Clwyd, tel: 0244 535253.

● Regulations are now available for the Blane Stages Rally on Saturday, May 12, which is a co-promoted event between the Kilmarnock and Loudoun CC and the Lanarkshire CC. The event is a round of *The Scotsman*/British Airways Division II and West of Scotland Stage championships. The start will be in Inveraray and the finish in Oban and there will be 38 stage miles in the 117 mile route. Stages included in the route will be Minard, Knapdale, Inverlever, Inverinen, Fearnoch and Barcalcline. The entry fee is £35 and competitors are advised to put theirs in early as the event is usually oversubscribed. Regulations can be obtained from Charlie Young, 8 Hawthorn Gardens, Larkhall, Lanarkshire, tel: (0698) 887691

## Please note . . .

The contents of the latest missive from the RAC Motor Sports Council should be noted by all rally competitors. It says: All competitors competing on rallies which contain road sections and necessitate them to drive or park on the public highway are reminded that this vehicle must comply with the Motor Vehicle

(Construction and Use) Regulations 1973 in that all vehicles must have an operable mechanical handbrake system. Competitors who have fitted their vehicles with a hydraulic handbrake system must retain a mechanical system to comply with article 13 of the above regulations.



*Although it might take some believing the smart person on the right is AUTOSPORT's Rallies Editor, Rupert Saunders. Rupert married Catherine Gill on Saturday at Edwalton near Nottingham.*

## Lakeland problems

After all the traumas of the last few days, you had to sympathise with the organisers of the Lakeland Rally. Not only did the weather conditions make stages extremely slippery, but there were last-minute losses of stage facilities. The ultimate shock was a blockage of one of the best remaining stages (which was being run twice, at 30secs start intervals), which eventually had to be cancelled.

Stage authorisations are always a problem in the Lake District, and it was way back in January that the Lakeland organisers realised they could not use Grisedale forest. Up to the last minute, however, they were hopeful of using seven miles of tarmac in the Warcop military camp, near Appleby, and 10 miles of tarmac on Shap Water Auth-

ority roads; even Hobcarton, which was used in truncated form, should have given six more miles than it finally did.

The blockage on Comb (which is also known as Whinlatter) was caused by one competitor spinning and becoming stuck, after which there was a speedy build up of cars waiting to get through. Estimates of between 20 and 50 cars being affected were bandied about; small wonder that some were not even given stage times, and that the stages had to be cancelled. But this brings into question the whole theory of running such a long stage — 6.5 miles — at 30secs intervals, especially as there was a big discrepancy in performance between fast cars going round for the second time, and middle-order runners tackling the cut-up stage for the first time.

## Tough Escort battle

A full complement of 25 Escort 1300 Championship cars tackled the Lakeland Rally, and competition was as razor-sharp as usual. George Forbes won his first Championship round of the year, by 22secs from Chris Atkinson, who had the misfortune to upend his car on Wythop for a short time. John Beadle had the same total penalty as Atkinson, but lost out on the 'least penalty' rule regarding first stage performance. Jos Way and Willie Lawrie both scored for the first time, while Dick Slaughter and

Derek Fletcher also got into their stride. Forbes led at lunch by a metre 2secs from Ian Hughes, and was 4secs ahead of Fletcher, but Hughes took road penalties in the afternoon session. Atkinson, in his unsponsored car, has an early Championship lead, with 19 points, ahead of George Forbes and John Beadle with 13 points. The next round, the Plains Rally, is one of the high-scoring qualifiers, where the Fabergé Fiestas do not compete, and where the Escort entry can be correspondingly larger.



Jayne Neate was the Fiesta winner this time out.

## Ladies all come home

It was another successful Fabergé Fiesta weekend on the Lakeland Rally, with all 15 cars starting and finishing. Sarah Cohen's car had been neatly rebuilt after its roll on the Dukeries, and Sarah was delighted to take fourth place in the group on the Lakeland. It was Louise Aitken's turn to invert her Fiesta, which — in true Barry Lee style — she accomplished after the flying finish of the stage at Setmurthy. Up to that point she had been lying third in the group, and thoroughly enjoying the slippery conditions.

The Lakeland battle was between Jayne Neate, who likes slippery going, Geunda Eadie, who is still learning all about it, and Lesley Cowcill, who was demonstrably happier on the tarmac stages than she was in the forests. If the two long Comb stages had not been cancelled, Geunda Eadie, who was much

faster than any other Fiesta over them, would have won the category, but in the event it was Jayne Neate who triumphed by a mere 4secs. Julie Speechley, on the other hand, benefited somewhat from the Comb cancellation, and finished fifth.

Mechanical development continues apace, with all cars now running with tubular Panhard rods, with front strut stiffeners on the way, and with the Dukeries puncture problem now apparently solved if the girls could be persuaded to drive on the tracks rather than on the side of them!

After two events Lesley Cowcill, with a first and a third place, has 33 championship points, while Geunda Eadie's two second places earn her 32 points. Battle will be rejoined on Easter Monday when the circus moved to the special Fiesta race at Mallory Park. Will a different set



## Circuit of Ireland

The Benson & Hedges Circuit of Ireland takes place over the Easter weekend and is the second round of the Sedan Products Rally Championship. The event starts from Carrickfergus on Friday, April 13 and the second Dry Cane Special Stage competition starts now and ends with the midday post on Thursday, April 12.

As a guide for those who cannot remember, last year Russell Brookes and Jimmy McRae were first and second. All entries should be on postcards and sent to Dry Cane Special Stage, Autosport Editorial, Haymarket Publishing, 54-62 Regent Street, London, W.1.

The Circuit is without doubt one of the hardest and toughest European rallies and included in its 1400 mile all tarmac route are 600 miles of special stages. The entry is highly competitive with any of the top 20 seeds being possible winners.

The leading drivers and cars on the Circuit are: Russell Brookes (Escort), Pentti Airikkala (Chevette), Per Eklund (TR7), Stig Blomqvist (Saab), Timo Salonen (Fiat), Tony Pond (Sunbeam), Billy Coleman (Escort), John Taylor (Escort), Jimmy McRae (Chevette), Derek Boyd (TR7), Graham Elsmore (TR7), Malcolm Wilson (Escort), Mick O'Connell (Escort), Brian Nelson (Escort), Roger Clark (Fiesta), Brian Culcheth (Opel), Bertie Fisher (Escort), Henri Toivonen (Escort).

Following the success of the first Dry Cane Special Stage competition in AUTOSPORT prior to the Mintex International Rally we have great hopes that this second chance for rally fans to try their skills at predictions will be received even more enthusiastically.

All you have to do to win 2½ bottles of Dry Cane and a Dry Cane T-shirt is to tell us which drivers you think will finish in the first two places on rounds of the Sedan Products Rally Championship. On each occasion the first correct post-card out of the bag will be the winner.

The Dry Cane Special Stage information will be published in AUTOSPORT a couple of weeks before each rally and will include a list of leading drivers and cars, along with any other information which we feel is relevant. The closing date for entries will generally be the day of scrutineering for the event.

For the purpose of this competition, the results of the rally will be those declared final by the Stewards of the Meeting. These results will not be subject to appeal.

## Peter's lucky break

With the cancellation of the Comb stages on the Lakeland Stages some competitors profited and certainly among these were Peter Swale and Peter Williams in their Taylor Milner Shopfitters Ford Escort Twin Cam.

They were leading the 1600cc class at half way but trouble struck in the afternoon both times the Comb stage was run. First time round they lost a lot of time when, half a mile in, both throttle springs broke and they had to drive the

remainder of the stage on the ignition. However, their problems really came second time round when they went off braking a wheel and getting a puncture. The outcome of this was that they collected a maximum for the stage.

Therefore when they arrived at the finish they were quite well down the field and had lost the class lead. However, it was then announced that the stages were to be cancelled which rapidly elevated them back to the class win.

## Rick hopes for third time lucky

Luck was not on the side of Rick Watts at the weekend on the Lakeland Stages rally, during his second outing in his Karcher and Service Station sponsored Ford Escort RS1800. Rick will be doing the Esso/BTRDA championship rounds and the Welsh Rally in his 2-litre BDA-engined car but has had to retire on his first two rallies. His first event was the Dukeries and his problems started prior to the event when his engine blew up. The day before the rally he fitted an engine found in a brakers yard, but this only lasted one stage.

He had a really good start on the Lakeland and, at half way, was lying

10th overall. The engine, however, lost all its water on the eighth stage (the last before lunch) and from then on it started to lose power. Then on the third stage from home the car slid off the road and it took the spectators 10mins to get it back out of a ditch. At this point Rick decided not to risk the engine any further and retired. Despite the power loss and time off he was lying about 18th and was pleased with the car which was setting very quick times on the tarmac stages. Rick is sure that this bodes well and is hoping for better luck on the next championship round.



Young Irishman Stanley Orr did not do too well on his first English rally. On the Lakeland stages he rolled his car on stage one and at the end of the day was placed well down the field.

## A rainy Devon night

Bob Dark and Paul Thatcher of Devizes MC won the Whitehills Garages Olympia Rally, run by Torbay MC last Saturday night when 50 crews battled through almost continual rain to complete a 170 mile route in Devon.

Second, and lucky to finish at all, were John Sampson and Roger Gillard (Triumph TR7) who were almost 1min down but who ended with a damaged car after spending 8mins recovering from a mistake on the hairpins on the last selective. They misjudged one of the corners and crunched a wall, most of the damage being to one of the doors but their bit of luck came when the selective was cancelled.

Dark and Thatcher were always in command of the event although Dave Pitcher/Ron Greenwood were going well in a Capri until they drowned in a ford on the first selective and retired. A protest from Rod Eyles and Tony Brown (Avenger), about their time of departure from the first control, which they left early, was thrown out and this put them down the field.

1, Bob Dark/Paul Thatcher (Ford Escort), 50m 20s; 2, John Sampson/Roger Gillard (TR7), 51m 18s; 3, Tony Stilling/Roger Batten (Escort), 53m 30s; 4, Kim Kirk/Tony Kirby (Viva), 54m 56s; 5, Steve Fuzeland/Peter Newcombe (Ford Escort), 58m 19s; 6, Trevor Hadley/John Waters (Colt Lancer), 58m 19s. **Novices:** B Carter/R Gough (Ford Escort), 2F 83m 46s.

## Paul's Saturday romp

Paul Woodward and Dood Pearce, Sixty and Worcs MC's leading rally crew, romped away with the ShellSport Highwayman Rally run by Swindon Phoenix CC last Saturday night. In their Escort RS2000 they trounced the opposition by almost 4mins beating last year's AMMC champions Dave Tigwell and Peter Raine who were in a borrowed Ford Escort and not the Mini with which they won the championship last year.

Third, a further 7mins away, were Pete Rowley and Peter Saunders (Ford Capri). On a wet and miserable night 60 crews tackled a 148 mile route in Wilt-

shire, Hampshire and parts of Berkshire but nearly a third of the entry had disappeared by half distance. Many slid off, two rolled and there were other various incidents. The first half included the two selectives, totalling about 12 miles.

1, Paul Woodward/Dood Pearce (Escort RS2000), 20m 53s; 2, Dave Tigwell/Peter Raine (Escort), 24m 21s; 3, Pete Rowley/Peter Saunders (Ford Capri), 31m 47s; 4, Graham Norris/Paul Taylor (Ford Mexico), 34m 34s; 5, Andy Roberts/Simon Knight (Escort Sport), 34m 37s; 6, Bill Weld/Freda Brake (Datsun 120Y), 35m 05s. **Novices:** Keith Thomas/James McLeod (Vauxhall Chevette), 1F 56m 11s.

## Fenwick retains Wolds

The atrocious weather conditions recently caused the cancellation of two special stages and a reduced entry for the Wolds Rally in Lincs. But the heavy snow, which totally cut off the Ludford and Gaton le-Wold special stages, rendering them unusable, did not stop the Grimsby crew of Stuart Fenwick and Stuart Riggall, winners of the event last time out, from retaining the Wold Trophy.

After a gruelling day, the winning RS1700 crew eventually came home 17 secs in front of their nearest rivals, despite a spin on Strubby Airfield in the morning. Mike Watson, with S. Stickford in an Opel Kadett came home second in front of C. Lamb and D. Thompson in another Escort.

One of the cars expected to do well, a Saab Turbo, driven by M. J. Wood and A. Martin was driven extremely well to finish in eighth place overall, collecting the novice award.

Before the bad weather hit, just under 100 cars were entered for the event but the snow, which virtually cut off Lincolnshire, meant that only 51 cars were flagged off from Skegness.

The event was sponsored by a local firm of Estate Agents, the Michael Emmitt Organisation.

### ALAN BIRD

1. S. Fenwick/S. Riggall (Escort), 1262s; 2. M. Watson/S. Stickford (Opel Kadett), 1279s; 3. C. Lamb/D. Thompson (Escort), 2220s; 4. G. Perkins/D. Beall (Mini), 2249s; 5. T. Moor/T. Sillett (Escort) 2271s; 6. S. Teather/Mrs. G. Roe (Escort).

## Weather plays its part

Newtown crew Dave Humphreys and G Harding won the Severn Valley Stages Rally run by Midland Manor MC mainly in Radnor forest last Sunday. Postponed from early February when snow blocked most of the tracks in the central Wales complex, the event again ran foul of the weather last weekend.

On one track, almost at the highest point in the forest, an overnight thaw had turned a smooth packed snow section into a quagmire. Quick adjustments were made and not a great deal of the original 45 miles of stages were lost, although the number of stages was reduced from seven to six.

Humphreys and Harding (Escort) won comfortably on 37m 55s, 15secs ahead of Peter Gerbez and M Morris in another Escort. Local heroes Grant Edwards and John Savage suffered from a sticking

throttle on their Escort on the first few stages and were never in a position to challenge Humphreys who made quickest time on all the stages.

Paul Derry and Norman Jones might have finished higher than fifth in their Moprod Escort RS2000 but for being held up for a considerable time on the first stage by an accident ahead of them. On the second stage they equalled Humphreys's time and they remained competitive for the rest of the day.

1, Dave Humphreys/G Harding (Ford Escort), 37m 55s; 2, Peter Gerbez/M Morris (Ford Escort), 38m 10s; 3, C Hughes/R Wilcox (Ford Escort), 38m 45s; 4, Grant Edwards/John Savage (Ford Escort), 38m 46s; 5, Paul Derry/Norman Jones (Ford Escort), 39m 36s; 6, P Davies/D James (Ford Escort), 39m 40s. **Class winners:** J Dark/W Lewis (Davrian), 41m 03s; G Evans/R Tansley (Ford Escort), 40m 28s. **Novices:** A Giordano/G Lowe (Ford Escort), 41m 43s.

## Escorts dominate Craven

Keith Edwards and Alan Woodbridge won the Craven Rally '79, run by the club of the same name over 150 miles of wet and slippery roads in Berkshire, Oxfordshire and Wiltshire last Saturday night. For the majority of the night they led the event, although at one stage Tim Samways and Andy Thorburn briefly took the lead, but eventually had to settle for third place after a great second half battle with eventual runners up Dick Mauger and Dick Steptoe.

Escorts dominated the top places with all six leading crews using various models, but the surprise of the night was the performance of novice winners Clive Dopson/Roger Davidson (Mini). They were competing in their first-ever restricted event, never having done anything more than a 12 car event, and they came home a creditable ninth out of 59 finishers who were the survivors of an

original entry of 88 crews.

The only major incident of the night saw the Vauxhall Chevette of Malcolm Harvey-Ross/Rick Smith land in a deep stream fairly early on. Derek Arnold and Tony Belton were going exceedingly well in their Anglia TC and would have probably claimed a top ten place but near the end they ran into mechanical problems and had to cut two controls to get to the finish.

1, Keith Edwards/Alan Woodbridge (Escort RS2000), 29mins 38secs; 2, Dick Mauger/Dick Steptoe (Escort 1600), 33mins 42secs; 3, Tim Samways/Andy Thorburn (Escort RS1800), 33mins 59secs; 4, Denis Gregory/Mike Wise (Escort), 38mins 46secs; 5, Ian Donaldson/Kim Bannister (Escort RS2000), 40mins 51secs; 6, Kevin Johnson/Graham Ferguson (Escort RS2000); 45mins 48secs. **Experts:** John Benyon/John Brougall (Escort RS2000), 64mins 33secs. **Novices:** Clive Dopson/Roger Davidson (Mini), 57mins 18secs.

## Ford's Sporting win

Putting up five fastest times in succession immediately after lunch, Tony Ford scored his second win on the Ted Cleghorn Memorial Stages Rally in Norfolk and Suffolk last Sunday. Accompanied by Ian Keppell in his Escort RS 1800 the 1974 winner beat a field of 67 finishers by 16secs with the Opel Kadett crew of Geoff and Karen Lobb runners-up.

A dozen stages, predominantly disused airfields, provided the meat of the event, the last stage being three runs round the Hethel airfield near the Lotus factory. In the morning Mich Gooch and Roger Warren set the pace in their Mk 1 Escort to pull out a 12secs lead over Colin Atkin/Geoff Williams (Escort 1600) with Ford a further 6secs away in

third place.

Ford then mounted his attack on the Sporting CC of Norfolk event and quickly ate into the lead of Gooch. With the Lobb family also collecting a total of three fastest times, the lunchtime leader had to be content with third place. A spirited run by the Mini crew of Graham Perkins and John Caborn ended in a pond only 500 yds from the finish of the last stage, robbing them of a worthy fifth place.

1, Tony Ford/Ian Keppell (Escort 1800), 2557s; 2, Geoff and Karen Lobb (Opel Kadett), 2613s; 3, Mich Gooch/Roger Warren (Escort), 2635s; 4, Richard Raven/Garry Martin (Escort), 2637s; 5, Colin Atkin/Geoff Williams (Escort), 2656s; 6, Mike and John Russell (Avenger), 2657s. **Novices:** Dave Mann/Tim Harber (Mexico), 2679s.

## Spring Stages in Winter

David Holland and Mike Henderson were clear cut winners of the Chester MC's Spring Stages single venue rally held at Marchington recently, finishing more than a minute ahead of a field of 58 crews.

Driving a 1600cc Ford Escort, they did the eight stages, totalling approx 20 miles, in 23m 04s with Will Harris/John Edgington taking the runner up spot as well as the over 1600cc class in another Escort.

Fresh from her win in the first round of the Faberge Fiesta championship the previous day, Lesley Cowcill finished seventh overall and only two seconds down on class winners, Nigel Webber and Phil James.

1, D. Holland/M. Henderson (Escort), 23m 04s; 2, W. Harris/J. Edgington (Escort), 24m 09s; 3, M. Sapio/A. Jones (Escort), 24m 27s; 3= T. Pankhurst/J. Keaveney (Escort) 24m 27s; 5, M. Guest/A. N. Other (Escort), 24m 38s; 6, N. Webber/P. James (Escort) 24m 43s.

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Bill Dobie was winner of the event after a protest over the Comb stages.

# Committee decision

Bill Dobie relaxed in his chair at dinner and said: 'That's the first time I've won a rally while sitting in a hotel' — then grinned and shrugged off the puncture which was not now to count against him. Geoff Simpson, on the other hand, was telling everyone who cared to listen that it wasn't *him* who had protested. Robin Farrington, who had had a win plucked from his grasp at the last minute, said very little. The Lakeland Rally, unfortunately, had had to be settled in committee rooms, and not out on the Cumbrian hills; it was the second Esso-BTRDA round to end in confusion.

There were two Lakeland Rallies last weekend — the one held between Kendal, Carlisle and the Lake District stages, and that contested by competitors affected by a blockage on the Comb stages (see *Special Stage*). On form, there is no doubt that Robin Farrington was the winner 'on the day'; in the record books, Bill Dobie, who ought to have been out of the top six due to his puncture, remains the winner.

In spite of very methodical and neatly arranged organisation, the Lakeland was not an impressive event. Only 16 stages — six of them on tarmac — were originally scheduled, and even to get up to this total all but two locations were used twice, with cars running at 30secs intervals. Baulking on long stages like Greystoke and Comb was inevitable, and many hard words were banded around at the finish. There were only 50 competitive miles, 39 of them in the forests, before Comb was cancelled; in the end an important Esso-BTRDA qualifier was settled on a mere 41 mins of competitive motoring, and perhaps 36 stage miles.

Even so, the Lakeland organisers received more than 250 entries for their 150-car event, which got under way in brisk sunny conditions from the Kendal Showground. The morning run, bereft of Warcop and Shap Water stages (see *Special Stage*), had only one forestry stage — 5.5 miles of Greystoke, tackled twice — two tarmac stages at Hardendale quarries, and two circuits of each of the Cumbrian airfield stages at Orton and at Kirkbride.

