

Autosport

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11th October 1979 35



Keegan steals Aurora crown

Villeneuve wins USA Grand Prix □ Jody Scheckter column
Silverstone F3 de hacle □ San Remo Rally to Lancia privateer

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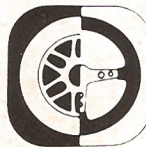


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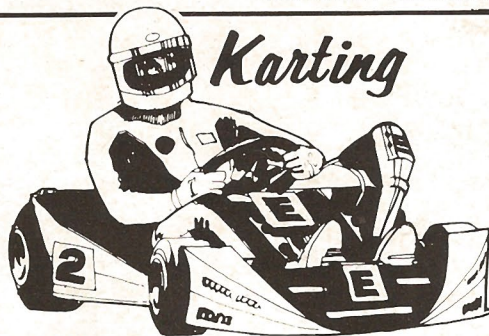
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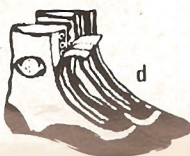


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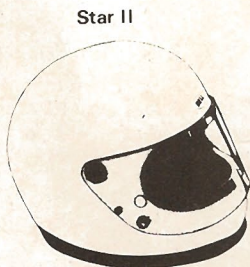
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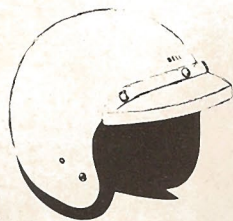
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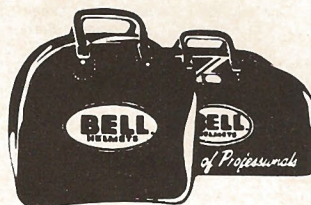


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Did it have to end like this?



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A difficult decision

The job of Clerk of the Course, especially at a major race meeting, is always a thankless one. Last Sunday evening, the BRDC's Pierre Aumonier must have wondered whether it was all worthwhile.

Following the extraordinary débâcle in the Vandervell Formula 3 race (see pages 34 and 35), Aumonier became the target for a great deal of abuse for not stopping the race earlier. The feelings of many of the F3 drivers and team managers must have been shared by much of the crowd but — not surprisingly, since Aumonier is a vastly experienced and highly professional Clerk of the Course — there was far more to the incident than met the eye.

A Clerk of the Course has to keep many balls in the air. One of his responsibilities is keeping the meeting on schedule, and timetable problems are aggravated when winter is approaching, and when one of the races is to be televised. These were the circumstances at Silverstone, of course.

At the drivers' briefing on Sunday morning, Aumonier informed the competitors that the F3 event would not be stopped because of rain, that it was up to them to come into Silverstone's very well appointed pits to change tyres if it did rain, and that the race would definitely go the full distance unless the circumstances were exceptional.

On the sixth of the 20 laps, it began to rain at Stowe, and three laps later the rain was falling heavily all round the circuit. As all the cars had started on slick tyres, the result was spectacular . . .

Four more laps passed, and then the race was stopped. A total of 14 cars were off the track, variously damaged. The repair bill will be enormous.

It is interesting that not one manager had hung out a 'Pit' signal, and that only one driver had taken the decision himself to come in for wets. That this driver was one of the precious few survivors is not without significance . . .

In our view, the race might have been stopped a lap earlier, perhaps. But, as many official Observers know to their cost, this important decision is desperately difficult, and can usually be justified or otherwise only in hindsight.

The carnage at Silverstone was caused, in fact, by the apparent readiness of some race officials in recent years to stop races as soon as conditions become worrying. If anything, they have erred on the side of caution, and competitors have become used to the idea. Despite what those of them who had bothered to attend the drivers' briefing had been told, they were therefore unwilling to come into the pits lest the race was stopped while they were there. In rapidly worsening conditions, they carried on until, like so many lemmings, they disappeared over the edge of the tarmac, and into mechanical oblivion.

cover picture

In an incident-packed Aurora AFX championship finale at Silverstone last Sunday, Arrows driver Rupert Keegan (pictured rounding Copse) captured the title by finishing second to Gordon Smiley's Surtees. Report: page 27. Photo: Jeff Bloxham.

next week

The new World Champion, Jody Scheckter, looks back on the final race of the 1979 Grand Prix series, at Watkins Glen — Ken Tyrrell explains why he thinks turbocharged engines should be banned from Formula 1 — Our full report of the Castrol '79 Rally, the minor-classic round of our own National rally championship — A detailed survey of the myriad of production cars in circuit racing — Laguna Seca CanAm — Euro F3.*

Monza inquiry implicates Patrese

The complete details of the threat of a manslaughter charge which hangs over Riccardo Patrese (*P&P* last week) have not been made available by the Italian authorities — not even to the FISA in Paris — but there is every reason to believe that the matter must be taken very seriously indeed.