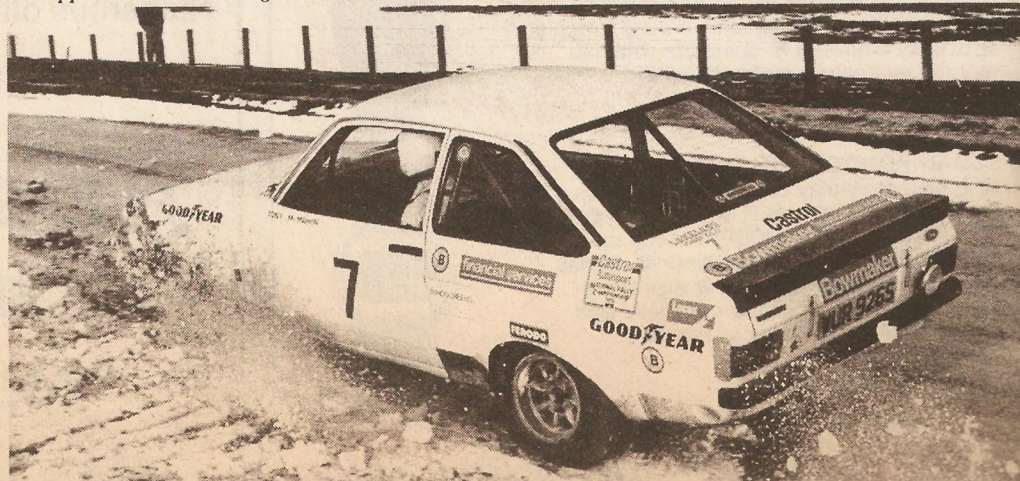
Bill Dobie set fastest time on both Hardendale stages, matched by George Hill's Chevette on the first (whose flying finish was dangerously slippery, and at which the Martin Group Chevette attacked the scenery

at high speed!), and pushed very hard by Nigel Worswick's Escort on the second. Geoff Simpson suffered from red marking tapes blowing across the road at one point, which confused him considerably, and frankly I refuse to believe a 'top ten' stage print out in which half the cars credited were in the back half of the field.

Greystoke was as fast and demanding as usual, where newcomer Phil Collins from South Wales (in an old RS1600 with 1599cc BDA engine) was fastest on both occasions; once again the times look terribly suspect, even allowing for the snow and slush which had to be tackled. Nigel Worswick was credited with third and second fastest times, but Dobie, Simpson and Lord were all reputedly 'off the pace'. Tyre choice was very important, with Goodyear 'Hakkas' the best; Robin Farrington, indeed, had started the event with Hakkas on the front, and Dunlop M & S on the rear of his car, which raised many eyebrows, but seemed to be effective; he changed to all-round Hakkas for the rest of the forests on arrival at Greystoke.

John Weatherley didn't make it to the lunch halt, with a broken differential under his 2-litre Chrysler Sunbeam. Fred Henderson, in the *Triple C* single-cam Chevette, perhaps wished he hadn't, for he was finding the specified back axle ratio much too low: 'We spent a lot of time chatting to each other on the airfield straights,' Fred said, 'there was plenty of time for that. . . .'

*A disappointed Robin Farrington had to be content with second place.*



After the lunch halt, only four forests — Setmurthy, Wythop, Comb and Hobcarton, each to be tackled twice — remained, but there was still time and enough danger for the front runners to find trouble. Dennis Moody's RS1800 came out of Wythop looking as if it had lost an argument with a steamroller ('Yes, it needs a new shell now, but I simply can't afford one . . .'), and Richard Iliffe's car never made it that far, having suffered a bent rear axle. The Evans brothers' was not in the hunt on this occasion, Stanley Orr's Escort had also been rolled, and Brian Mitchell (Escort RS1800) was struggling against conditions he does not enjoy.

Collins's performance was a surprise to everyone (but he was to throw it all away by suffering unnecessary road penalties due to *early* booking in at one control), while Richard Mawson's scruffy but effective 105E Anglia 1800 was only just out of the top ten. Peter Jackson's Singer Gazelle (Yes! — it looked like a ghost from the rallies of the 1950s) should never have been seeded so high up the field, but at least it made a talking point. The Escort 1300s battled away among themselves, and were slightly faster compared with the Ladies' Fiesta circus than they had been on the Dukeries. Opinions about the Fiesta varied — some thought the cars themselves were too slow (which was, at times, a problem on '30secs' stages), while others found their smart turnout and 'squadron formation' tactics a very refreshing change.

Bill Dobie was out to confirm his second Lakeland victory, and was fastest on both Setmurthy and Wythop stages. By then, however, his gearbox was giving trouble, and after that was hurriedly changed on the lakeside at Bassenthwaite, he then collected a puncture at the start of the Comb stage. Farrington, for his part, had been pressing so enthusiastically on the loud pedal that the linkage had distorted, and he could not get full throttle any more. Geoff Simpson's Escort and Chris Lord's Chevette were always up at the front in this session, and Lord was delighted to finish an event in one piece after his eventful Mintex and Dukeries weekends; 'But it is *not* true that I've been here since Wednesday, just to make sure of being in time for scrutineering . . .!', he said. Dominic Buckley, now with an RS1800 shell in place of his battered old RS1600 machine, and on familiar territory, pushed well forward in these stages, but just failed to make the top ten, behind Fred Henderson, whose Chevette had survived a day-long over-revving with that axle ratio; Fred and co-driver Colin Wilson were last seen browsing through an Opel Kadett homologation sheet. . . .

The Dukeries, and now the Lakeland problems were neatly summarised by one of the wide-eyed Fiesta newcomers: 'Is rallying always boring — like this?', she asked, waving an arm at the crowded hotel, and the dozens of listless crews. With the Plains in prospect for April 7, we hope not.

GRAHAM ROBSON

## Lakeland Rally Esso-BTRDA Championship round 2 March 24, 1979

1. W. Dobie/P. Mellor (Ford Escort RS1800), 41m 25s;
  2. R. Farrington/I. Parry (Ford Escort RS1800), 41m 34s;
  3. G. Hill/R. Varley (Vauxhall Chevette 2300HS), 41m 42s;
  4. G. Simpson/D. Orrick (Ford Escort RS1800), 42m 28s;
  5. C. Lord/R. Palmer (Vauxhall Chevette 2300HS), 42m 28s; 6. P. Dale/R. Stark (Vauxhall Chevette 2300HS), 42m 37s;
  7. B. Mitchell/J. Gittins (Ford Escort RS1800), 42m 45s; 8. N. Worswick/P. Kenyon (Ford Escort RS1800), 42m 51s; 9. F. Pierson/W. Morgan (Ford Escort RS1800), 43m 23s; 10. F. Henderson/C. Wilson (Vauxhall Chevette 2300HS), 43m 26s.
- Classes: Up to 1300cc: K. Stones/G. Sharp (Chrysler Imp); 1301 to 1600cc: P. Swale/P. Williams (Ford Escort TC); Over 1600cc: P. Dale/R. Stark (Vauxhall Chevette 2300HS). Best Escort 1300 Championship: G. Forbes/I. Anderson. Best Fiesta Ladies' Championship: Jayne Neate/Lynda Stangle.



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## MALCOLM WILSON

# Malcolm Wilson

The most promising young Briton to have emerged in the rallying world in the past few years talks to ANN BRADSHAW.

At just 23-years of age Malcolm Wilson is entering a crucial stage of his rallying career. For the 1979 season he is to run his own car in the Castrol/AUTOSPORT championship and a Total-backed car in the Sedan Products Open Championship — a heavy commitment by anybody's standards. On the long ladder to the top, 1979 could be a very big step indeed.

However you may feel about Malcolm Wilson — as a driver and a personality — there is little doubt that he is the most promising young rally star to come out of Britain in the last few years. His victory on last year's Castrol/AUTOSPORT championship was not as clear cut as his speed on some of the stages would have suggested. When his car ran smoothly, and he kept it out of the ditches, he was quite clearly the fastest driver at National level. At International level, he was fast but wild — a side to his nature which critics are quick to point out.

Wilson, himself, is quite certain where his future lies. He has fought for his ambitions in the past and will certainly fight for them again. He has youth, determination and the backing of a professional team on his side. The question now is whether he will become the next ambassador for British rallying, able to compete at the highest level across the world.

*Last year Stuart Pegg took you under his wing and gave you the chance of doing international rallies. Even though, for business reasons, he has not been able to help you this year, what came out of your association? I think he did a fantastic job for me. If it hadn't been for him I would not have competed on the Welsh or Scottish Rallies. I would have done the RAC because we had planned to do that in any case, but without him I certainly would not have got to South Africa.*

*He did me a lot of good and I have nothing against him at all as regards not being able to help me this year. Without him I would not have done those internationals and those were the rallies that got me the recognition. All right I won the Castrol/AUTOSPORT championship, but as somebody said to me 'nobody has got a works drive as a result of winning that series.' For most of your career you have built your own cars, do you think this has been an advantage?*

*Yes, I think so because I have always taken a lot of pride in my own preparation and, if anything goes wrong on a rally I can diagnose it right away. I have been on rallies where top drivers haven't had a clue what was wrong and how to fix it. Sometimes you can*

*Wilson regards his year driving a Group 1 Ford Escort in 1977 as invaluable experience.*



Malcolm Wilson — youthful and determined.

**"I want to be the best British driver and I think it must be possible then eventually to become another Roger Clark."**

explain to the mechanics what is wrong and they are no wiser, but if you built the car yourself you know exactly what is wrong. Apart from that I just like doing it. I think eventually, if I get a full works drive, I will still mess about with some cars.

*This year you are getting into someone else's car. What are your opinions of the Thomas Motors car and how do you feel about not having to build it?*

The car this year is so beautifully turned out that I feel frightened of touching it. Mick (Thomas Motors mechanic) takes so much pride in the car that you think you should as well, to him it is like a child. The car is so nice I can really understand how Graham felt last year. I think it will be better when we get the job organised and I don't go to Blackpool and pick the car up like I did for the Mintex. I think it will be better if I don't talk to Mick beforehand, but just get in the car and drive it.

Before the Mintex I went to Blackpool and spent about three quarters of the day there watching him, polishing this and polishing that; obviously it has some effect on my thinking about the car from what he thinks about it. When I went back to Blackpool on the

*After his stirring performance on last year's Scottish Rally, when he ran a strong second until putting his car off the road, Malcolm Wilson has high hopes for this year's event; "... the Scottish has got to be the one."*

Sunday, I was cleaning bits on it for about three quarters of an hour before I took it back.

I know it will be better to drive a car I have not prepared, as I shall be fresher not spending the nights up building it.

*What were the cars like that you drove for Stuart Pegg last year?*

The cars I was getting off Stuart last year were a long way off a hundred per cent. Really last year you felt that the car would not last in any case, so you might as well try and make an impression.

*What is it like having a big sponsor like Total?*

It is fantastic. I just cannot believe how enthusiastic Jenny Evans is. I am sorry to have to leave Castrol because they were the ones who spotted me in the first place, but obviously you cannot go rallying unless you have got the money. The whole team are super and nothing is any problem from Jenny's side.

*How do you feel about being in the same team as Henri Toivonen?*

I think it is good and it is obviously going to make us both fight harder. I am sure Henri is going to make it, but I shall just have to make sure that I can beat him. Second is no good, you have got to win. I think being so close in age and everything else, it will do both of us a lot of good to be pitted against each other.

*How would you compare British and Finnish drivers?*

I think at times the British drivers do too much bull-shitting rather than getting on with the job. On the Mintex I heard several drivers saying about how they were fastest on all the stages. There is no need for that, you never hear the Finns saying that.

*Ford are often criticised for keeping young drivers hanging on with promises of better things in the future.*

*What are your feelings about Ford and their critics?*

I know other drivers have said that you are just a small fish in a big sea, but it is up to you. If you are good enough you won't be, you will be the big fish. You have got to work bloody hard for Ford to get anywhere, but I am pleased with them. At the moment I would not want to drive anything else. Things might change in a few years time, I don't know, but I have always been a Ford man ever since I was eight years old. I started driving Fords and it has just been Fords ever since. Even back over the years I had the pick of any scrap stuff that came in to go flying around the yard in and there was nothing else that would stand up to it other than a Ford.

*You went to Monte Carlo doing ice notes for Ford. What was your impression working with the team?*

Their involvement was just out of this world; there is so much put into the rally. I could hardly believe it and it made the RAC look a bit like a navigation run with the amount of trucks and tyres and everything that is required. I think experience plays so big a part on long events like that and that was the impression I got when I was there.

*How do you see your programme for this year and your chances on the rallies?*

In my own car I don't think I will do the full Castrol/AUTOSPORT championship, just the odd events. I will try to do one or two Irish events and I would like to do something like Ypres.

In the Total car we have got to win at least one rally or retire with mechanical failure while leading.



## Malcolm Wilson

continued

*Which rally do you think you stand most chance of winning?*

I well obviously looking back at last year, the Scottish has got to be the one. I think I should be about right by then and ready for the nice dry fast stages.

*What rallies would you most like to win?*

I would still like to win a lot more of the national events that I didn't win last year. I would like to win things like the Castrol '79 and the Lindisfarne, but, of course, the Scottish as well. Obviously the rally to win is the RAC because it gets that much more publicity than anything else. I want to do better than last year and hopefully by the end of the season we should be somewhere up there.

Hopefully, I will go well on the Welsh as well. As long as the result doesn't depend on the last few stages on Eppynt we shall be all right. I don't know that place. I just think 'bloody hell Eppynt.'

*What do you reckon of your ability on tarmac?*

Rubbish! I feel I am actually okay on a tarmac road, but when I get on something with a wider expanse I don't seem to be able to get the right line. I cannot get the racing drivers line, I tend to use more the forest style. I will have three or four goes at a bend rather than just take a nice smooth line.

I can never get enough confidence to know about my braking. After we had been round an airfield on the Mintex three or four times it was okay.

I have been brought up on loose surface and I have never done any tarmac, whereas Henri Toivonen has done two years circuit racing. Just to watch him was absolutely fabulous, he was so smooth.

*You spent a year driving the County Garages Group One car, what are your thoughts about Group One and your particular year?*

I think it is very important but unfortunately there is not as much competition now as there was then. There were six of us who were on a sort of par I would have thought and it all depended on what went wrong on the day; there just isn't the same sort of competition now. All the 'young tigers' as they were so called have moved on to bigger things.

It was fabulous fun for those 12 months and very hard work. But again it was experience and without

that I wouldn't have got to Ireland or the Manx.

*What has been your most rewarding achievement?*

I got a lot of personal satisfaction on last year's Weatherill Centurion Rally driving that big Datsun of Mr Dawson. It was such a handful, 24cwt, a big car. On the first stage I spun it about six times on the airfield. On the first forest we went off. The next forest I just could not get to grips with the car. I thought 'something has got to be done' and suddenly it just clicked and we were fastest on all the stages in the afternoon. That gave me so much personal satisfaction to have about seven fastest times in a row. Admittedly the competition was not as good as a Castrol/AUTOSPORT round but I got a lot of personal satisfaction out of just being able to master the car.

Obviously the Raylor last year I really enjoyed. I saw a film of it the other night and I just couldn't believe it; I had to get down on my knees. I honestly couldn't believe it, because we looked noticeably quicker than the other cars; winning that was great. Obviously South Africa was a good experience — that was fantastic as well.

*On most rallies that you go to, your parents are there.*

*How have they helped you?*

The backing and enthusiasm from the pair of them; it just would not have been possible without them. They have not just given me everything right away and I don't think I have been spoilt. I didn't get a two litre Escort for my 18th birthday or anything like that. I have gone up through the ladder and they have made sure that I have gone the right way, I think they have anyhow. They would not let me have a big fast engine to start with, you must crawl before you can walk.

*How would you assess co-drivers?*

I think they are very important. Any young driver now should try and get hold of some co-driver with a lot of experience who is dedicated to the sport rather than somebody who is pushing to get somewhere. I think you have got to have somebody who you have got a lot of respect for. A co-driver must get the service crew sorted out because the thing that annoys me most is running round after a stage looking for a service crew.

I like to drive my own way, I don't like co-drivers to say a lot, but I have found Terry Harryman very helpful this year and he also gave me a lot of help on the Ulster last year as regards tarmac driving. A co-driver has got to keep you right; he must not let you get carried away.

The first example I had with Terry was on the Ulster last year. He knew from the championship point of view that I had to finish the rally even though I had never met him before. We did this one stage. I could vaguely remember it from a previous Ulster and I like blind brows over crests and things like that. On this

*Facing page: Malcolm Wilson won the Castrol 78 Rally on his way to becoming the 1978 Castrol/AUTOSPORT Champion.*

stage we went very well and we were quickest by 12 seconds from Derek Boyd and John Taylor. We got to the end and he said, "Ah to be sure, that was bloody fantastic, but if you keep driving like that all the way through we are not going to get to the end of the rally. So let's just cool it — you know we have got to finish".

*Who do you see as your biggest British rival in the up and coming drivers?*

The only person I really see as a rival at the moment is Tim Brise and I am very pleased he is in an Opel and not a Ford. I think Tim would tell you himself though that he needs a lot more experience. You don't need a lot of experience to go and win things like one day events; you have either got the luck to stay on or you haven't, if you are going that quickly. But once you get to international level then experience comes into it a lot.

*Do you see your future being a works driver?*

I would very much like to be a works driver but there is still something that says I would like to have my own team. I would like to have the mechanics that I want and the place that I want, but run it in a very professional way with everything done to perfection. All this depends on money and sponsors. Obviously all the worry and everything would be back to me again. My parents think I should have a few years driving for someone else with no worries as business pressures can affect your rallying.

*How much importance do you put on being in the right mental attitude for an event?*

That is half the battle. If you are right mentally you can go against all odds. There is so much said about fuel injection and different tyres, but look at the Scottish. Everybody else had A2s and we didn't have any, we just had M&S. We were still going away because I was right mentally and physically.

To be quite honest I think if you put Hannu on a set of old tyres and he was in the right mind he would still blow everybody else into the weeds.

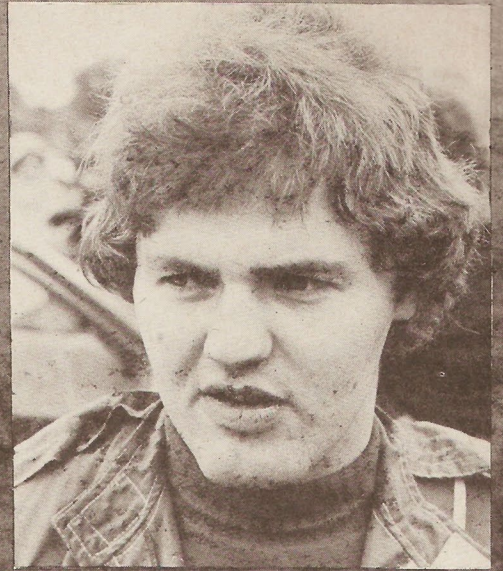
There are some cases, yes, when tyres are important; the Mintex was one, but if the conditions are dry, it is up to the driver really. There were a couple of places on the Mintex when we had to be pushed uphill because we had the wrong tyres on. There is nothing proved on rallies like that. But I think the truth will come out on the Scottish and the Welsh.

*So what are your aims for the future?*

I want to be the best British driver and I think it must be possible then eventually to become another Roger Clark.

Malcolm will be driving alongside Henri Toivonen this year for the Total-sponsored team: he is pictured on the Mintex in February.







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# New Audi 80 for Britain

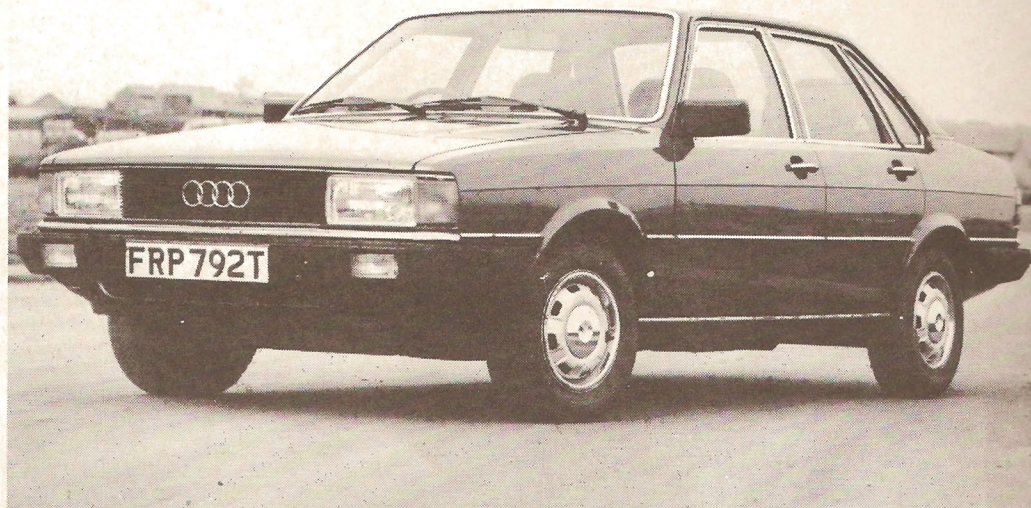
The Audi 80, which has been available for some time in countries requiring left-hand drive, is now being produced in RHD form for the UK market. Compared with its predecessor, it is a much larger car, with a more spacious interior, especially for the rear passengers. Overall, it is 5ins longer and 3ins wider, but it incorporates the advanced body-building techniques that we first saw in the Audi 100.

This means that the weight increase is a mere 44 lbs, and by a programme of wind-tunnel research the wind resistance has been reduced by 8 per cent. The styling was in the capable hands of Giugiaro and he has given the 80 a most attractive appearance, which distinguishes it from the many other cars of its size.

There are three versions of the Audi 80, all four-door saloons, but differently equipped and with the 1600cc engine in varying states of tune. The LS and the GLS have 75bhp and 85bhp respectively, both developed at 5600 rpm on two star fuel. The GLE is the up-market model of the range, with a fuel-injection engine developing 110 bhp at 6600 rpm on four star petrol.

All these cars have MacPherson front suspension, with the usual Audi geometry, and a trailing dead axle at the rear; the steering is by rack and pinion. Most elaborate rust-proofing precautions are taken and new sound-deadening materials have been developed, while the body shells have been stiffened at strategic points to prevent booming.

The design of the Audi 80 embraces a forward-mounted in-line engine, in unit with a four-speed gearbox, or a three-speed automatic transmission may be specified. The LS has a single-choke carburettor, the GLS has twin chokes, while the GLE has Bosch K-Jetronic fuel injection. Claimed maxima are 99, 106 and 113 mph respectively, with 0-60 mph acceleration times of 13.0s, 11.8s, and 9.2s; these figures refer to cars with manual transmission. Prices of the LS and the GLS are £4,650 and £5,200, while the amount for the GLE has yet to be announced.



*The GLE is the top model of the range, offering 0-60mph acceleration in ten seconds and a top speed of 115mph.*

## Road impressions

I was able to drive the new Audis for some hundreds of miles, under conditions which included gale-force winds and torrential rain. I did not try the LS, concentrating on the two higher-performance models. The cars have an air of quality about them and the all-round view from all the seats is excellent.

The GLE, which I drove first, is a smooth and flexible car which gives no hint of its latent performance during ordinary traffic driving. When the conditions are right, however, the engine's remarkable capacity for high revs can be enjoyed. The car's character changes and the triumphant song encourages one to employ its full performance. The GLE is always refined

and never noisy, but on winding, hilly roads the proper use of the gearbox is rewarded by an outstanding performance.

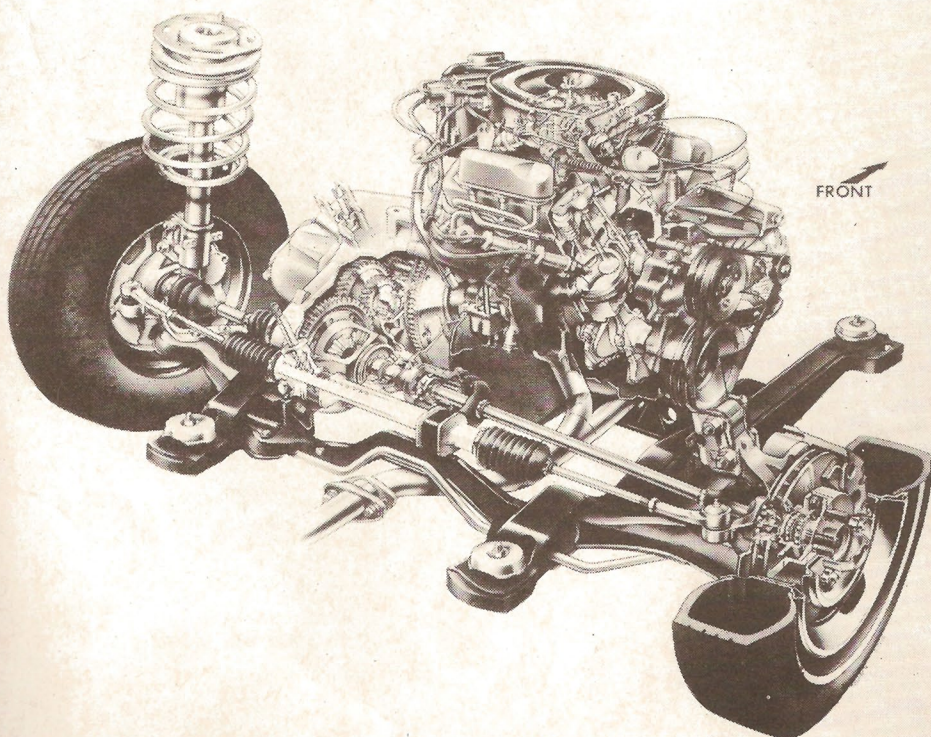
Though the GLS lacks the extra 1000 rpm of the fuel-injection machine, it is by no means deficient in performance and I saw a reading of 111 mph on the speedometer. Both cars handled equally well and showed excellent stability on slippery surfaces, while giving a comfortable ride to the occupants. However, there are other front-drive cars which are even more stable in violent gusts of wind, I believe.

My other criticism may be disregarded, for it will not apply to production cars. The conversion to right-hand drive entailed fitting a driveshaft from the brake pedal on the right to the servo unit on the left. This shaft acted as a torsion bar and consequently I found the braking inferior to that of the cars I drove in Germany a while back, but a stiffer shaft should eliminate this problem.

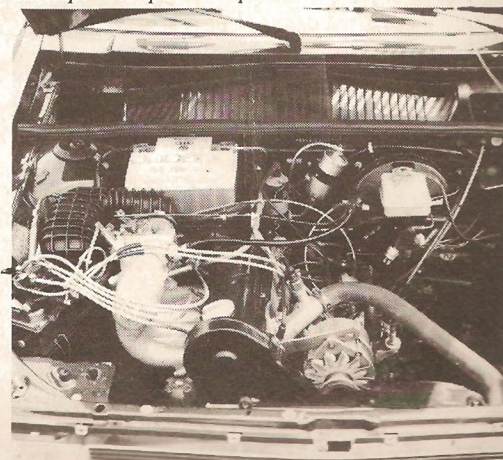
These new Audis are quality cars of considerable character. Though they share many components with their VW sisters, they are perhaps less extrovert and rather more dignified, as befits their up-market status. They offer greater space and comfort to the rear passengers than is usual in 1600 cc cars, but there is nothing ponderous about their crisp styling. They are certainly not cheap, but there is a growing demand for superior quality allied with fuel economy and safe handling attributes.

Incidentally, Audi are rallying a two-car team this season, the 80 GLE developing 160 bhp in Group 2 form.

*The 1600cc fuel injection engine installed in the GLE develops 110bhp at 6600rpm.*



*General Motors are at last replacing their traditional monsters on the USA market. New front-wheel drive, transverse-engined models from Chevrolet, Pontiac, Oldsmobile and Buick will be 1ft 3in shorter than the existing Chevrolet Nova, but will have 6 cu ft more space inside. Alternative engines will be a 2.5-litre four-cylinder and a 2.8-litre V6, the latter unit giving the cars a better performance than their 5-litre predecessors. The chassis design includes Macpherson independent front suspension and a trailing dead axle at the rear, while the front brakes have ventilated discs and there is rack and pinion steering.*





A different grille design distinguishes the Daimler Double-Six 5.3 from its sister Jaguars.

## Even better Jaguars

All the Jaguar and Daimler saloons have been brought up to date with a new body shell, which combines modern re-styling with some extra head-room for the rear passengers. The design, re-tooling, and production costs have been over £7 million and, in addition, a new £15.5 million paint plant at Castle Bromwich will look after the finishing processes.

As well as many body changes, both external and of the interior, there are some engineering improvements. The 3.4 and 4.2 litre six-cylinder engines can be mated with a new five-speed gearbox derived from the Rover unit. This or automatic transmission may be specified at the same price and it will be recalled that Jaguars previously had a four-speed box with a Laycock overdrive. In addition, the 4.2 litre six-cylinder engine now has Lucas-Bosch fuel injection, which, with a raised compression ratio, adds 30bhp to the power output.

In re-styling the body, a slightly narrower and higher roof has given the windows more tumble-home and greater glass area, with a flatter rear window and more rake to the screen. The roof line is sharper and less rounded, giving a more fashionable appearance, and the screen is fitted by direct glazing. Tinted glass is standard on all models except the 3.4 and an electrically-operated sunshine roof is an optional extra. There are new black and stainless steel wheel trims, flush door handles are fitted, and the bumpers have wrap-around black injection mouldings with brightwork cappings. A new Jaguar radiator grille has vertical bars

and a central rib, while the boot has been re-shaped and there are larger rear lamp clusters incorporating the reversing lights.

New front seats with 1½in higher backs embody adjustable lumbar supports and the driver's seat has an electrically-operated height control. The inertia reels for the front seat belts are hidden in the centre pillars. There is provision for two inertia reel belts and a central lap belt on the rear seat. A padded leather steering wheel gives a better view of the instruments and there are new deep pile carpets. A radio and stereo cassette player are standard and extras include a cruise control and air conditioning. The Daimler Vanden Plas has most of the extras as standard equipment and a more elaborate radio, but all the cars of both makes are lavishly furnished. A headlamp wash/wipe is another extra that is standard on the Vanden Plas.

### Road impressions

In the time at my disposal for testing, I decided that although it would have been enjoyable to drive the 5.3 litre twelve-cylinder models, these cars had undergone fewer alterations than the six-cylinder types. Accordingly, I concentrated on a Daimler Sovereign 4.2 with fuel injection and a Jaguar 3.4 with the five-speed gearbox.

The Sovereign had automatic transmission, which worked very well, though some of the up-changes might have been a little smoother. The big six is

beautifully smooth, with lots of torque for acceleration, and I saw 120mph twice on quite short straights. This machine gives a wonderful feeling of having a vast amount of power in reserve and it is very quiet indeed. Though the steering is still pretty light, it seems to have more feel than that of the Series II. The ride is rather hard at very low speeds but becomes more comfortable when the car gets into its stride.

The new seats give better lateral location and the air conditioning works very well. External door mirrors with electrical remote control were a worthwhile extra on the test car. This Daimler Sovereign is such a fast and luxurious car that one sees little need for the greater power of the 5.3.

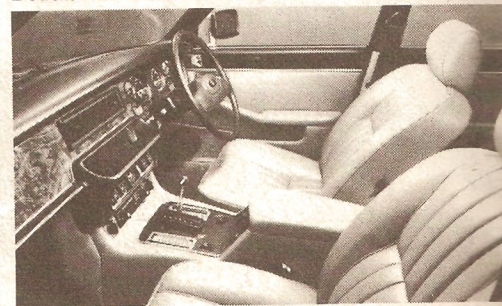
The other car which I drove was the 3.4, fitted with the optional five-speed gearbox. A very handsome car, I thought the Jaguar grille more attractive than the Daimler one, and the absence of a central bonnet strip was an improvement. The all-round view is excellent, which makes parking easy, and I liked the cloth trim which is standard on this model.

I was surprised at the rapid getaway and brilliant acceleration of this, the smaller-engined model of the range. Naturally, it has slower acceleration above 100mph than the fuel-injection 4.2, but the saving in fuel costs must be considerable. Other cars are quiet but Jaguars (and Rolls-Royces) are silent, the engine only reminding one of the famous Le Mans sound when it approaches 5500rpm. The new gearbox is quieter and easier to handle than the old four-speed box, though it still does not encourage one to hurry the changes.

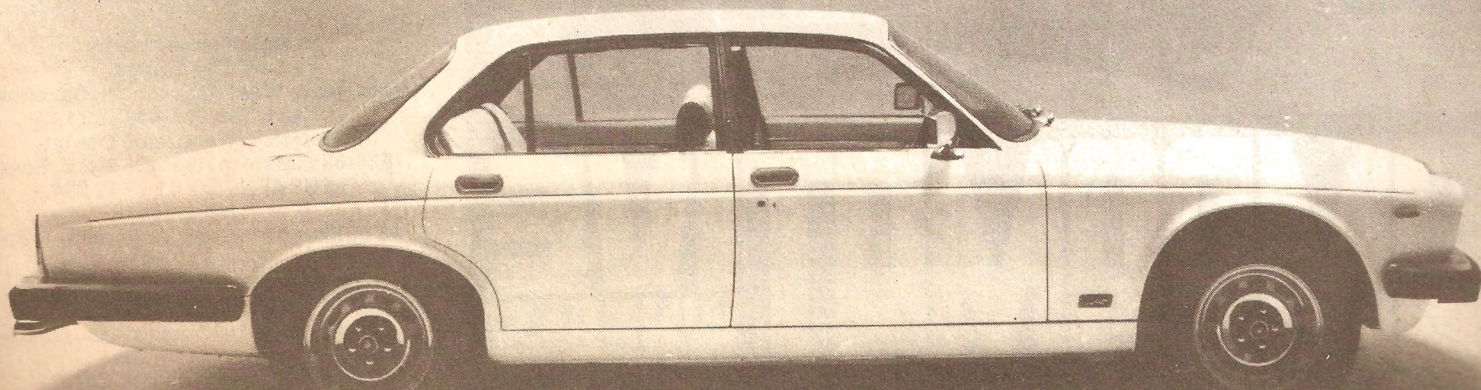
For some unknown reason, the ride was softer than that of the 4.2 and I thought the handling was even better. Unfortunately, the pedals were badly arranged, with a nasty lift of the foot from the accelerator to the brake, which made heel and toe almost an impossibility — an old fault among Jaguars.

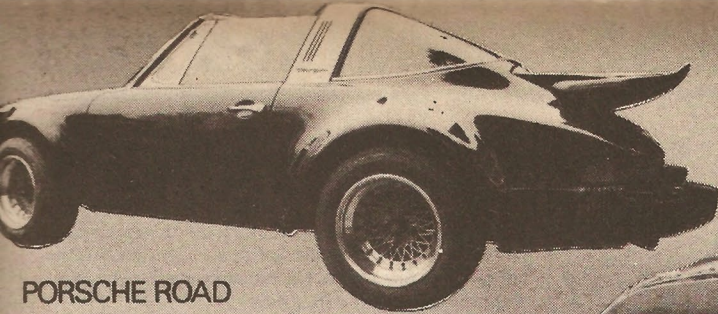
The gear ratios are very well chosen, fifth being a real overdrive for fast cruising; indeed, 100mph is an effortless speed that can be maintained indefinitely. Fourth is the performance gear, with an overall ratio of 3.54 to 1, and fifth is as high as 2.95 to 1. The big Girling disc brakes, ventilated in front, cope easily with the considerable weight of this luxurious saloon; all Jaguars and Daimlers, except the XJS and the limousine, now have what used to be called the long wheelbase of 9ft 4.8in.

The new Jaguars and Daimlers are better looking and even more spacious than before. Prices for the new cars have just been finalised, and range from £11,188 for the Jaguar XJ 3.4 to £20,277 for the Daimler Double-Six Automatic.



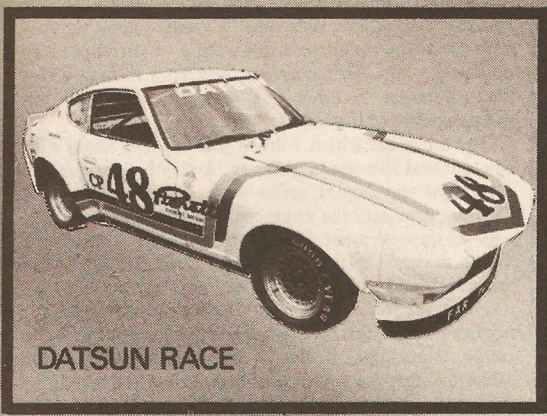
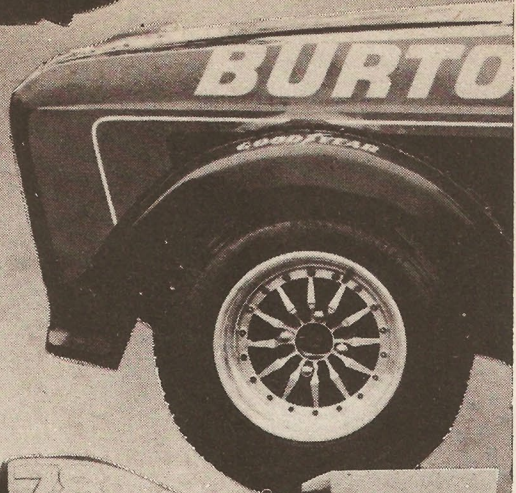
The external body changes are subtle, giving the refined Jaguar a more modern appearance. Above: Redesigned seats are a feature of the plush interior.





PORSCHE ROAD

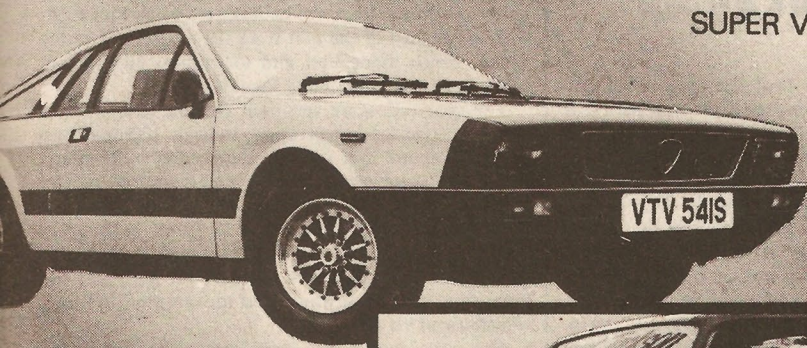
ESCORT RALLY X



DATSUN RACE



SUPER V RACE



LANCIA ROAD



ESCORT HOT ROD

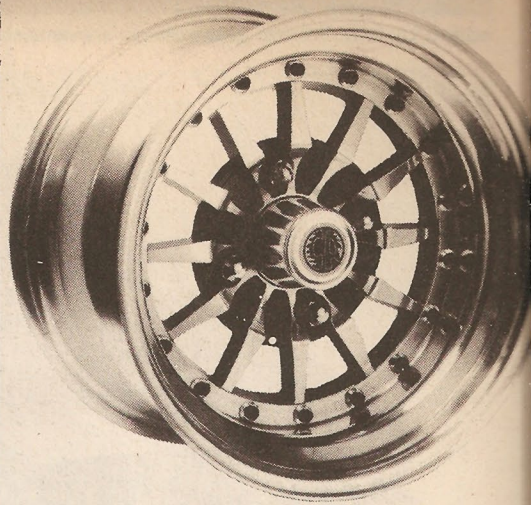


MOTOR CYCLE SIDECAR

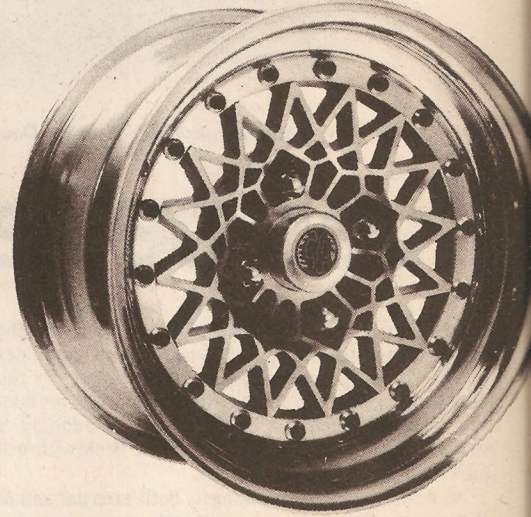


1000 SPORTS RACE

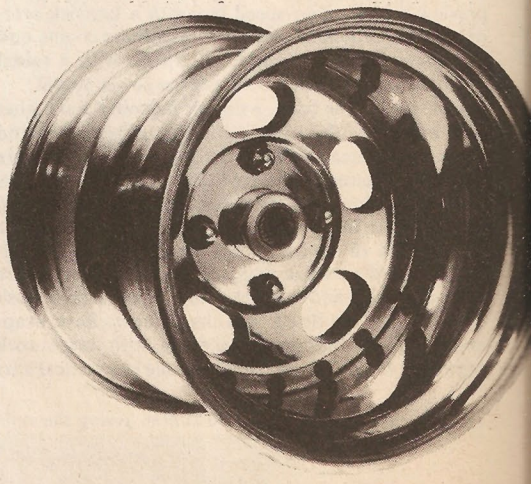
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Three BMWs lead on the first lap: Facetti from Giacomelli and Xhenceval's winning car, with Nussbaumer's Escort in fourth place.