The threat arises out of the tragic accident in last year's Italian Grand Prix at Monza, in which Ronnie Peterson lost his life, and Vittorio Brambilla was seriously injured. Having received the reports of the technical experts he appointed to establish the causes of the accident, the investigating magistrate in Milan, Judge Armando Spartaro, is now proposing that charges should be brought against Patrese and the official race starter at Monza, Gianni Restelli. The intended charges in both cases are that, through their own negligence, they were responsible for the manslaughter of Peterson and for criminal injury to Brambilla.

We understand that these charges have not yet been made. However, both Patrese and Restelli have been summoned to appear before Judge Spartaro in Milan on October 29 and, after hearing their evidence, the court will decide whether to press the charges or not.

The case against Patrese is reported to be that he was negligent in crossing the white line on the track which aligns with the spot where the old banked circuit swings away to the right. The investigating magistrate maintains that Patrese drove across this line from left to right at the start of the race in order to gain an unfair advantage and, on 're-entering' the circuit proper, compelled James Hunt to swerve to avoid a collision; the McLaren's subsequent contact with Peterson's Lotus was the first impact in the accident which followed.

The case against Restelli is apparently that he gave the green light too early, at a stage when cars at the back of the starting grid were still on the move, thus causing a 'concertina' effect as the field accelerated towards the first corner.

At Watkins Glen last weekend, Patrese seemed confident of his defence. His lawyers have also received copies of the technical reports, and they maintain that these support Patrese's version of what occurred. They say that there exists no regulation forbidding any driver from crossing the white line, which is intended for purposes of guidance. Further, they say that the Arrows driver's so-called 're-entering' manoeuvre was undertaken at a time when Hunt had already been overtaken by Patrese, and that it did not disturb Hunt's intended line. They claim that the Arrows had already completed this manoeuvre when the collision between the McLaren and the Lotus took place.

For Restelli, we understand that the defence rests on the starter's claim that both Mario Andretti and Gilles Villeneuve, who were on the front row of the grid, started too early, causing not only those drivers behind them to follow them away, but also Restelli into switching to the green light sooner than he intended. Restelli's lawyers point out that this is also what occurred on the restart later in the day, as a result of which both Andretti and Villeneuve were penalised.

In Watkins Glen, Jody Scheckter had a long talk with Patrese, and afterwards was quoted as saying that the decision of the Italian court (to proceed with the charges unless otherwise convinced by the evidence of Patrese and Restelli later this month) was totally illogical. Scheckter, acting as a member of the FOCA Drivers Safety Committee which was formally constituted in Montreal the week before, pledged the support of the other drivers should the case ever get to court. The World Champion apparently said that, if necessary, all the drivers would attend the case in order to make clear that, in motor racing, those involved understand the risks and accept them, and that the sport has its own rules and policing procedures.

It seems that the drivers sent a telegram from Watkins Glen to the court in Milan, in which they affirmed their

support of Patrese. This brought a very strong reaction from the Assistant Solicitor General, Ferdinando Pomarici, who has been assisting Judge Spartaro on the case. Pomarici told the Italian press, "I don't want to discuss the merits of the case, but this reaction is unworthy of the drivers, who are saying that they should be exempt from civil laws. This is Mafia behaviour. The case is sickening, because some of these drivers were the first to put Patrese to trial." (This is a reference to the unofficial, but ultimately effective, 'ban' on Patrese from competing in last year's USA Grand Prix.) Pomarici continued, "It is absurd. . . All this is because they think that they are above everyone else, having a lot of money, and that they are exempt from civil justice." When he went to the 1979 Italian GP to interview some of the drivers (reportedly Brambilla, Carlos Reutemann, Didier Pironi and Emerson Fittipaldi), Pomarici said that Fittipaldi greeted him with "scornful words", demanding in an argumentative manner to know who he was, and what was his business. Said Pomarici, who is regarded in Italy very much as a rising young 'star' in the legal profession, "Fittipaldi told me that, if a player kicks the ball at the goalkeeper during a football match, and it hits him on the head and kills him, I would not prosecute the player. I told him that, if the kick was deliberately dangerous, I would see the player in court." Pomarici concluded, "Of course we accept that the accident at Monza was different from one on a motorway, but nevertheless, if we decide that the rules have been infringed, we will prosecute."