# Surprise, surprise

Luigi Cimarosti's lone BMW CSL took an excellent victory at the opening round of the European Touring Car championship held over four hours at Monza on Sunday. Driven by Jean Xhenceval/Pierre Dieudonné/Rajmond van Hove, the yellow CSL finally shook off Hans Heyer (again), Klaus Nidzwiedz and Walter the murky rain which prevailed throughout the race. In the end, the Belgian-entered car was just over a lap ahead of Heyer and Sigi Muller Junior in the faster D & W Zakspeed Escort, the second of which finished in third place driven by Heyer (again), Klaus Nidzwiedz and Walter Nussbaumer.

G2	EUROPEAN CHAMPIONSHIP	1
	MONZA	

The second-placed Zakspeed Escort shared by Hans Heyer and Sigi Muller.



The entry was as usual dominated by BMW CSLs in the over 3-litre category, although only three were fully competitive. Bruno Giacomelli took the Alpina-prepared Juma Racing-run example to pole position in 2m 00.90s for his co-drivers. Italy's Umberto Grano and "le patron" Eddy Joosen. Despite its newness, the BMW suffered only a blown head gasket in practice, the car running well on Pirelli tyres. Carlo Facetti put Martino Finotto's ex-Alpina CSL alongside in a time of 2:02.61 and surprisingly far ahead of the Luigi CSL driven by Xhenceval to 2:04.38. The two Escorts were fourth and fifth on the grid, Heyer recording both times.

Next up on the full grid was the Jägermeister sponsored, Eggenberger prepared BMW 320i of Helmut Kelleners (2:09.52), the German sharing with Herbert Muller. Seventh quickest was Willi Bergmeister's Audi 80 which Hans Nowak was to co-drive, this being the fastest car in the up to 1600cc class. Quickest of the 3-litre runners were Heribert Werginz/Harald Neger/Roman Loibnegger in their orange BMW 530i in Racing Corporation Vienna (2:11.46) Ninth best were Dieter Kindlmann and Ludwig Linder in the Sohler Ski BMW 320i. Completing the top ten were SuperVee driver Manfred Trint and Fred Rostberg in Killian Tuning's Audi 80. The first of the Sciroccos was next, that of Swiss Jorg Siegrist and Yugoslav driver Drago Regvart.

While practice had been dry, a thin drizzle started to fall an hour or so before the race, and continued until the very end, soaking the track. It was Giacomelli who grabbed the lead at the start, only to spin at the first

Lesmo letting Xhenceval through. Thus the Luigi BMW came round first closely followed by Heyer, and these two steadily drew away from the rest. Meanwhile at the exit of the Parabolica, chaos reigned as three smaller cars piled up, one of the drivers lying in the rain for over five minutes with concussion before an ambulance arrived. After twenty minutes, Heyer nipped into the lead under braking, but Xhenceval stayed right with him and ten minutes later, retook the Escort driver. Behind them, Kelleners had led a tight chain comprising the second Zakspeed car, Facetti and Giacomelli, with the Audi of Bergmeister/Nowak following closely. Carlo dropped back behind Bruno with handling trouble and then it was Giacomelli turn to experience problems. Little Bruno was having troubles with a misting windscreen and also with his tyres (he was not used to the Pirellis). Even so, towards the end of the first hour, he was pulling away from Kelleners having elevated the Juma car to third place.

At one quarter distance much of the action took place. Facetti found that he didn't have enough petrol, and had to pit 20mins early. The Audi ran into the ignition trouble from which it was to retire even after everything had been changed. It had also pulled out a minute's lead in that first hour over the Siegrist/Regvart Scirocco.

But the biggest drama was to occur to Bruno. On one of the straights, two slower cars moved into him as he dived between them, and he spun wildly into the barrier. However, although there was a bent front wheel, damage was slight, and Grano took over once it had been repaired. Umberto lasted only as far as the first chicane, though, where he spun and hit the armco, ending the BMW's race.

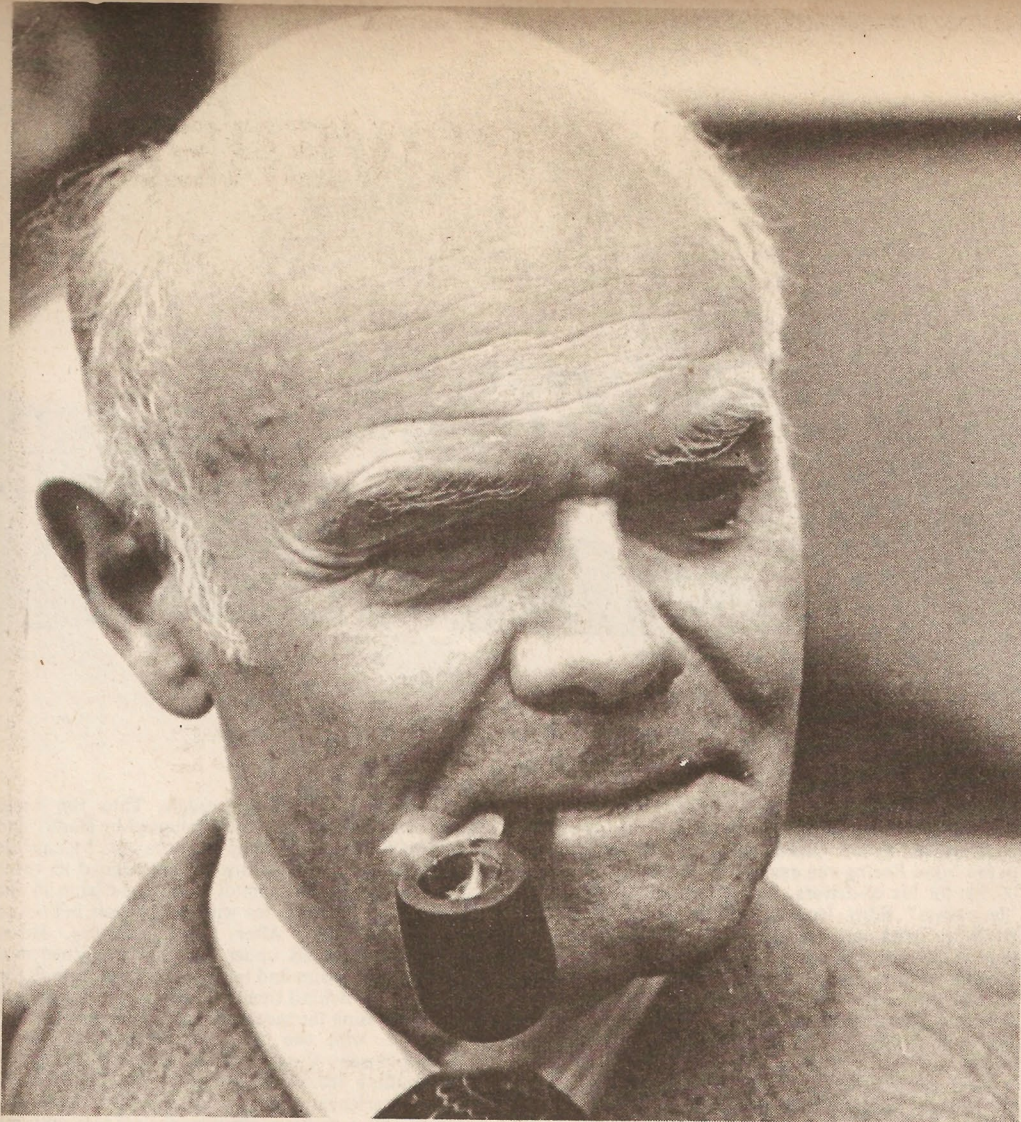
With the Luigi-BMW leading, Heyer and Muller kept up the chase, with the second Escort inheriting third when Kelleners's 320i had an oil union break sending lubricant onto the clutch plates. Another to drop out was Siegrist with a burnt piston so that fifth place, behind Finotto and Facetti became the property of Thomas Lindstrom and Bo Wiedsheim.

The Luigi BMW continued to draw ahead as the race entered the final hour but up into fifth place came Walter Beutler and Walter Brun in their Eggenberger 320i. However, shortly after moving up another place the car lost power but still managed to finish. Fourth place had been taken over from Facetti's BMW CSL when the engine exploded. However, with the delay to the 320i, Werginz/Neger/Loibnegger displaced Beutler/Brun near the end.

## BOB CONSTANDUROS

Marlboro 4 Ore di Monza  
European Touring Car Championship, round 1  
Monza, March 25, 4 hours

1. Jean Xhenceval/Rajmond van Hove/Pierre Dieudonné (3.2 BMW 3.0 CSL), 100 laps, 360.39 miles, 89.66 mph;
  2. Hans Heyer/Sigi Muller Jnr (1.8 Ford Escort RS1800), 99 laps;
  3. Hans Heyer/Klaus Niedzwiedz/Walter Nussbaumer (1.8 Ford Escort RS1800), 99 laps;
  4. Heribert Werginz/Harald Neger/Roman Loibnegger (3.0 BMW 530i), 94 laps;
  5. Walter Beutler/Walter Brun (2.0 BMW 320i) 94 laps;
  6. Thomas Lindstrom/Bo Wiedsheim (1.6 VW Scirocco), 93 laps;
  7. Manfred Trint/Fred Rostberg (1.6 Audi 80), 93 laps; 9. Giorgio Giesser/Marco Vanoli (2.0 BMW 320i), 91 laps; 9. Giorgio Cipolli/Ercole Pini (2.0 Ford Escort RS2000), 89 laps; 10. Tom Spoelgensberger/Bernd Siller (2.8 Opel Commodore), 88 laps.
- Fastest lap: Bruno Giacomelli (3.2 BMW 3.0 CSL), 2m 16.6s, 94.4 mph



# Dean Delamont

After 30 years at the RAC, Dean Delamont is retiring from the world of motor sport politics. JOHN BOLSTER reviews his career.

**On the occasion of Dean Delamont's retirement as Managing Director of the RAC Motor Sport Division, it seemed a good idea to ask him for a few reminiscences and impressions of his thirty years hard labour. Make no mistake, though, for although Dean is withdrawing from the political side of motor sport, he will be pretty busy in another part of the RAC's activities, as will presently appear.**

It was very pleasant to talk about the good old days, and I did not need to ask many questions before Dean started reminiscing. His first experiences in motor sport were before the war, with the West Hants & Dorset Car Club. He was employed at the MG Car Co, and when the war came, he was soon snapped up for work on fighting vehicles. Among his fellow officers were Gregor Grant, our founder, Dick Shattock, who later raced a Jaguar-engined device, and Col Stanley Barnes.

## Early days at the RAC

When the war ended, Stanley Barnes endeavoured to resuscitate the Competition Department of the RAC and, in March 1949, he co-opted Dean Delamont to take a leading part in the revival. Prior to that, however, Dean had been involved in other motoring activities. He briefly ran a coachbuilding business for Gordon Watson and his partner, Bob Cowell (now Roberta), other people involved being Denis Jenkinson and John Cooper ('the other' John Cooper). At this time, they were trying to produce a Grand Prix car with an Aspin rotary valve engine, but that's another story.

Anyway, Dean was a tremendous enthusiast for the then new 500cc car movement, and he helped Colin Strang to design the first really fast car of this type.

produced the magazine of the 500 Club, *Iota*, which afterwards became *Motor Racing*, and even when he had started with the RAC he continued his design work in every spare moment.

At the RAC, Dean Delamont had employed a young man called Ken Gregory, who left to become the racing manager of an up and coming driver named Stirling Moss. Gregory fixed up a deal with Cyril Kieft, who manufactured racing and sports cars, to finance a new 500 for Stirling to drive, which would be called a Kieft. However, the existing Kieft 500 was a bit of a dog's dinner and Stirling wouldn't play. So, Dean Delamont was called in to lay out the design of an entirely new car.

John Cooper (we called him 'the other' John Cooper because he wasn't the one who built Cooper 500s at Surbiton) was in charge of the stress calculations and Ray Martin, a brilliant welder, put it all together. It was curious that John, who was mad about jazz, first met Ray as a jazz musician, but when he adapted Stirling's old Cooper JAP to take a Norton engine, the excellence of his work made him a 'must' for the new Kieft project.

Dean's design had a more rigid chassis and better weight distribution than the current Cooper, which had dominated the 500cc class hitherto, and Stirling simply walked away with almost all his races. However, the production copies of Stirling's one-off were not so well made and John Cooper (*the* John Cooper, not 'the other' John Cooper) re-designed the cars from Surbiton to cope with the Kieft menace. Meanwhile, Dean Delamont found that the revival of motor racing was making his job at the RAC so arduous that he had to give up designing racing cars.

Before leaving the 500 scene, I would like to remark that it was 500cc racing, more than anything else, that

drivers, and the little mid-engined machines showed the way that design should go. Incidentally, Dean is also very happy to have persuaded Jack Brabham to come over to Europe, with the results we all know.

I asked Dean who were the most difficult people to deal with during his thirty years on the organising side of the sport. Without hesitation, he named the Italians. They were invariably extremely awkward, but in a most charming way. However, Ferrari did forgive him for a most unfortunate error, when he accidentally put one too many noughts on an offer of starting money! Even after he had managed to 'de-tune' it, the relationship remained friendly, but ever afterwards he wrote the amount in words as well as figures.

## Business, not sport.

In the post-war years, such arrangements with teams were carried out by gentlemen's agreements, by word of mouth and no receipts, with thousands of pounds changing hands. Nowadays, it's business rather than sport and such *Laissez faire* methods would be unthinkable, but the actual negotiations are less time-consuming if not so enjoyable and the organiser knows where he stands.

Dean Delamont explained that it was taxation which had taken away the private owners, the Rob Walkers and the Kenneth McAlpines, and made commercial sponsorship inevitable. He thinks that the present level of sponsorship is absurd and quoted Colin Chapman, who remarked that whatever is available will be spent, but if it had to be reduced the teams would still manage, or words to that effect.

Dean agrees with me that modern Formula 1 racing is dull to watch because the four-wheel drift has gone. The modern Grand Prix car either corners like a Scalextric toy or leaves the road, and high cornering speed is not in itself spectacular. He considers that it was the tyre companies that ruined the spectacle of racing.

I asked if he considered that a golden opportunity had been missed, in the past, to impose restrictions that would have kept Formula 1 design within bounds. He said that this was certainly the case, but the organisation of racing has always been democratic and a democracy is too ponderous to seize an opportunity. Ideally, such things as wings, slicks, and soft practising compounds should not have been allowed, but you can never go back.

He also pointed out that while Formula 1 racing is boring to those of us who are old enough to have seen more exciting sport, the modern public seem perfectly satisfied. What does not satisfy them is the attitude of the drivers, who do not present themselves well and are far too unapproachable. The present huge upsurge in motorcycle sport is mainly due to the riders, who are always ready to rub shoulders with the paying public.

If Formula 1 seems unlikely to price itself out of a job, this is far from being the case in other forms of racing. Formula 2, Dean considers, cannot possibly last, for it is much too expensive and people will only pay big money to watch top stars and cars. The other formulae must have restrictions to survive — imagine a private owner paying for a new set of skirts after every race, at £800 a time! But, regulations are to stop spending money, not to restrict ingenuity.

If Dean Delamont is critical of the spectacle provided by modern Formula 1 racing, he is full of praise for the driver protection afforded by the cars, which is an enormous improvement on that of the past. He is all for circuit improvement, too, for neither spectators nor drivers must be allowed to take extreme risks. He countered my nostalgic enthusiasm for the Nürburgring by pointing out that it is too long to man adequately for overall rescue cover. One cannot tolerate a situation where other drivers have to do the rescuing.

When I asked Dean about his future, he said that he is only retiring as far as the government of the sport is concerned. His next job is to get the RAC/ACU Motor Sports Training Trust off the ground. He does not envisage the Trust as taking over the grand work of the Clubs in training marshals. We already have the best marshals in this country, although they need grading to a common standard. It will be the object of the Trust to fund and co-ordinate the training, by co-operation with the main clubs, and to produce authoritative text books and training material.

Although Dean is moving out of the world of politics, he hopes to go on enjoying the motor racing scene. His final comment was that, with more time, he would love to go to a Prescott hillclimb meeting again. We wish him well, and hope that the next thirty years.

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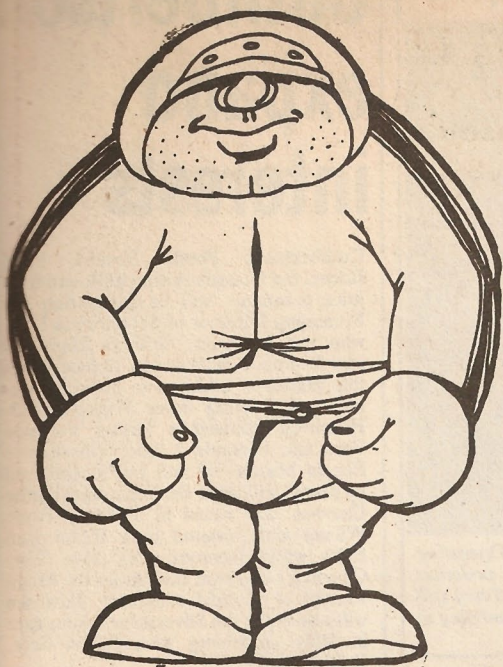


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**AUTOSPORT's man in the large hot seat looks at the prospects for triumphantly sprinting away this season**

Happy Christmas! I send you greetings from a post-Race of Champions celebration party enjoyed by Lanfranchi and I. What's that? You mean they did *not* run the Race of Chimps this year. Oh well, any excuse... the hangover feels just the same.

Personally I was very disappointed at the cancellation, which obviously included our RAC-Tricentrol round as well, despite the fact we're nearly all old enough to be rally drivers now! On the only occasions that I have driven the Dolomites this year it has been blurring down (similar to rain, but messier) and the Triumphs seem very competitive in the wet.

I am afraid that the 1979 interpretation of the championship rules will not see the Dolomites as competitive overall as they were two years ago: their only win in 1978 was that wet one at the Silverstone international early last season.

This season the class is no dodder either. Apart from our Triplex Dollies the rest of the class comprises three ex-DTV Magnums with Foster and 'Squeaker' Williams in two cars that I had, and Derrick Brunt in the old Jeff Allam machine. In fact the Magnums are

*In spite of the dreary conditions at Silverstone last weekend, Gerry started the season in typically exuberant style.*

rather better homologated than when I raced for DTV: since April 1977 they have had a new direct top gear ZF five-speed; a different axle with new ratios; high ratio steering rack and an adjustable brake pedal box that makes all the difference.

However, the Dollies have had nothing significant homologated and the regulations demand a slightly less radical suspension set up: ie rubber bushes and so on! So the gap should be narrower: remember 'Squeaker' beat The Dron three times in my old Vauxhall last year...

Allied to this is Tony Strawson (without sponsorship from Trueform footwear, I can reveal) has acquired the ex-Muir/Thomas Dolly which runs a Don Moore modified engine, as we do, and there are also Sprints for Roger Saunders and former Clubman's Champ Tim Goss to look out for.

The Scottish 'nigger in the woodpile' is BMW Competitions Manager Tom Walkinshaw, driving that Mazda RX7 2+2 coupé. Somehow they persuaded the powers that be that this is a production touring car, a car that we in the UK reputedly get in August.

I've got a set of homologation papers for the SA22C Savanna RX-7 (2+2 version) as it likes to be formally known. They are written in 'Jap-English' complete with the kind of complicated fretwork we've been trying to teach Williams for years. One of the best descriptions is of the ignition system which is of the 'make & break' kind! I also rather like brake callipers which, as you should know, are pronounced calepers!

I have yet to understand how the 5½ins rims that are homologated will accommodate the bulging great Capri-style Dunlops I've seen in all the testing pictures, but perhaps they await newly homologated items: we shall see.

Incidentally, a not unknown former employee of racing Services tells me they will be lucky to screw more than 180 bhp from the rotary whereas we are meant to have 215 bhp in the Dolomites, so all is not yet lost...

In case any of you missed our launch of my all-star Dolomite team in the winter I should tell you that we have one car for both production championships (I won both last year, I blush to tell you, but commerce is commerce...!) and a two-Dolomite effort for RAC Tricentrol rounds, the second car driven by 'Sexy' Rex Greenslade. The backing comes from BL Motorsport; Triplex, Esso and a magazine they call *Motor*. The RAC-Tricentrol cars are basically as raced by Dron and Fitzpatrick last year.

Although I suffered a touch of spring in the air at Thrupton, the production series Dolomite has scored two wins in as many outings. Unfortunately, so has Tony L in his smart Opel, but with only 2 of 30 rounds or so gone, I don't think it's terribly critical at this stage!

Of course I am very pleased to carry on with Triplex (hope the feeling is mutual!) and it's nice to welcome Esso back. I raced both a Mexico and Vauxhalls to Championship victories for them in 1971/72. Equipe Esso's products will also be used to lube the Don Moore prepared and modified engine of my Lister Jaguar in the Lloyds & Scottish series. I have some very interesting stand-in drivers, of which a Le Mans winner and a GP driver look most promising. With this much

talent maybe I could mastermind a stunning Leyland victory at Le Mans again?

The Lister is a 1959 Costin-bodied version with a wet sump 3.8-litre engine. Funnily enough all the previous owners are/have been drinking companions — Mike Anthony, Mike Pendleton and Dick Tindell. It's jolly nice to have nearly 300 horsepower at the right end of the car too! Easter is the first date for the car, but I won't be driving it then.

By the way Gerry Marshall Racing Ltd is the name of the operation that owns and operates these cars. Based at Silverstone, my partner is Roger Dowson, who prepared that double championship Dolly last year. Roger is an ex-Leyland development engineer and what he does not know about Dolomite Sprints is not worth knowing... It says here.

Other slaves on the Marshall outpost are John Westwood, who was on the Triplex Capri last year, and another ex-Broadspeed mechanic, Phil Overall who we seem to have inherited with the Dollies! Rigsby, alias Bill Shaw, is losing what remains of his hair co-ordinating my activities and the comeback (in a Capri) of Colin Vandervell. Shaw and long time mechanic 'Norman' we based in Edmonton, or some other equally unlikely haunt.

Talking of Capris I still have an immaculate two-owner example of the 3-litre model for sale. It has only been used at weekends by one careful driver last season (oops, year!) It is finished in rather bright colours and makes a lot of noise, rather like its owner...

Incidentally GMR are also preparing cars and engines for other people. Juliette Slaughter has entrusted us with the task of preparing a Dolomite for her emergence from a temporary retirement (I said the circuits had been looking dull lately); there's Jess Yates' similar car — in fact that's mine from last year — and we also do motors only for Eric Cook and Trevor Scarborough, both with Capris.

What is this lying unwanted and unloved in one corner? Could it be my old Hamilton Motors Magnum? It is to be driven by brother Martyn and company accountant Mike Brown, but only if they wash the dirt ingrained by Andy McLennan away!

Exciting things forecast in the Marshall Triplex crystal ball: I see a big ex-Stuart Graham Camaro being driven by myself at the Brands Hatch ETC Round. It is being prepared by Rob Potter for its Scottish owners.

This enterprise is not to be confused with another northern V8 enterprise to run AMC Spirits in Europe. This project nearly left me helpless with laughter, nasty derisory guffaws, when I heard about it. There's nothing wrong with the nominated drivers, all good chaps even if some of them do think it's a secret at present, but it takes more than drivers to make a racing team successful. For the drivers' sakes I hope I am proved wrong about an enterprise that is meant to conquer Europe.

On a more pleasant note, what a pleasure it was after the Cliff Davis Filth Night at the Royal Lanc to toddle along to Ronnie Scott's Club in Soho. An early morning of excellent jazz and realistically-priced medicine!

Cheers! Gerry.



# Problem for entrants at Silverstone

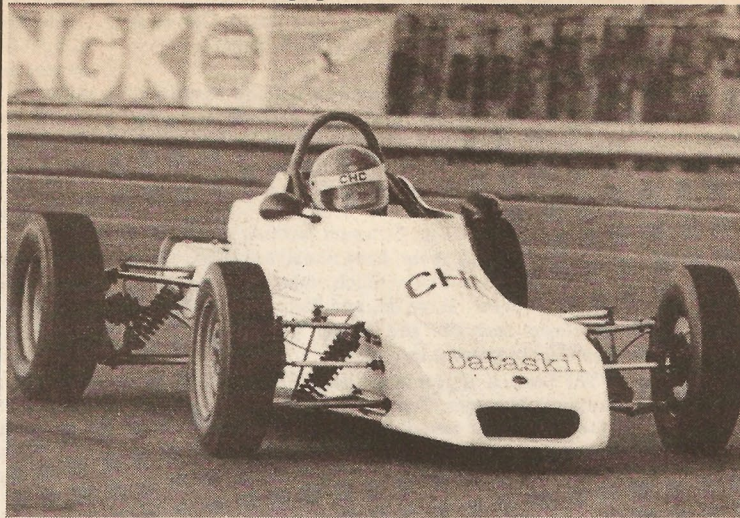
Steuart Veitch was one of several Formula Ford entrants and drivers who were not too happy at the way they were treated last weekend. While not wishing to blame the officials of the day, who had little choice but to cancel the Esso Championship race after the accident shortly after the start, many people were of the opinion that perhaps some sort of spokesman would have been consulted as to the desirability or feasibility of even trying to start the race in the first place, especially as it had already been cut from 12 to 7 laps.

If anyone would be willing to act as a spokesman or can suggest a likely candidate, then Steuart would be willing to undertake the job of Secretary in co-ordinating all the postal communications at his address: 223 Rayleigh Road, Thundersley, Essex.

# New FF1600 from 750MC

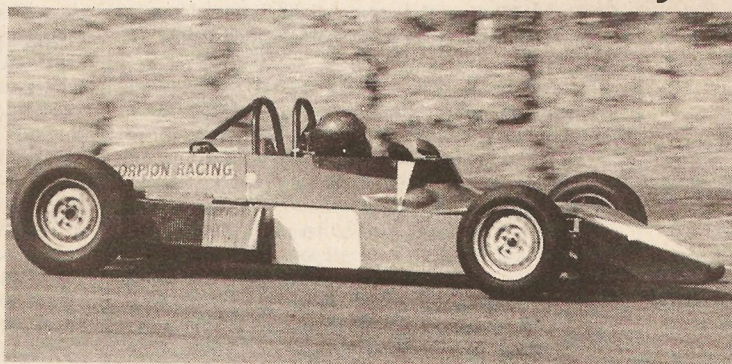
Details of a series of eight Formula Ford races have recently been announced by the 750 MC with the accent firmly placed on the amateur driver. Trophies are being provided due to the sponsorship from Wilkes Business Forms Ltd of Bilston, who manufacture forms for the computer industry, and the series has been instigated for those drivers who are not interested in the ultra-competitive National Championships. The races will be held at Mallory Park on April 22, May 20, June 24; Lydden Hill, July 8; Mallory Park, August 5; Lydden Hill, August 12; Snetterton, September 2 and Silverstone, October 20.

# Computer support for Pudwell



Terry Pudwell is to be sponsored by two computer companies, Dataskil Operating Systems and CHC Software Marketing in the ex-Randy Blomquist, ex-James Weaver F Tiga FF78. Employed by Dataskil as a Senior Programmer, Terry still holds Mini 7 lap records (from 1976) in which category he raced before moving to FFI600 in 1976.

# Special conversion for Ted's Royale



Ted Lambert, a double glazing expert from Grays in Essex, who is only 4ft 4ins tall, will race a specially converted Scorpion Race Hire Royale RP21. The extra roll bar (above) was welded in by CTG and the pedals have been placed on a dummy bulk head 15ins further back than usual. Last year, he completed the Scorpion course in one week, racing for the first time at the televised Thruxton meeting. He will contest this year's Dunlop Star of Tomorrow series.

# Fallon's debut



P.J. Fallon debuts his Marlboro/Captain America's PRS at Mondello Park on Sunday in the official opening meeting of the Irish season. Originally scheduled for March 17, heavy snow forced the postponement of the meeting to Sunday's date. Jointly sponsored by Marlboro and Captain America's Cookhouse, the meeting carries a £1,000 prize fund, and caters for all the usual classes. Also sponsored by Marlboro/Captain America's is Formula Atlantic Chevron B28 driver Vivian Candy.

# Think Automotive move to ASCAR



Rob Potter, who has been involved in the preparation of Chevrolet Camaros for about six years, is at last going to race one. His Think Automotive concern in Isleworth has now completed building a Group 1 Camaro (above) for the Belgian national championship and a Group 2 car for a group of Scottish business men which should first be seen in the Brands ETC round with Gerry Marshall and Tony Llanfranchi at the wheel.

Potter and one of his mechanics have now set into preparing for themselves a pair of Camaros for the new BRSCC-organised ASCAR series. Potter will run an old-shape 1967 ex-Trans Am car which is now complete and his mechanic is building up from scratch a new-shape bodyshell. They both hope to be at the first ASCAR race.

The Group 1 car pictured has now been shipped to Belgium for the Mail Coach team, and will run in both the Belgian national series and the Diners Club Trans-Europe championship. Drivers will be Jean-Paul Libert, an ex-Formula Fordster, and Pascal Witmeur. The Mail Coach, incidentally, is an excellent restaurant in Brussels.

# Cuthbertson expand interests

Cuthbertsons Foods Rosetta Fruit Juices, the Glasgow-based milk and fruit juice company, will be sponsoring the Managing Director of Scotcircuits Ltd., who run Ingleston, Graham Hamilton and Laurence Jacobsen in all local races this season in addition to their involvement with young Bryce Wilson in F3. Hamilton, himself a former Formula Ford and Formula 3 driver (his Ecurie Ecosse March 753 will be remembered by many) will drive the Formula Atlantic Chevron B29 raced in 1978 by Bryce Wilson and powered by a Richardson BDA while Jacobsen will drive Tony Charnell's Chevron B36 under the Mogil Motors of Dumfries banner. Jacobsen will also enter the Silverstone 6 hour race in May co-driving with fellow Scot, Robin Smith.

# RoC date changes

The amalgamation of the Race of Champions and Aurora-AFX meetings over the Easter weekend has meant that two races scheduled for the Monday had to be re-allocated. The CAV Production Sports Car Championship race will now take place at Snetterton on Sunday 15 April, while the Austin Morris Challenge Mini 850 race will be run at Mallory Park on Monday 16 April.

# Register for Cortinas

Club Lotus have established a Lotus Cortina Register to catalogue as many of these cars as possible and assist owner with the location of spare parts. Entry on the register is not just for members and the club would be pleased if any Lotus Cortina owners would contact them with details. A big reunion of Lotus Cortina owners is planned as part of the Club Lotus Weekend Festival at Goodwood on May 5/6 in aid of the Gunnar Nilsson Cancer Treatment Campaign.

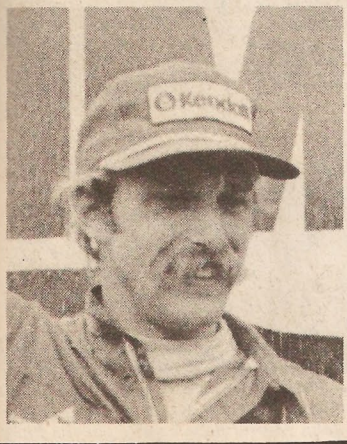
# Homewood forced out

John Homewood was forced to withdraw the entry for his Tiga SC79 from the Chequered Flag Sports 2000 race at Silverstone on Sunday after a testing accident at Brands Hatch last Friday, when the car was in collision with a Formula 1 car. The Tiga was extensively damaged, but Homewood escaped injury. When rebuilt, the car will test at Lydden and run in a Libre race in preparation for the Easter weekend.

Briefly . . .

## Top Rookie

Peter Kuhn was named the Sports Car Club of America's 'Rookie Driver of the Year' at the organization's annual convention. Kuhn, 23, drove his Van Diemen Formula Ford to the SCCA Northeast Division Championship and third place in the National Championships. He also finished second in the North American Professional Ford series. He won nine races — five in a row during one stretch — an unprecedented feat for a beginner in Formula Ford. Kuhn's plans for 1979 include Formula Atlantic in a March 78B, and possibly a few European F3 drives.



● Esso are to sponsor Gerry Marshall's exploits in a Lister Jaguar in this year's Lloyds & Scottish Historic Car Championship. The car will be driven by 'guest' drivers, including, we hear, Jack Sears, when Gerry is committed to modern saloon racing, where he is also backed by Esso.

● The presentation of the 1978 BARC Sprint Championship awards will take place at the Pickard Motel, Burgh Heath (on A217) on Thursday March 29 at 8.00pm at the BARC London & Home Counties Centre's AGM and film night. Marcus Pye Club Editor of AUTOSPORT will present the awards.

● David Winstanley's Lodge Corner Agencies concern have recently announced that they are to broaden their scope even further by running a Racing Drivers' School at Oulton Park, starting in May. Winstanley is busy preparing cars for several drivers in FF2000 and FF1600, as well as running his sales department, and tells us that he has also acquired the ex-Agostini Chevron B42 but "does not know what to do with it at the moment."

● The Midland AC have appointed a new Marshals Secretary, Trevor Farmer, of 20, Monteagle Drive, Kingswinford, West Midlands, DY6 7RY. Tel: Kingswinford 287956. The MAC promote two Curborough Sprints, a Sporting Trial, a Race Meeting and three Hillelimbs and few vacancies exist for volunteers to help at these meetings and you are therefore invited to contact Trevor Farmer.

● Richard Dutton Racing's telephone number is Lovenden 81663 and not as stated in our guide to British Racing Cars a fortnight ago.

● Wallasey MC will promote a restricted status autocross at East Farm, Caldly Cross Roads, Caldly, West Kirnly, Wirral, Merseyside on May 20. Regs will be available from A. K. Nathan, 408 Pensby Road, Pensby, Wirral, Merseyside. The event, postponed from March 25, is a round of the RAC, BTRDA, ANFCC and AFAMC championships.

● Georgie Shaw was unanimously re-elected Chairman of the BWRDC at their recent AGM. Under her Chairmanship in 1978 the club expanded its activities outside the racing field, raising £300 for the Silverstone marshals appeal by members taking part in a sponsored parachute jump with the Red Devils. The club's banner was flying at the Ghent Auto Show and the Biggin Hill Air Show. The club is always keen to welcome new members and anyone interested should contact Gill Rindlbacher tel: 01-546 3707.

● Martin Drake put his Midget off at Croft on Sunday and hit the marshals post at Sunny, much to the detriment of the car. Although he was unconscious for 20mins and taken to hospital for the night, he is not thought to be suffering any other injuries. At the time the car was running on three slicks and one wet (on the front) due to a puncture in a slick.

● Everoak Safety Helmets have launched the new Super Casquette helmet which complies with both the Snell Foundation and BS2495 1977 requirements. It is approved by both the ACU and the RAC for international racing. It is made of fibre glass with a polystyrene liner and finished inside with leather and flame resistant material. Recommended retail price in £53.95.

● Road & Racing Accessories (Holborn) Ltd., are to sponsor a new karting championship to promote their move into the protective racewear and helmet market in the sport. There will be two championship series — for the Junior Britain and Junior National categories — running at the same meetings at seven venues, starting at Fulbeck in Lincolnshire on April 22. Cronus watches will also be providing awards.

● A race for Porsches, sponsored by AFN, is to be held at the BRSCC South-Western Centre's meeting at Castle Combe on May 28. Run in association with the Porsche Club of Great Britain, this race was omitted from the original regulations. Interested competitors should call Howard Strawford on 0454 773014.

● Two names due to be moving into the Hitachi British Formula Atlantic Championship within the next few weeks are Birmingham drivers Wayne Wainwright and John Stokes. Ford Escort Challenge Champion in both 1976 and 1977, Wainwright, is due to drive the latest Chevron B49, while Stokes, a regular runner in Formula 3 over the past couple of seasons, will drive an older Chevron B42.

## No racing at Mondello Park



This was the wintry setting at Mondello Park on March 17, with heavy snow forcing IMRC to postpone the traditional St. Patrick's Day season opener. The Marlboro/Captain America's Cookhouse-sponsored meeting, with £1,000 in prize money, will now be held on April 1.

● Over 50 cars turned up on Silverstone's Hanger Straight in appalling weather for the Under 17CC first meeting of the year. John Lyon demonstrated some of his BSM High Performance Course skills to young members, assisted by regular instructors Barrie Williams, Mike Franey and Sandy Barrie. Jim Russell Skid Control Instructress Geunda Eadie has arranged a series of courses for members this year, the culmination of which will be a no doubt highly contested competition. The club is fortunate enough to have the use of five cars, loaned by Ford, General Motors, VW (GB), Kingsthorpe Garage Northampton and Alcorn Lancia, Essex.

● The final round of the Northern Ireland Trials Championship on Saturday was won by Nelson Todd, who has also won the series by one point from Clive Gracey.

● Motorsports Racing, North American importer of Dulon racing cars, have signed Bill O'Connor to drive the new Dulon MP 21 Formula Ford for the 1979 season. The Motorsports team plans a full season of Formula Ford competition in the SCCA Central Division National races as well as selected AFFA Pro Ford events. O'Connor is a veteran racer who has experience in all forms of racing from short track stock car competition to Formula Atlantic. A consistent front runner in the Canadian Formula Atlantic Championship from 1973 to 1975, O'Connor retired from racing at the end of 1975 due to business commitments. He returned to the racing scene in 1978 campaigning a Lola Formula Ford. He acclimatised quickly to the intensively competitive Formula Ford racing and saw victory twice during his return season.

● The annual Austin Healey Day has been expanded for this year into the International Healey weekend, which will be staged at Knebworth Park, near Stevenage, on July 7/8. A dinner dance, *Concours d'elegance*, Gymkhana, trade stalls and club stands are among the attractions and details are available from Mrs Maggi Byford, 251 Hertingfordbury, Hertford, Herts, tel: 0992 50830.

● The NSCC meeting snowed off on March 18 has now been re-arranged for Sunday, April 22. This will be the second round of the BARC — NSCC series for Kirby's of Louth Formula Fords, Bedale Garage Special Saloons, North of England Clubmans (formerly the Champagne series), *Libre* and Mod-sports. Virtually all competitors from March 18 have re-entered but new entries are still being accepted. Details from Willowbrook Cottage, The Green, Westborough Newark, Notts. Tel: 044 81134.

● The popular Castrol Team Hillelimb organised by Hagley & Dist LCC at Loton Park will be repeated on May 7 with Castrol backing.

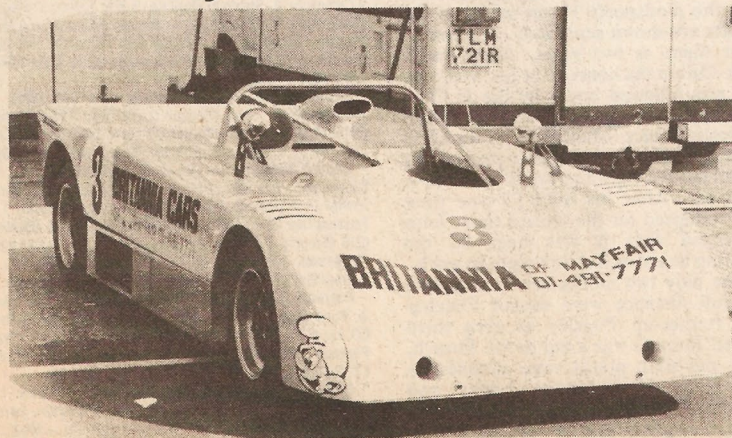
● Dave Manners, winner of the two Formula Ford races held so far this season at Croft and of two Northern Championships in 1978, is all set to take his sponsors, Coopers the Toolmakers, into Europe this season for a crack at the European Championship with his familiar PRS-Scholar RHO1. Coopers are the makers of various tools, including tape measures, files and soldering irons and are to be the official supplier of measuring tapes to the 1980 Olympic Games which are due to be held in Moscow.

● The Stones Racing Team of Mick Butler, John Whitmore, Dave Stone, and Gerry Andrews will run on Castrol at most of the important drag meetings in the UK this season.

● Croft practice in the wet on Sunday brought the usual crop of maladies and disasters. Richard Simms's new Skoda suffered with a passenger door falling open on corners, a rotating interior mirror and the driver being unable to reach the steering wheel comfortably. When the problems were sorted the third place overall must have been very rewarding for the first time out, but Richard commented that the back end was a little skittish although the car seemed very quick in a straight line. Nicky Ellis was having brake balance problems in the Cowgate Elan which sports a lovely new paint job, or at least it did until the car hit a brick wall — new nose needed.

● The BRSCC at Brands Hatch would be grateful if all marshals and officials due to be involved with the Marlboro Daily Mail Race of Champions/Aurora-AFX British Formula 1 Championship meeting (MDMROCAAFXBF1CM for short!!) at Brands on Saturday/Sunday April 14/15 will telephone them on 0474-874445 to confirm their availability as soon as possible.

## New livery for 'Pancho' Webb



Houslow driver John Webb ran his Sports 2000 Lola last weekend for the first time in its new silver livery and bearing its allegiance to the London Sports Car Centre. John made a terrific start from the fourth row of the grid and was running in an excellent second position when the electrics suddenly cut out half-way round the second lap. The next outing for this car in the closely contested Chequered Flag Sports 2000 Championship will be at Oulton Park on Good Friday.