Last weekend, Patrese apparently had this to say about the case: "It appears that I have been incriminated for crossing the white line. This was an emergency manoeuvre, not unusual in racing, of the sort which drivers sometimes have to make. The responsibility was James Hunt's to lift his foot from the accelerator, because at that stage I had the right to establish my own racing 'patch'."



Patrese — confident of defence.

Patrese said that two prominent figures in Italian motor sport will present evidence on his behalf in Milan, namely Signor Aleffi of the CSAI (the Italian national authority) and Alberto Rogano, the President of the FISA Circuit Safety Committee.

The case has provoked strong reactions among the Formula 1 teams, and not just the drivers. Frank Williams has been quoted as saying that he would never go to the Italian GP again if the case comes to court, while Jean Sage of Renault reportedly said, "How can a civil judge decide on events in motor racing, which has its own rules and regulations as a sport? This establishes a most dangerous precedent, for how can drivers be expected to run the risk of prosecution in the event of an accident?"

There are, of course, two precedents of motor racing team members being threatened with prosecution by Italian legal authorities. In 1961, an accident involving Jim Clark's Lotus caused the death of Wolfgang von Trips and 15 spectators at Monza. In this case, the court's eventual decision was that it was not possible to ascertain with the necessary precision the complete responsibilities in the incident to bring a successful prosecution, and a case against Clark was dropped. In 1970, following the death of Jochen Rindt during practice at Monza, legal action was also threatened against Colin Chapman of Lotus.

Who goes where?

At the Glen, most of the paddock talk concerned the Andretti-Reutemann-Lotus-Williams scenario. It was being said that Mario began to look for another drive after Monza, having been told by Chapman that he was intent on keeping Reutemann. Both drivers are, of course, under contract

to Lotus until the end of next year. Carlos, it seems, does not wish to stay with Lotus under any circumstances, number one driver or not, with or without Andretti. Therefore, it seems fairly certain now that Mario will stay with Lotus and that Carlos — ultimately — will be released from his contract. Whether or not that will come in time for him to join Williams is another matter. Could it be that the thought of Reutemann in a Williams is one of the reasons for Chapman's reluctance to release him? . . . In the meantime, Didier Pironi remains the favourite to go to Lotus as number two next year, although none other than Howdy Holmes (apparently a very popular man with Essex) is to test a 79 at Paul Ricard the week after next. . .

It is virtually certain that Clay Regazzoni will shortly sign a contract with Ensign for 1980. The Swiss has tired of waiting for a decision from Frank Williams (himself awaiting a decision from Chapman about Reutemann, of course), and has opted to return to his former team. . .

Equipe Ligier-Gitanes are due to make an announcement shortly about

their second driver for next year. It is expected that Alain Prost will be the man to back up Jacques Laffite. The young French F3 star is very high on Elf's list of priorities, and was present at both North American Grands Prix. He left Watkins Glen with a smile on his face. . .

Gordon Coppuck is not leaving McLaren, despite rumours of a fortnight ago. However, Harvey Postlethwaite will definitely be with the Colnbrook team next year. Like Williams, McLaren are setting up a Research and Development department. . .

Howdy — an F1 chance?



Chevron's CanAm prototype

Chevron Cars are close to having their first ever CanAm car ready for testing. The prototype will initially be given a shakedown run over here before being freighted out to California, where more concentrated tests will be carried out by either 'Keke' Rosberg, Brian Redman or Geoff Lees.

If the new design shows the promise the Bolton concern hope it will, then the Newman-Freeman and VDS teams will order five cars between them. Incidentally, Howdy Holmes will be driving the fourth Newman-Freeman Spyder (*née* Lola T332) at Laguna Seca this weekend.