## Fourth successive win for David Leslie

The BARC Yorkshire Centre were in charge at Croft last Sunday with a very ambitious programme of seven races, the feature event being a round of the National BARC FF2000 Championship. With a round of the STP modsports series and all the main BARC/NSCC Northern championships also on the programme, an excellent entry was assured. However good the entry list looked on paper though, there was a small matter of the weather to contend with and it was only in the latter half of the preceding week that the snow cleared sufficiently for the RAC Steward to give the go ahead, and then the races themselves were held in varying degrees of rain spiced with that chilly Croft wind.

A full grid of FF1600 cars lined up for the first race with the PRS of Dave Manners in pole position. Keith Lawrence (Van Diemen) had the same time as Manners but was put in the middle of the front row while Keith Wickhams's similar car completed the line up. Wickham led into Tower on the first lap with Manners and Lawrence close behind and, by the second lap, Manners was in the lead, but could not shake Lawrence — these two drawing away from Wickham, Stuart Lawson (PRS), John Wadsworth (Royale), Wally Warwick (Van Diemen) and the rest. With the two leaders fairly safe out in front, the early laps were enlivened by the disappearance of Chris Stockton over the bank at Tower in his Lotus 61, without injury or much damage, and the rise of Lawson who did not appear in the top 12 until lap 3. Just as he had secured pole in practice by setting his time first, so Manners took the race from Lawrence, both given the same time but with the nose of the PRS fractionally ahead.

A good field of modsports were attracted by the chance of STP points but the race was an Elan walkover with the varying examples of Jon Fletcher (1.8), Paul Berman (1.8) and Kenny Coleman (2.0) filling the top three places. Fourth overall and winner of the up to 1150cc class was the Davrian of John Pugsley, closely pursued by the rather larger 2.8 Porsche Carrera of Tony Wingrove, who was at one time up into third place. Steven Roberts took the 1151-1500cc class in the 1.4 Mini Marcos.

An oversubscribed entry of FF2000 cars promised much in the way of racing, but this 20-lapper was spoilt by the weather which was wet enough to call for caution and a fastest lap some 5secs slower than the existing record. Almost needless to relate, the black Dukes Pallets Reynard of David Leslie took its fourth successive win and fastest lap to give Leslie a 100 per cent score so far this season. Second for the whole race was Peter Morgan (Lola), 6secs adrift, who was the only driver able to get closer than 40secs to the leader at the flag. Third and fourth were Tim Wallwork (Reynard) and John Walker (Crosslé), both entered by Richard Dutton Racing. The undoubted drive of the race came from Mike O'Brian (Reynard) who made an atrocious start and climbed into 12 place by lap 4, ninth on lap 7, seventh on lap 9 and up into fifth by lap 11, where he stayed 'till the finish.

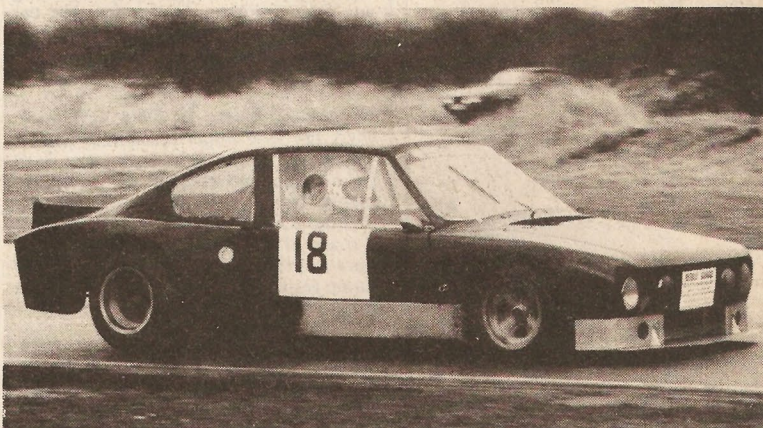
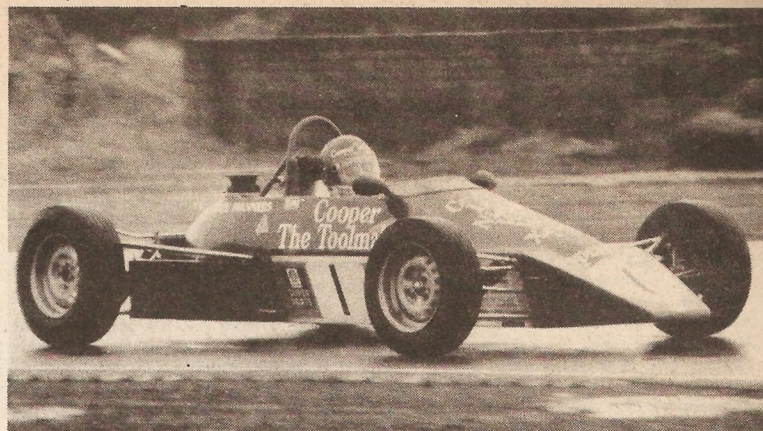
Special saloons are always a feature at Croft and, after the poor turnout of the other week, it looks as if we are in for another vintage year, judging by the entry which lined up for their 10-lap race. First into Tower was the Skoda Hart of Tony Dickenson, followed by the

first race) with John Kirk's Escort GA in third. By lap 4 Kirk was in the lead from Dickinson, Morris (6.1 Camaro), Simms and Keith Bowmaker (Escort V8) but some brake locking put the Camaro into the bank at Tower — much to the detriment of the bank! Bowmaker got past Simms soon after this but, on the last time into Tower, the Skoda slipped back into third and held nearly 5secs over the Escort at the flag. Fifth and sixth were Tony Sugden (ex-Walter Robertson 2.0 Escort, until his new Skoda is ready) and Jim Price (2.0 Skoda) with Walter Robertson in the 3.0 DFV-powered VW the last unplaced finisher. Among the 1000cc runners Malcolm Bell (Imp) nicely beat Keith Hardy (Imp).

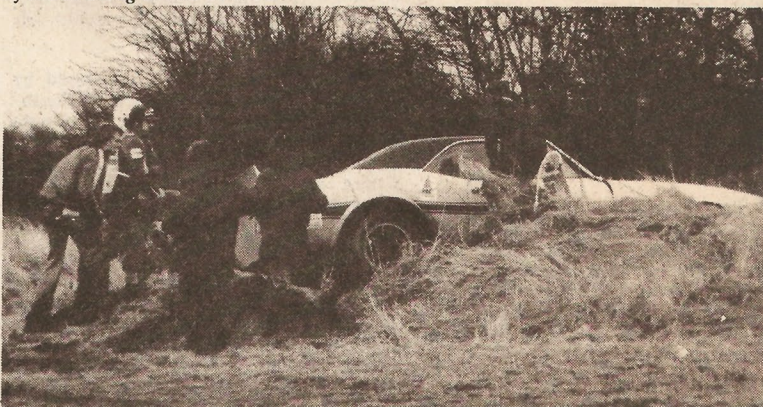
Not a very large entry graced the grid for the *Libre* event but a couple of late entries from Tony Dean and Brian Robinson (both in ex-Opert Chevron B42s) promised much when up against Andy Barton (March 79B), Bernard Hunter (Ralt RT1) and the rest. Barton — listed as an OAP in the programme, and out of 'retirement' once again — led for the complete race in his Atlantic specification car and took fastest lap in the 1600cc class. Initially second, Robinson dropped to last by the second time round, his Chevron popping and banging with water on the electrics, which left Hunter chasing Barton. Then Hunter dropped back with the same problem leaving Tony Dean in second spot but he, too, plummeted to sixth on lap 7 leaving George MacMillan (Chevron B35) in second ahead of Andy Smith (1.6 Mallock) who actually moved ahead of MacMillan on lap 12 but then retired. On the last lap everything happened (except to Barton of course), Dean took second from MacMillan and Geoff Robson (March 722) who was in the process of being passed by Hunter (moving up after a pit stop) moved over and got a wheel on the grass as he came out of Club Corner. On the sodden grass there was no chance of holding the car and it whipped round to smash backward, then forward, and backward again into the barriers. Robson leapt from the car with both hands held high — signifying his surrender no doubt — unhurt but shaken. Barton won by over 1min from Dean with MacMillan only 7secs adrift in third place and Hunter completed the finishers, one lap down.

Due to the lateness of the hour (racing at Croft has to finish at 6.00pm on a Sunday) the last two races were amalgamated, the Clubmans setting off first and the modsports 10secs later; as the results are shown separately, it is best to treat them as two races. Andy Smith took Clubmans honours in his Mallock, but was followed home by the B Class cars of Ian McCullough (MAC 1) and Malcolm Isaacs (Mallock) who were less than 0.5sec apart and closely pursued by John Holroyd's ground-effect Molroyd A class car. After his mini F3-type wing had collapsed for the second time, John remarked that it was back to the drawing board as it didn't seem to work.

The only two modsports to complete the full distance were winner Fletcher and runner-up Pugsley as even third placed Roberts was a lap down. Fourth, fifth and sixth places were annexed by the Elans of Coleman, Lanny and Dickens. All the drivers in this race deserve a medal so bad were the conditions but most deserving of all was Paul Howarth who soldiered on in his open Triumph TR2 also taking fastest lap in his class.



Top: Dave Manners was fractionally ahead of Keith Lawrence throughout FF1600 practice and race. Above: Despite many problems with his smart brand new car Skoda, Richard Simms finished third. Below: John Morris hasn't quite got the hang of the ex-Doug Enms Camaro!



## results

**FF1600 Championship race (15 laps):** 1, Dave Manners (PRS-Auriga RH01), 21m 15.8s, 74.07mph; 2, Keith Lawrence (Van Diemen-Auriga RF79), 21m 15.8s; 3, Stuart Lawson (PRS-Scholar), 21m 51.2s; 4, Keith Wickham (Van Diemen-Minister RF79), 21m 53.0s; 5, John Wadsworth (Royale-Scholar RP24), 22m 22.6s; 6, Tim Knight (Van Diemen-Scholar RF78), 22m 22.7s. **Fastest lap:** Lawrence, 1m 23.4s, 75.54mph.

**STP Modified Sports car race (10 laps). Overall and 1501-2000cc:** 1, Jon Fletcher (1.8 Elan Venerabilis), 13m 25.7s, 78.19mph; 2, Paul Berman (1.8 Elan), 13m 26.2s; 3, Kenny Coleman (2.0 Elan), 14m 13.8s. **Fastest lap:** Berman, 1m 18.2s, 80.56mph. **2001cc and over:** 1, Tony Wingrove (2.8 Porsche Carrera), 72.46mph; 2, Steve O'Rourke (5.3 E Type); 3, Paul Howarth (2.2 TR2). **Fastest lap:** Wingrove, 1m 23.4s, 75.54mph. **1151-1500cc:** 1, Steven Roberts (1.4 Marcos), 71.27mph; 2, Garry Wilson (1.4 Midget); 3, Ron Harper (1.2 Spitfire). **Fastest lap:** Roberts, 1m 25.8s, 73.43mph. **Up to 1150cc:** 1, John Pugsley (1.1 Davrian), 73.62mph; 2, Pat Longhurst (1.1 Davrian); 3, Alan Ritchie (1.1 Davrian). **Fastest lap:** Pugsley, 1m 21.6s, 77.21mph.

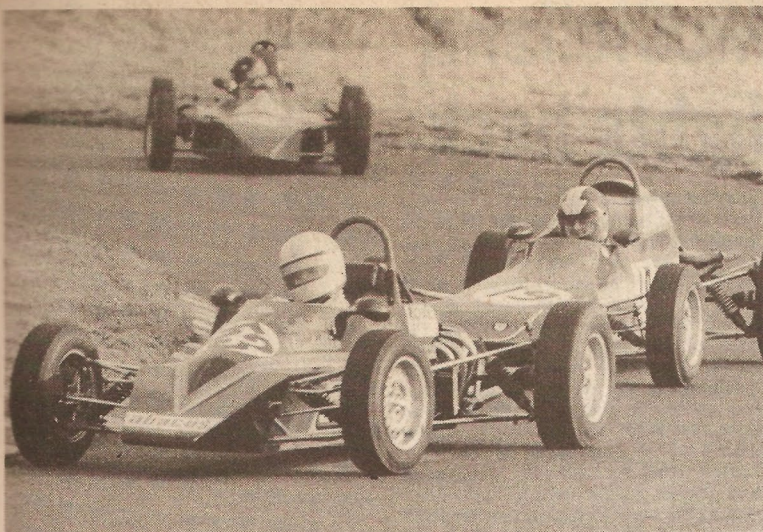
**BARC FF2000 Championship race (20 laps):** 1, David Leslie (Reynard-Titan SF79), 24m 49.8s, 84.58mph; 2, Peter Morgan (Lola-Titan T580), 24m 55.8s; 3, Tim Wallwork (Reynard-Neil Brown SF79), 25m 31.6s; 4, John Walker (Crosslé-Neil Brown 33F), 25m 32.8s; 5, Mike O'Brian (Reynard-Titan SF79), 25m 34.5s; 6, Ray Chamberlin (Reynard-Ford SF79), 25m 9.0s. **Fastest lap:** Leslie, 1m 13.7s, 85.48mph.

**Special Saloon race (10 laps). Overall:** 1, John Kirk (3.4 Escort-GA), 13m 03.8s, 80.38mph; 2, Tony Dickenson (2.0 Skoda-Hart), 13m 04.2s; 3, Richard Simms (2.0 Skoda-FVC), 14m 03.4s; 4, Keith Bowmaker (4.7 Escort), 14m 08.2s. **2501cc and over:** 1, Kirk; 2, Bowmaker; 3, Walter Robertson (3.0 DFVW). **Fastest lap:** Kirk, 1m 16.4s, 82.46mph. **1301-2500cc:** 1, Dickinson, 80, 34mph; 2, Simms; 3, Tony Sugden (2.0 Escort). **Fastest lap:** Dickinson, 1m 15.6s, 83.33mph. **1001-1300cc.** No finishers. **Fastest lap:** Ian Rogerson, 1m 33.8s, 67.16mph. **Up to 1000cc:** 1, Malcolm Bell (1.0 Imp); 2, Keith Hardy (1.0 Imp); 3, Ashley Bell (1.0 Mini). **Fastest lap:** Hardy, 1m 26.5s, 72.83mph.

**Formule Libre race (15 laps). Overall:** 1, Andy Barton (1.6 March-Swindon 79B), 18m 45.8s, 83.94mph; 2, Tony Dean (2.0 Chevron-Hart B42), 19m 53.8s; 3, George MacMillan (2.0 Chevron-BDX B35), 20m 00.4s; 4, Bernard Hunter (Ralt-Swindon RT1), 14 laps. **1601cc and over:** 1, Dean 81.76mph; 2, MacMillan. **Fastest lap:** Dean, 1m 11.1s, 88.61mph. **Up to 1600cc:** 1, Barton; 2, Hunter. **Fastest lap:** Barton, 1m 13.5s, 85.71mph.

**Clubmans Sports car race (10 laps). Overall:** 1, Andy Smith (Mallock-Morgan Mk20B), 13m 09.6s, 79.78mph; 2, Ian McCullough (MAC-Minister) 14m 04.3s; 3, Malcolm Isaacs (Mallock-Davron Mk16B), 14m 04.7s; 4, John Holroyd (Molroyd-Holbay Mk2), 14m 05.0s. **Class A:** 1, Smith; 2, Holroyd. **Fastest lap:** Smith, 1m 16.6s, 82.25mph. **Class B:** 1, McCullough, 74.63mph; 2, Isaacs; 3, Rick O'Reilly (Haggispeed Mk6B). **Fastest lap:** McCullough and Isaacs, 1m 21.5s, 77.30mph.

**Modified Sports car race (10 laps) Overall:** 1, Fletcher, 14m 01.3s, 75.53mph; 2, Pugsley 14m 09.8s; 3, Roberts, 9 laps; 4, Coleman. **2001cc and over:** 1, Howarth, 57.71mph. No other finishers. **Fastest lap:** Howarth, 1m 46.7s, 59.04mph. **1501-2000cc:** 1, Fletcher; 2, Coleman; 3, Joe Lanny (1.8 Elan). **Fastest lap:** Fletcher, 1m 21.1s, 77.68mph. **1151-1500cc:** 1, Roberts, 69.88mph; 2, John Read (1.3 Sprite); 3, Harper. **Fastest lap:** Roberts, 1m 26.8s, 72.58mph. **Up to 1150cc:** 1, Pugsley, 74.98mph; 2, Ritchie,



Dave Griffin won his first FF1600 Final at Mondello, holding off Brendan McKenna.

## Successful Gunnar meet

Snow forced the cancellation of Mondello meetings on December 27 and March 17, but the weather man was in favourable mood for an outing on February 25, organised by the MG Car Club and other Clubs involved in the Mondello scene in aid of the Gunnar Nilsson Cancer Research fund. The meeting realised £2,000, and gave the Irish racers a chance to blow away the frosty cobwebs of an unusually severe winter. As usual the bulk of the entry came from the Formula Ford clan, but there was good racing in all classes and Joey Greenan set a new record of 34.0s for the now little-used club circuit, his Formula Atlantic Chevron B29 (now sold to Ken Fildes) cutting 3.2secs off the long standing time held by Arthur Collier (Chevron-FVC B23).

Formula Ford heats were won by Dave Griffin and Patrick Moore, in PRS and Royale RP24 respectively. Griffin led the final all the way, with Brendan McKenna offering a strong challenge and pushing his new Crosslé 35F right alongside the PRS at the flag. Moore had a last lap spin at Shell, but recovered to hold off the Crosslé 32F of Tommy Doherty. Only three cars made the Atlantic grid, and Vivian Candy won easily in the Marlboro Chevron B29 which Eddie Jordan drove to two championship

wins last year. Greenan was second, handed the place by Gary Gibson who had an off with the ex-Derek Daly F2 Chevron B42, which is still sporting ICI decals and the familiar two-tone green of the ICI F2 Team.

Production saloon racing has taken over from modified saloons in Ireland in terms of entries, but no one appears to be forthcoming with an effective challenge to Frank O'Rourke and his 2.8 Opel Commodore Coupé GS/E. Frank was initially led by the similarly-mounted Phil Sparks, but once in front he pulled away to win by over 2secs. Russell Connell's BMW 3.0 Si was a distant third and just in front of Ray Moore's Commodore GS/E. Bob Montgomery won the 2-litre class in a Kadett GT/E entered by O'Rourke's Ferrybank Motors; and in the 1300 cc category the order was Mike Armstrong (Fiat 128 Coupé), Pat Murphy (Ford Fiesta 1300 Sport) and Pierce (Kadett Coupé 1200). Actually the tiddlers ran in conjunction with the modsports and a few modified saloons, and after a good dice John Keaney pulled out to win by a coat of paint from Stee Griffin, the two MG Midgets both credited with the same race time.

BRIAN FOLEY

## Pearce ahead in both series

For their annual Jacobean Trophy, the London CC used their familiar Lypiatt Park site. Aided by Rent-a-Hill, the club had laid out 10 sections, nine of which were tackled twice. Unfortunately, overnight rain turned the sections into a quagmire in this RAC and Semperit/BTRDA qualifier. As a result, the hills which had been designed for somewhat drier conditions were virtually impossible and only one O was recorded all day, by Tom Stevenson.

Jack Pearce was favoured by the draw and made full use of it to record yet another win and move further ahead in both Championships. His nearest challenger, Julian Fack, was well out of the picture and was lucky to salvage fifth place ahead of Tom Stevenson who was finding his new car well suited to the conditions and just beat Mike Smallwood.

But the main surprises were in third and fourth spots. John Ward and Neil Bedford forsook the Northern Trials Championship for higher things and were rewarded with excellent placings after superb days. John Ward is a threat to anyone with his Kincraft, while Bed-



Jack Pearce — winning

In the end however, the weather won and, after two rounds, the Trial was abandoned and everyone went home to a hot bath and the Tele.

1. Jack Pearce (Kincraft), 116pts; 2. Gordon Jackson (Ibex), 130; 3. John Ward (Kincraft), 133; 4. Neil Bedford (Facksimile), 134; 5. Julian Fack

## Sones in close contest

Any one of four drivers could have won the closely fought second round of the BTRDA Autotest Championship which Harrow CC ran with their usual skill at the Scratchwood Service area on the M1 last Sunday. But the man of the day, retaining his calm while all around him were getting lost or clipping bollards, was Midlander Mike Sones who scored his first ever outright victory and a silver spoon to boot by the narrowest of margins.

It was all resolved on the penultimate test when Mike Halliday (Sprite) clobbered a bollard for the second time during the 18 tests and he handed the laurels to Sones's Clubman GT by just 0.6sec. Early on, the second Sprite man, Dick Squire, was in the lead but unaccountably he dropped out of contention with hesitation followed by two bollards. The other threat, that posed by Neville Smith's DHW Special, also faded when he collected a wrong test and a couple of other five second penalties but still finished within a dozen seconds of the winner.

What might have been if John Larkin had not retired with gearbox trouble at half distance or if Steve Stringer had entered will never be known but this was

the closest finish in years in a championship round.

Forty two cars entered the event run in wet, dry and then wet conditions. The first class attracted a healthy 13 entries and went to Steve Conner's Mini with Pete Maslen 16secs behind. Class two, for the big-engined Minis, was badly let down and John Mantle had a hollow victory especially after Larkin's demise with only second gear. Peter Coombes's old Cortina won the third category from production car trial ace Dave Carr out for BTRDA All rounders championships points.

John Calton's Mexico won the next class but young Noel Conaty could be one to watch, for his second place in a Dolomite Sprint was achieved in only his second event. In the sports car class after they had all finished knocking things over and trying hard to hand the class to each other, Halliday ended up 5secs ahead of Squire while Richard Yapp was third after also going bollard bashing.

**BTD:** Mike Sones (Clubman GT), 688.0s.  
**Class winners:** Steve Conner (Mini), 709.3s; John Mantle (Cooper), 744.5s; Peter Coombes (Cortina), 895.5s; John Calton (Ford Mexico), 790.1s; Mike Halliday (Sprite), 688.6s; Neville Smith (DHW Special), 700.5s.

## Stephens on top at Mallory

Mallory Park was wet, windy and miserable last Sunday for the first of the year's sprint meetings organised by Coventry & Warwickshire MC. Quickest man among 65 competitors was Leamington driver Nick Stephens (Imp) who rushed round two laps of the full circuit in 2m 12.7s. His time reflected his considerable ability as nobody else came within 5secs of him.

Autocross and rallycross regular Pete Robertson probably caused the biggest stir of the day — not for winning his class first time out with his thundering Chevrolet Camaro — but with his lurid moment in the Lake Esses. A Triumph

laid mud in the middle of the corner a few seconds before his arrival at high speed and he indulged in a huge lock to lock slide for more than 100yds before collecting it in time to negotiate the hair-pin.

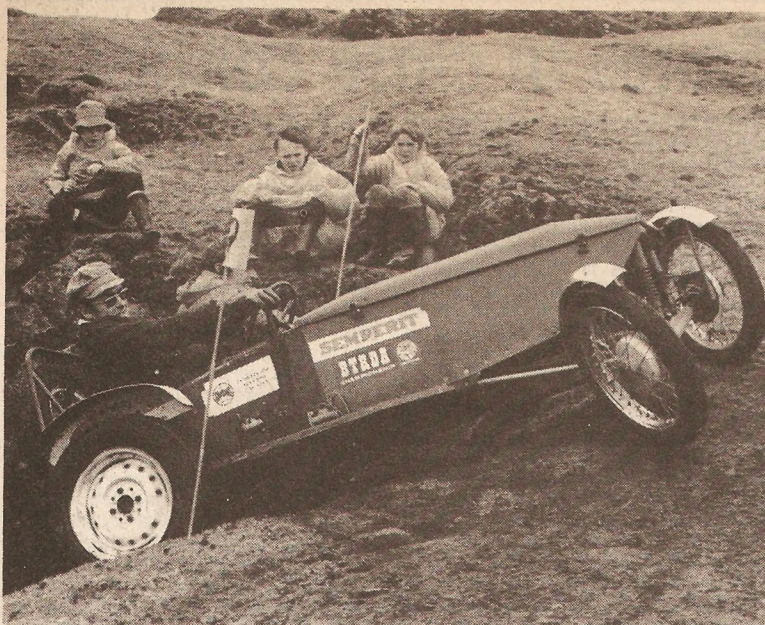
Closest of the seven class battles was in the over 1300 saloons where Mexico man S Thomas headed Peter Saunders (RS 2000), by a shade over one second.

**BTD:** Nick Stephens (Imp), 2m 12.7s.  
**Class winners:** Pete Robertson (Chevrolet Camaro), 2m 22.4s; P Thomas (TVR Turbo), 2m 20.8s; D Fuller (Mini), 2m 23.5s; S Thomas (Ford Mexico), 2m 21.0s; L Chatwin (Ford Escort), 2m 17.2s; P Thomas (Lotus Europa), 2m 19.4s; G Sinburne (Landar), 2m 20.0s.

## The cause of the problem . . .



The Esso FF1600 championship race at Silverstone on Sunday, after being shortened to seven laps, was eventually abandoned after this accident just past the bridge. The debris took nearly an hour to clear and there were many disappointed



Robin Jager won his second Broomby Trophy in a row.

## Jager clinches Northern series in Broomby

The Westmorland MC organised Broomby Trophy was won by Robin Jager for the second year running. By so doing Jager became the 1979 Northern Trials Champion. He was followed in both Championship and Trial by the Butterfield clan with head of the family Keith leading the way, although he had earlier been headed by the young upstart — Stuart. Indeed the Butterfield clan will be augmented next season when second generation Philip takes over Keith's Cannon when the Facksimile is ready.

In fifth spot, behind Tony Butterfield, was Colin Thwaites who just beat John Southern in the Gold Star winning Nymph in a tie-decider. Betty Sheldon

was seventh but caused the biggest cheer of the day when she cleaned a hill on which all the front runners had failed to reach the 11 marker. But, up at the front, one could not but admire and marvel at Jager's superb trickling technique on the damp grass. It was a display of finesse that no-one in the land could have bettered. And the North has a worthy champion.

1. Robin Jager/Graham Hoyle (Facksimile), 104pts; 2. Keith Butterfield/Joyce Butterfield (Cannon), 199; 3. Stuart Butterfield/Margaret Butterfield (Cannon), 217; 4. Tony Butterfield/Effie Butterfield (Aberties), 246; 5. Colin Thwaites/Michael Golroyd (Facksimile), 261; 6. John Southern/Philip Butterfield (Nymph), 261.

Keith and Joyce Butterfield against the picturesque Westmorland countryside.



## McClelland fights back

The first round of the Benelux Formula Ford 1600 Championship took place last Sunday at Zandvoort, in Holland and, although the race was won by little-known Tony Zwaanaenburg (Crosslé 30F), it was a British-based driver, David McClelland, who provided the drive of the day. Driving his latest Hawke Mk21, McClelland easily qualified the car on pole position but was unable to pull away from fellow front row man, Hans Volkert (Hawke DL15) in the race. After a few laps, Volkert tried to outbrake McClelland into Tarzan corner only to force both cars off the road. Recovering in 33rd and last position, David then tigated his way all the way back through the field, despite another quick spin, to seventh place at the finish.



David McClelland — tigering drive

Jean-Pierre Deveaux (Crosslé 35F) and Eric Kistenmaker (30F) both dived with Zwaanaenburg for most of the race distance but the final slip-stream to the line saw Zwaanaenburg just clinch a narrow victory with Deveaux and Kistenmaker right on his tail.

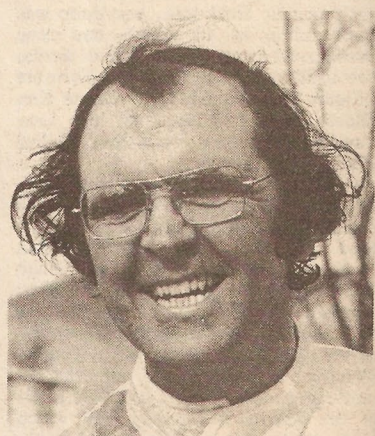
## weekend sport

### RAC hillclimb series opens at Wiscombe

The 1979 RAC British Hillclimb Championship starts at the picturesque Devon venue of Wiscombe Park on Sunday. Organised by the Aston Martin Owners' Club, this meeting will provide the first opportunity for many competitors to run their new cars, as the customary Loton Park test day at the weekend was somewhat less than successful.

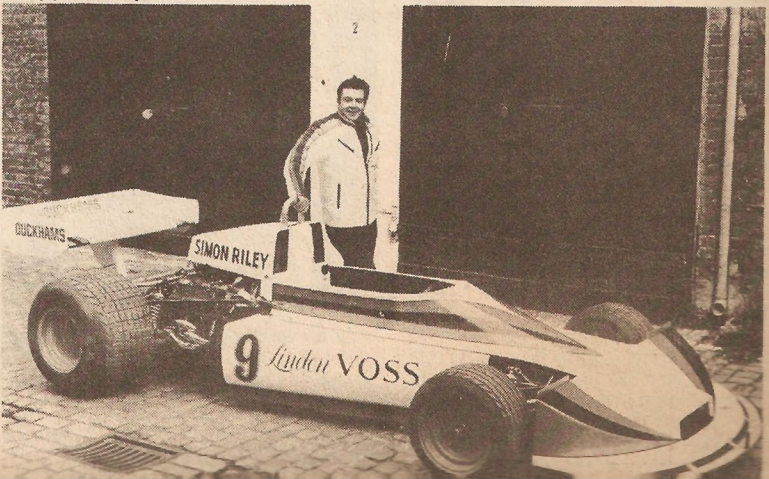
Many new car/driver combinations will be making their debuts, so the AMOC event should be an ideal one for spectators, particularly if the weather holds up as well as it did last year. As usual, there will be a members day for the AMOC on the Saturday.

Rain and strong wind severely restricted the Hagley & Dist LCC annual members practice day at Loton Park last Sunday and it was only during the last half-hour of available time that anything like reasonable conditions prevailed. The adverse conditions and unfavourable weather forecasts resulted in re-



Roy Lane — RAC champion '75 and '76. This season he will run the revolutionary six-wheeled March Formula 1 car.

Announced just in time for the start of the hillclimb and sprint season is a new sponsorship deal for London housing consultant Simon Riley. He has bought the ex-Roy Lane March 741, in which he will contest the RAC and BARC sprint series and occasional hillclimbs. The car is sponsored by Linden Voss, a pharmaceutical manufacturer. Prepared by Lane, Bob Ducker at Normandale, Riley and his mechanic Mark Turner, the car also has trade support from Duckhams, who have been with Riley for some years.



lately few club members making their way to Sheffield for this normally very popular pre-season event and, in the main, it was the big-engined 'Top Ten' cars which attracted attention and their drivers who gained relatively valuable experience for the second round of the RAC British Hillclimb Championship, to be held at Loton Park on Easter Monday.

Loton record holder Alister Douglas-Osborn, (3.0 Pilbeam MP31) and Roy Lane in the revolutionary six-wheel March 771 were neck and neck throughout practice, although their best times achieved were some 10secs off-target due to the very damp conditions. Martyn Griffiths, who has won the last two RAC rounds to be held at Loton, found the new and lighter 2.2-litre Pilbeam MP40 had to be treated with caution to obtain maximum adhesion and finished the day slightly behind the two leaders.

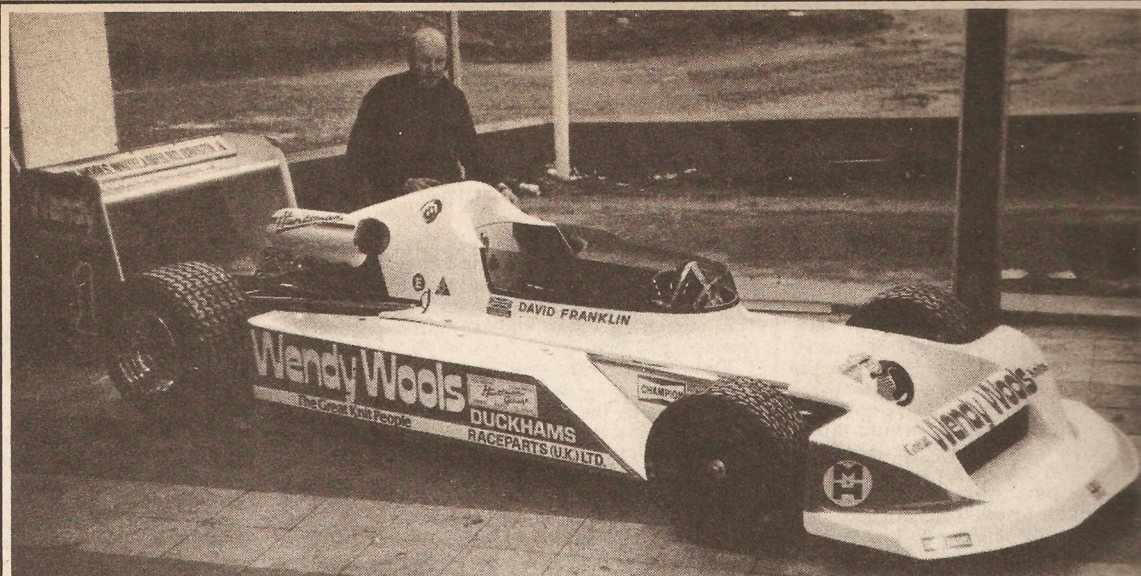
Malcolm Dungworth looked confident in the second of the Waring & Gillow Pilbeams, while Godfrey Crompton managed a last minute climb in the new Douglas & Gavin March 782 after a number of teething troubles in the Paddock.

## SNETTERTON

April Fool's Day is a busy one this year, the major meeting being staged at Snetterton, the feature race a further round of the Vandervell Formula 3 Championship. Quite a lot of work will have been necessary to repair damage caused by the dreadful weather conditions at Silverstone last weekend, but most of the regular runners are expected to make it.

Winner at Thruxton a fortnight ago, Andrea di Cesaris heads the entry in the Marlboro March, with Chico Serra, Brett Riley, Nigel Mansell — the Unipart drivers looking for another one-two win — also in Marches. The Chevron attack is led by Bernard Devaney and Stefan Johansson, both of whom damaged their cars at Silverstone, and Michael Roe.

The seven-race meeting also features a round of the Townsend Thorenson Formula Ford 1600 championship, with the entry headed by James Weaver, Terry Gray, Marc Smith and Don MacLeod.



## Franklin in ex-Bruno F2 March

David Franklin has a new mount for hillclimb and sprint events — the ex-Bruno Giacomelli European Formula 2 Championship-winning March 782. The car, specially modified for speed events, still has a BMW F2 engine and will be sponsored by Wendy Woods, who have backed Franklin for the past three years. Trade support also comes from Duckhams, Raceparts UK, M & H Racemaster Tyres and Franklin's own business, the Huntsmans Garage. The car's first competitive outing will be at Wiscombe this weekend, the AMOC's opening round of the RAC British Hillclimb Championship. Franklin intends to contest the RAC's sprint series as well and hopes to take in a few European meetings.

Two races will give competitors chance to gain points in the Wendy Woods special saloon car series with other races for production saloons — Demon Tweaks 4 Shocks championship — Austin Morris 850 Minis and STP modsports contenders.

Racing starts at 2.00pm after practice from 9.10am, and organisation is in the hands of the BARC.

## LYDDEN

The first of the 1979 Festival of Motor Sport is the entertainment at Lydden on Sunday. The Formula Ford race is the first round of the Marchant and Cox championship. With 1978 winner Paul Sleeman sidelined by problems, second and third men, Trevor Stiles and Tony

Howard hope to get away with a good start in this 20-lap 'Supperround'. Other leading contenders will be Wil Arif, Graham Fuller and David Wigdor.

A saloon event features local garage owner Eddie Punt and Maidstone Mini pilot Tony Dawson. Midget Grand Prix cars and customized cars will also be racing. Practise is from 12.30 pm, with the first race starting at 2.00pm.

## CLIPSTON

The normal Sporting Trial takes place in a remote part of the country with few members of the public present to observe the goings on. This will all change on Sunday, however, when the Trials world makes its contribution to the Gunnar Nilsson Cancer Treatment Campaign.

The occasion is the Northampton & DCC/BTRDA April Fool Sporting Trial. This is to take place at Thornhill Farm, Clipston near Market Harborough (MR 141/698838) and the action will start at around 11.00am.

As well as a competition for the regular drivers, these trusting lads will be lending their cars to others for a celebrity competition — naturally using easier hills. Among those taking part will be Brian Culcheth, Peter Powell, Geoff Capes, David Render, Tony Osmond, Tony Southgate, Murray Walker, Raymond Baxter, Derek Warwick and Mick Hill — a truly representative selection. Admission is free — as usual at Sporting Trials — but donations will be welcome. Programmes are 50p and catering and toilets will be available. In addition to the action there will be a static display of cars.

## International events

Date	Venue	Event
Mar 29/	Yugoslavia	Yu-Rally — European Rally Championship
Apr 1		
Apr 1	Zolder, Belgium	Aurora AFX British F1 Championship
Apr 1	Nürburgring, Germany	European F3 Championship, G1-6, FSV, R5
Apr 1	Valllunga, Italy	European Touring Car Championship
Apr 1	Bristol, USA	Winston Cup Grand National Championship (NASCAR)
Apr 1	Talladega, USA	IMSA Winston Cup GT Championship



## British events

Date	Venue	Event	Status	Club	Start	Details
Mar 31	Anchor Inn, nr Newtown (MR136/176851)	Rally	R	Newtown & DMC	—	Tour of Kerri
Mar 31	Silverstone, nr Towcester, Northants	Race Meeting	C	8 Clubs	—	F1300, F750, FF1600, Saloons
Mar 31/	Wiscombe Park, nr Honiton, Devon	Hillclimb	N	AMOC	12.30	RAC British Hillclimb Championship
Apr 1						
Mar 31/	Bussey's, Norwich (MR133/210111)	Rally	R	Roding CC	23.30	The Spectra Wayfarer Rally
Apr 1						
Mar 31/	Watts (Factors), Lydney, Glos (MR162/632030)	Rally	CP	Forest of Dean MC	—	The Dean Road Rally
Apr 1						
Mar 31/	Soan's Garage, Leamington Spa (MR151/330650)	Rally	C	Rugby MC	23.30	Cavalier Rally
Apr 1						
Mar 31/	Strathaven, Scotland	Rally	C	Lanarkshire CC	22.01	Huntigowk Rally
Apr 1						
Mar 31/	Brenda Road, Hartlepool (MR93/515285)	Rally	R	Hartlepool & DMC	23.01	Cleveland Rally
Apr 1						
Mar 31	Aberfoyle Car Park, Scotland	Rally	R	Dunfermline CC	12.00	Bank of Scotland Rally — The Scotsman/British Airways Championship
Apr 1	Thruxton, nr Andover, Hants	Race Meeting	N/R	BARC	13.45	F Atlantic, FF2000, FF1600, Clubmans, Prodsports, Mini 1000, F4
Apr 1	Snetterton, nr Thetford, Norfolk	Race Meeting	N/R	BARC	14.15	F3, FF1600, Mini 850, Prodsaloons, Special Saloons, Modsports
Apr 1	Lydden Hill, nr Canterbury, Kent	Festival of Speed	R	Astra MC & Tunbridge Wells MC	12.30	FF1600, Saloons, Bangers, Mini-Rods, Midgets
Apr 1	Clipston, nr Market Harborough, Leics	Sporting Trial	C/CP	Northampton & DCC	11.00	'April Fool Sporting Trial'
Apr 1	East Side Common, Godmanchester, nr Huntingdon (MR153/272713)	Production Trial	C/CP	Cambridge CC	11.00	—

# Triumph Dolomite Sprint

If you are seeking a sports saloon, and it has to be British, look no further than the Dolly Sprint. MATTHEW CARTER is your guide.

When the Italians set about producing a sports saloon, the result is a good looking, if temperamental, youngster; when the Germans get down to the drawing board, the product is an efficient, solid, perhaps a trifle dull, well mannered young man. But the English — oh the English! — they manage to produce a car that seems to have missed out on its youth. The Triumph Dolomite Sprint was never a youngster, but leaves the factory with built-in middle age, a stiff upper lip and a handle bar moustache.

Part of the reason is its heritage — the Dolomite bodyshell goes back nigh on 15 years . . . the Triumph 1300 of those days had a pushrod engine driving the front wheels, but it certainly looks similar to today's offerings from Coventry.

Another reason must be the Triumph appeal — while the Spitfire and TR7 are aimed at the two-seater brigade, the Triumph saloons are aimed at . . . well, the British School of Motoring use Dolomite 1300s for their automobile amateurs. So the Sprint is something of an odd bird, offering excellent performance in a car that looks identical to the vicar's . . . yes, all Dolomites have those gold boot badges these days. Buy a Sprint new and for more or less the same money you can have something like an RS2000, a Beta coupé 2000 or an Alfetta 2000L. Or for a little bit more you could join the BMW classes with a new 320.

So what do you get for the money — aside from a 'traditional' (dated) bodyshell that is? On the race track the 2-litre car is as quick as most 3-litre cars: just ask the likes of Andy Rouse or Tony Dron. But even on the open road away from the homologation race track specials, the Sprint is quick. Expect a top speed around 115 mph and expect to be able to reach 60 mph from rest in 8.7secs . . . yes, it's quick.