In an effort to win the North American series next year, Count van der Straten's VDS equipe has commissioned Tony Cicale, the American 'aerodynamicist', to design a ground-effect principle for their new cars. Cicale is the creator (and driver) of the neat little Rait RT1½ chassis which has been one of the stars of the 2-litre division in this season's Citicorp CanAm series, the high spot being when Redman and Bobby Rahal won the recent Mid-Ohio handicap event with the device.

Ikxx — quitting Formula 1.



Ford to back new Cosworth F1 engine?

Two weeks ago, we reported the Ford Europe decision temporarily to discontinue its successful Escort international rallying programme, a decision taken in the light of a new marketing policy. Since then, many people have been wondering whether this move leaves a competitions budget to be spent during 1980

The Ford rallying operation, based in

Boreham, runs on a budget well into six figures, and we have been informed by a usually reliable source that the money is to be spent on developing a new Grand Prix engine to replace the Cosworth DFV. Our source tells us that the Ford money will once again go to Cosworth Engineering, and that the new Formula 1 Ford-Cosworth power unit will not be a turbo . . .

GPDA re-formed

It was announced at Watkins Glen that GPDA (Grand Prix Drivers Association) has been re-formed. A six-man committee will speak on the drivers' behalf in future, the committee comprising Jody Scheckter (Chairman), Emerson Fittipaldi, Jean-Pierre Jarier, Alan Jones, Jean-Pierre Jabouille and Nelson Piquet. The GPDA's first statement says that

the committee "will liaise with the FOCA and the FISA on all aspects of safety connected with Grand Prix motor racing. "The drivers," it goes on to say, "have agreed on the committee to make any decisions." We find the latter statement surprising, for one Grand Prix star recently told us he was entirely opposed to the reformation of the GPDA . . .

Porsche try Indy engine

At the Glen news broke that Porsche are shortly to begin testing their turbo-charged 'Indy' engine. In fact, the eight-cylinder motor is installed in the back of one of Danny Ongais's Parnelli chassis, and the Hawaiian is to give the engine its first run at the Ontario Motor Speedway at the end of this week.

It appears that Porsche intend to race their engine (in a Porsche chassis?) throughout next season. Previously, it had been thought that the German company would concentrate only on the Indianapolis 500. It is not yet known whether Porsche will go with CART or USAC, or if the Ongais Interscope team will be involved in the project next year.

New sponsor for Desiré

Desiré Wilson's Formula 1 Melchester Tyrrell AFX car appeared at Silverstone bearing evidence of new-found support from *Jobs Weekly* magazine, a London-based publication which advertises over 15,000 positions per issue.

At one stage, there seemed to be a possibility of a run in the Surtees 'wing car', but the Tyrrell 008 was pressed into service once more when a proposal fell through. The man to lose out here was Jim Crawford, who had been nominated to drive Melchester's ex-Depailler Monaco GP winning chassis if the South African had found herself in the Surtees seat for the final Aurora AFX round.

Jobs Weekly have been involved in racing before, via an FF1600 team, and were looking for some TV coverage from this one-off deal, but they are interested in continuing with Desiré next year. Fifth place on Sunday was a commendable effort by the Tyrrell driver, who lost fourth gear on the second lap and had to compromise thereafter with third and fifth in its place.



Lees — impressive Wolf drive.

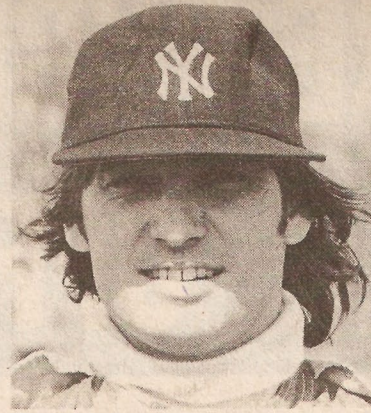
Lees seeks drive F1

Geoff Lees, the 28-year-old Midlands driver who made an impressive Grand Prix debut driving one of the Candy-Tyrrell 009 cars in the German GP in August, has high hopes of landing a 1980 Grand Prix drive within the next few weeks.

At the wheel of the 'old generation' Wolf WR4 of the Theodore Racing with Hi-Line team, Lees did the cause of the pro-skirts lobby in Aurora AFX racing no good whatsoever at Silverstone last Sunday. Running well up with the leaders for the entire distance, and finishing third behind the pukka ground-effect cars of Gordon Smiley and Rupert Keegan, Lees's skilful and spectacular handling of the old car earned him much praise and the Driver of the Day Award presented by Crompton Lighting.