The answer lies under the bonnet. When the Dolomite name was first used for the Michelotti styled shell back in 1972, the top of the range 1850 model featured a single overhead cam with eight valves. It was reasonably quick but lost out at the top end and was no match for the BMW boys. So, along came the Sprint, which can either be looked upon as a technological masterpiece or complete engineering overkill.

June 1973 saw the first Sprints on the road and the point of interest was the car's 16-valve head. The basic block is the same as the 1850 car, was first used by Saab for the original 99 cars, and is, to all intents and purposes, half a Stag

V8. In the Sprint the bore has been increased enlarging the engine to 1998cc and the 16 valve alloy head added. Power differences are astonishing, the 1850 developing 91bhp and the Sprint developing 127bhp.

The resulting car — it cost £1740 when launched — was well and truly able to take on the foreign blighters at their own game, despite mutterings that the car looked too old fashioned . . . and that was six years ago. Press reports on that original batch of mustard yellow Sprints were enthusiastic, and remain so today, for the car is a delight to drive. As is already documented the car is fast, but it is certainly not a case of a superb engine let down by the rest. Handling and roadholding is exemplary. It's a nimble car with delightfully precise steering — and a fully adjustable steering column, so everyone should be comfortable.

On dry, good surfaces the car can be thrown around with little body roll to upset passengers, but bumpy surfaces are a different matter, though, as uneven roads can upset the Sprint's progress through a bend. To sum up, the handling is taut and ride firm but not uncomfortable. The suspension is relatively simple but obviously works well — it's independent at the front and live at the rear, the rear end being located by a four link system.

The gearbox too is delightful, and with none of this fashionable fifth gear nonsense. The Dolly has a good old four speed gearbox with overdrive on third and fourth, with a short stubby lever and is quick and precise, though in the early days overdrive was an optional extra. Braking is much the same as the 1850, though with bigger rear shoes. Everything adds up to a real drivers' car, trouble is that even drivers' cars have to be used for mundane travel every now and again, and that's where the Dolly falls down.

The unfashionable tall, narrow body means that life is cramped for four and impossible for five, and the car's boot is small for its class, too. Old fashioned it maybe, but by goodness it's British. Step inside and feel the wood veneer fascia and door cappings. Quality is the name of the Dolomite game . . . pity the seats lack proper side support though. Sprints always were well equipped, latter day ones especially. Alloy wheels, vinyl roofs, tinted glass and laminated screens as well as push button radios can be found on most Sprints, as can the front bib spoiler and low profile tyres.

For those watching the pennies, insurance needs checking before purchase made . . . the Dolomite Sprint is in group 6, which is maybe a group lower than most Continental rivals but is still on the high side. Fuel economy with careful use of the overdrive can be surprisingly good for such a performance car.

So far, so good. We have a car that while a road burner is able to melt the tarmac in a dignified manner, but there are problems to owning a used Sprint. Indeed if some people are to be believed there can be problems buying a new Sprint, but that's another story.

The biggest problem lies under the bonnet. The 16-valve head may be clever enough to have won a Design Council award, it can also be the cause of owner heartbreak. It is important, very important, that the correct head stud tightening sequence and torque settings are adhered to if the head has been removed for any reason. It's the sort of job that should be left to a garage, and left well alone by the DIY man, no matter how competent. Indeed perhaps the 16-valve head is a little too clever for modern everyday use — there is a story going around that the reason the TR7 has yet to be seen with the Dolomite Sprint engine is that in testing, a Sprint Seven has proved little faster than the production offering.

Owners and engine rebuilders will tell all prospective Sprint owners that the single most important instrument on the dashboard is the water temperature gauge. The cars are known to have a weakness for blowing head gaskets, which in turn means water-less Dollys are not uncommon.

But the real problem comes now. With an aluminium alloy head, water loss and subsequent over-heating means the thing will warp before you have had time to register that the temperature gauge has had a hernia. It is possible to reclaim some warped heads, but if yours is too far gone replacement is expensive.

Luckily the rest of the engine is tough and therefore should cause little problem though, going back to water cooling for a moment, the engine has a top up point which could be overlooked by the untrained eye when filling the system, though the water pump does not rely on fan belt drive which is a Good Thing.

Gearboxes are usually reliable though can be notchy and sticky when cold and synchromesh on second gear has a short life — one that is completely shot could

indicate that the car has had a tough life. Sprints can suffer propshaft constant velocity joint wear, too. First sign of trouble is usually a split gaiter and the bad news is that replacement couplings are not available . . . and a factory balanced exchange propshaft assembly is needed.

As most Sprints on the used market will have overdrive units, it is worth checking these items work properly too as they can be temperamental. Don't be too alarmed if an overdrive does not work too well though . . . the answer is usually electrical, a faulty earth or dying solenoid perhaps. Sprints have always been offered with automatic options, though they are not over common.

Braking is straightforward and should offer few problems, though BL have always tended to give the car soft pads which have a useful life around 15,000 miles though it naturally depends how heavy you are on the middle pedal — check there is still some life left in the pads. You should also check there is no wear of the suspension ball joints or that there are no rattles from any of the joints, something which plagued the earlier models.

With any performance car, the condition of the tyres is of the utmost importance, and yet so many people seem to be happy sticking the cheapest tyres they can on their steed. Make sure the Sprint has the correct size and 'speed' on those attractive alloy wheels . . . and while you are getting your hands and knees dirty looking for those markings long since rubbed away by careless kerb parking, check the state of those wheels. They may look pretty but they are prone to corrosion and chip easily if thumped on kerbs . . . they are expensive to replace.

Under the car, the exhaust system needs checking . . . it's fragile, and flexing by the long length of unsupported pipe can lead to cracking.

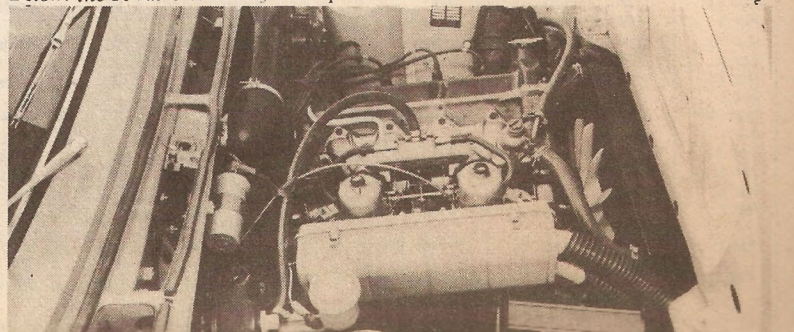
Rust is not too much of a Dolomite problem — although mass produced they seem to be well put together and properly proofed. However, it is worth checking the obvious places for signs of ferrous oxide's advance army . . . look along both sills, behind the front and rear wheels and along any seams you may find. Look also for accident damage and obvious bodge repairs — but ignore a door that drops on its hinges, most of them do and most can be restored with new hinge pins.

The Dolomite Sprint offers old fashioned virtues with distinctly modern manners, but make sure to buy one with a known service history. The engine is so complex that unless it has been given proper dealer treatment throughout its life, expensive problems could be just around the corner.

Oh, and should you decide to buy, throw away that scruffy old rally jacket and buy a set of tweeds . . . boy racer stripes and stickers are not quite in the Dolomite's class, old boy. ■

Approximate secondhand prices	1973	1974	1975	1976	1977	1978
Triumph Dolomite Sprint	£1550	£1850	£2100	£2500	£3300	£4100

Left: The Dolomite Sprint seems to leave the factory with built-in middle age. Below: the 16 valve head may cause problems.



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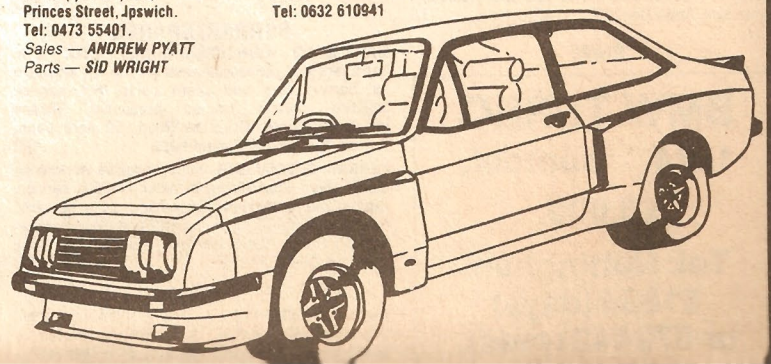
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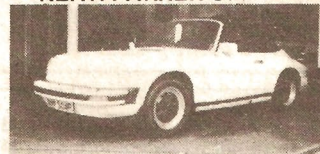
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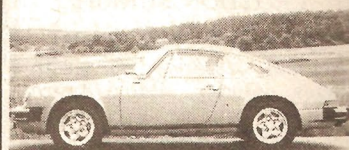
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# SPORTS AND PERFORMANCE CARS

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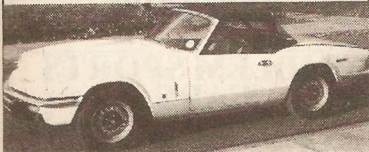
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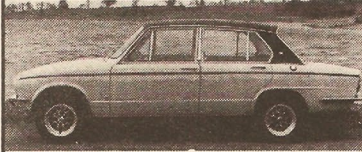
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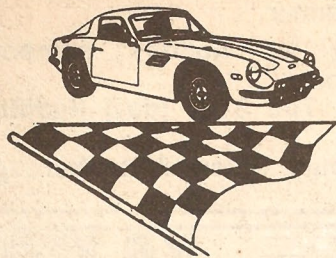
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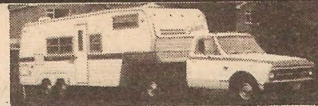
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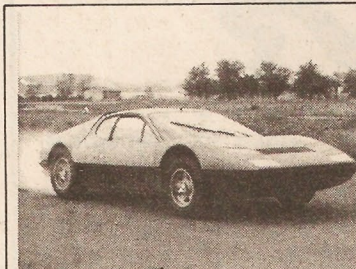
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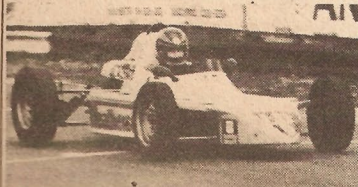


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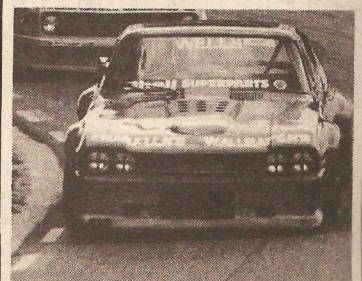
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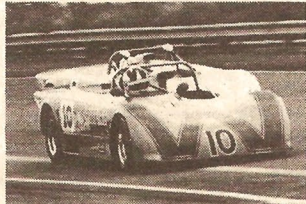
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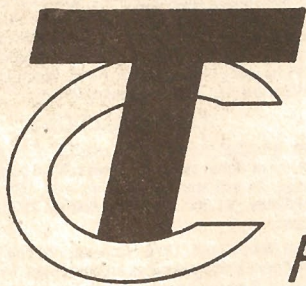
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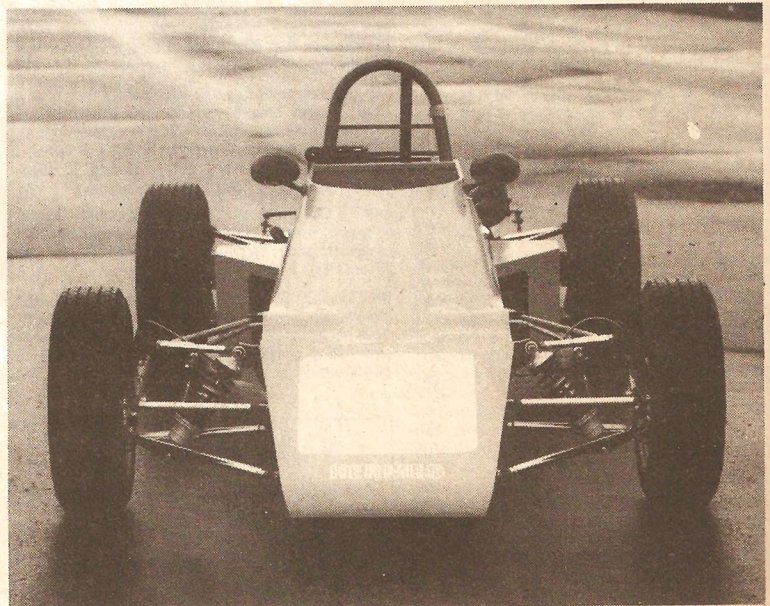
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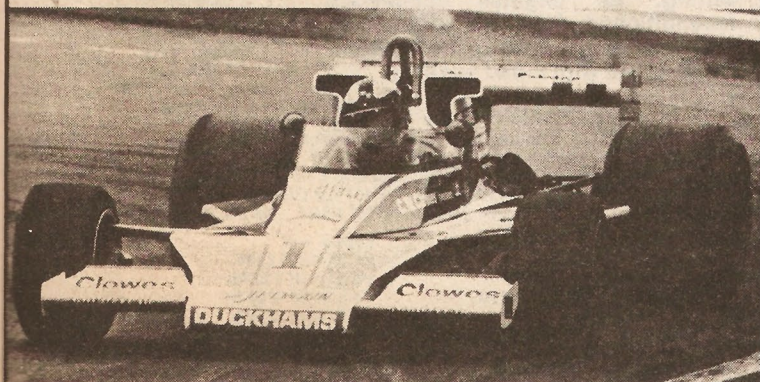
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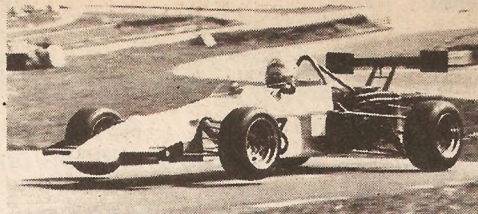
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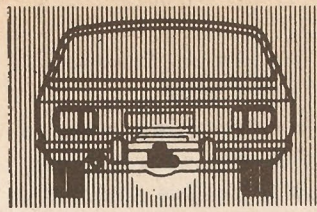
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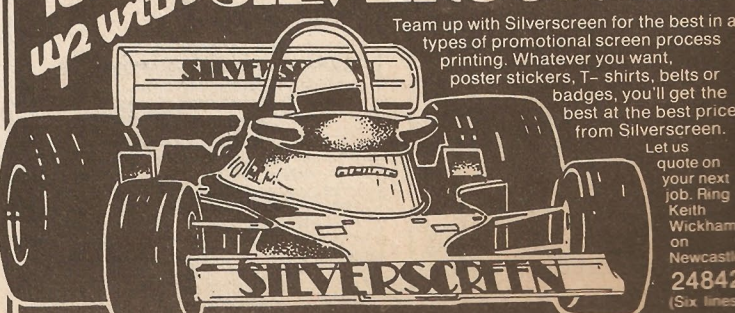
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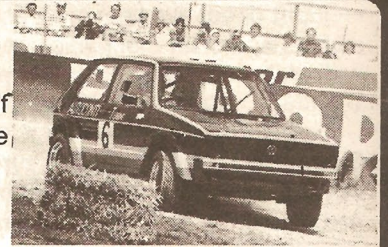
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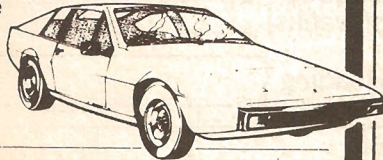
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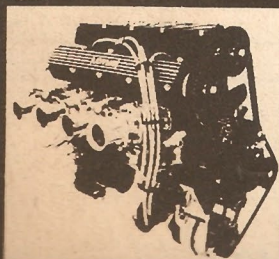
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**Rushen Green Racing.** Brockwood Road, Wymondham, Norfolk.—0953-604818 (Days) or Norwich (0603) 54069 (Eves)

S

**Sabre Automotive Ltd.,** (Racing Fabrication and Sheet-Metalwork) 20-22 St Johns Street, Bicester, Oxon, OX6 7SP—Bicester (STD 08692) 42615

**Safety Devices.** 176 Exning Road, Newmarket, Suffolk CB8 0AF—(06 38) 61421 4

**Sark Racing Ltd.,** Unit H, Houndswood, Harper Lane, Radlett, WD7 7HU—Radlett 3041 or 01-499 5370

**Saracen Engineering Ltd.,** Tower Garage, Wrotham Hill, Wrotham, Kent, TN15 7NS—Fairseat (STD 0732) 823548 Swanley 63516 evenings

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

**Scorpion Racing Services.** High Street, Amesbury, Wilts—Amesbury 2690

**750 Motor Club.** General Secretary, Dave Bradley, 16 Wood-stock Road, Witney, Oxon, 8X0 6T—Witney 2285

**SICLI—**see Magard

**Silverscreen.** Power House, Back Brentwood Avenue, Jesmond, Newcastle-upon-Tyne NE2 3DB—(0632) 815126

**Slot Left Racing** (Competition Specialists) Mini, Ford Rallye Sport, all Spares, Hendrew Lane, Llandeuvast, Gwent—Penhew 555

**Small & Hicken** (Rallysport), Anchor Road Service Station, Anchor Road, Longton, Stoke-on-Trent—(0782) 314013

**Alan Smith Garages (Gearboxes) Ltd.,** Manchester Street, Derby—(STD 0332) 40606 Engine Dept. (STD 0332) 48974

**Gordon Smith Engineering Ltd.,** Bromsgrove Road, Hales- owen, Birmingham (STD 021 550) 3211 1

**Sparton Engineering Ltd.,** 1 Farleigh Court Rd, Waringham, Surrey—Upper Waringham 4129

**Second hand Parts and Rally Equipment (S.P.A.R.E.S.)** 15 Staines Road West, Sunbury, Middlesex—Sunbury 83346

**Specialised Engines.** Manorway Industrial Estate, Bridge Road, Grays, Essex—Grays Thurrock 78606

**Specialised Exhaust Systems.** 50 Holly Road, Twickenham, Middlesex—01-891 3778

**Spitfire Racing Ignition Systems.** Unit 1, Priory Road, Aston, Birmingham—021-328-1366

**Sportspares Ltd.,** 143 Rochdale Road, Bury, Lancs—(061- 761) 2006

**Suron Racing (Racing Wheels Tyres).** The Coach House, Church Road, Burstow, Horley, Surrey—Smallfield 2869

**Suspension Services.** Ongar Road, Writtle, Chelmsford, Essex—(0245) 421929

**Swindon Racing Engines Ltd.,** Crampton Road, Greenbridge Estate, Swindon, Wiltshire, SN3 3JJ Swindon (STD 0793) 31321

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

**T.C. Racing Ltd.,** (Hermes Racing Cars) 24 Melford Meadows, Green Lane, Thetford, Norfolk—Thetford 61705

**Team Schemes Ltd.,** (Tee Shirts) 5 Stoneleigh Park Road, Ewell, Epsom, Surrey—01 394 2228

**Tech Del Ltd.,** 32-36 Telford Way, Brunel Road, Acton, London, W3 7XD—01-743 0103

**Think Automotive Ltd.,** 292 Worton Road, Isleworth, Middle- sex, TW7 6EL—01 568 1172

**Tiga Racing Cars.** Tim Schenken-Howden Ganley Engineering, 47 Gosbrook Road, Caversham, Reading, Berks.—Reading (0734) 470569

**Titan Cars Ltd.,** The Harley Works, Paxton Hill, St. Neots, Cambridgeshire, PE19 4RA—Huntingdon (STD 0480) 74402

**Ton Tyres.** 43/50 Quarry Hill, Tonbridge, Kent—(0732) 353333

**T.M.S. Car Accessories.** 10/12 Derwent Close, Warndon, Worcester—(0905) 21146

**V**

**Van Diemen International Racing Services Ltd.,** Chalk Road, Snetterton, Norwich—Quadenham (095387) 270

**Volkswagen Motor Sport Parts and Preparation—** See GTI Engineering.

W

**Weber Carburettors (U.K.) Concessionaires.** Dolphin Rd., Sunbury-on-Thames, Middlesex—Sunbury-on-Thames (09327) 88805-

**Will Sparrow Ltd.,** Kinwarton Farm Road, Kinwarton, Alcester, Warwickshire, 49 6EH—Alcester 3656

**Willans Safety Harness.** Stockbridge Racing, Grosvenor Garage, Stockbridge, Hampshire—Stockbridge 712

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**ZS Developments.** Hollands Mill, Wendens Ambo, Saffron Walden, Essex—Saffron Walden (0799) 41217 Pippert Rally

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