Lees has been asked to test for a leading Grand Prix team, although its identity is secret for the present.

Geoff has recently re-signed with Count Rudi van der Straten's Team VDS for the 1980 SCCA Citicorp CanAm series, the schedule for which would enable him to commute across the Atlantic when necessary to do a full Grand Prix series as well. When he was asked to replace the unwell Jean-Pierre Jarier in Germany, Lees put himself under contract to the Candy Tyrrell team, but was subsequently replaced by Derek Daly.



Rupert — Aurora champion.

Keegan does it

For the second time in his career, 24-year-old Rupert Keegan won a prestigious British championship at the eleventh hour, his Aurora title at Silverstone last Sunday adding to the BP Super Visco Formula 3 series he won back in 1976.

Last Sunday's race saw the British driver with everything to do if he was to overhaul David Kennedy for the Aurora AFX championship crown. Pole position brought him a valuable two points, and so everything depended on the final outcome of the race.

Millions of BBC television viewers will have seen the incident which effectively ended Kennedy's chances and gave Keegan an open invitation, which the former Hesketh and Surtees Grand Prix driver accepted with glee.

Recalling the incident, Rupert remembers having problems getting by Brian Robinson's Formula 2 Chevron beforehand. "He cut right across me while I was leading, and we actually touched. This allowed Kennedy to get a run at me as we came up through Abbey and under the *Daily Express* bridge. I saw the yellow flags (which were for a stationary Emilio de Villota), and suddenly the guy's alongside me on the inside line."

It appeared to be a rash manoeuvre by the flame-haired Irishman who, on a greasy surface, saw his Wolf WR6 slide into the Arrows A1 as the pair of them entered Woodcote (see full story, page 27). Keegan was able to restart, but Kennedy's race was run.

Keegan thereafter caught and passed Kennedy's team-mate Geoff Lees, whose older Wolf was being driven admirably in an effort to keep the Theodore Racing team's championship hopes alive. Once into second place, Keegan appeared to ease up, apparently safe in the knowledge that he had done enough to surpass Kennedy's points total.

"Then, with about nine laps to go, my pit hung out a '10secs penalty' board. I thought back to the chicane incident and it worried me. From then on, I really tried to give the car some stick, trying to pull away from Lees, and get the fastest lap as a guarantee."

With around a lap to go, Rupert was 10.2secs clear of Lees but a big mistake at Woodcote cost him time and, when the flag fell, he was actually 9.87secs clear of the Wolf. But no penalty was issued and, anyway, by virtue of setting the fastest race lap, Keegan had done enough to ensure himself of the title.

But where does he go from here? By winning the series, Keegan has closed another door behind him. "It has to be back into Grand Prix racing," he told us earlier this week, "And, for my own sake, it has to be with a good team. I can't be excused another Hesketh/Surtees saga."

Smiley to CART?

Having capped his first Aurora Formula 1 season with a tremendous win at Silverstone on Sunday, Gordon Smiley is hoping to raise the necessary backing to undertake a full programme of CART racing in the USA next year.

The Nebraskan driver, who lives at Garland, Texas, has enjoyed support from David Anderson (a cardiac 'pacemaker' specialist) throughout the year, while further assistance has come from Diamond Head Ranch (a stud farm) and Barnaby's Automobile Society. Most interesting, though, is Gordon's latest sponsor, Tony Fox of Fox Industries Inc, of Minneapolis, Minnesota.

Fox was the man behind the famous 'Pollution Packer' rocket propelled dragster a few years back, the machine regularly turning 3 and 4 second times for standing start quarter-mile runs at events all over the USA. Fox Industries are involved in a diverse range of activities including the manufacture of the Foxjet aeroplane, snowmobiles and boats, as well as the established Pollution Packer waste disposal units.

Fox is switching his interest to circuit racing and may be interested in a crack at the Indianapolis 500, hopefully with the promotable Smiley.

Mallock's AFX plans

Hitachi Formula Atlantic champion Ray Mallock is moving into the Aurora AFX championship next year on a full-time basis, having had only one race in Graham Eden's Durex-Chevron this season to add to his first Formula 1 experience a year earlier with Jack Kallay's Ensign at Thruxton.

Mallock is currently finalising a major sponsorship deal, and an announcement will be made in the near future as to his choice of chassis.

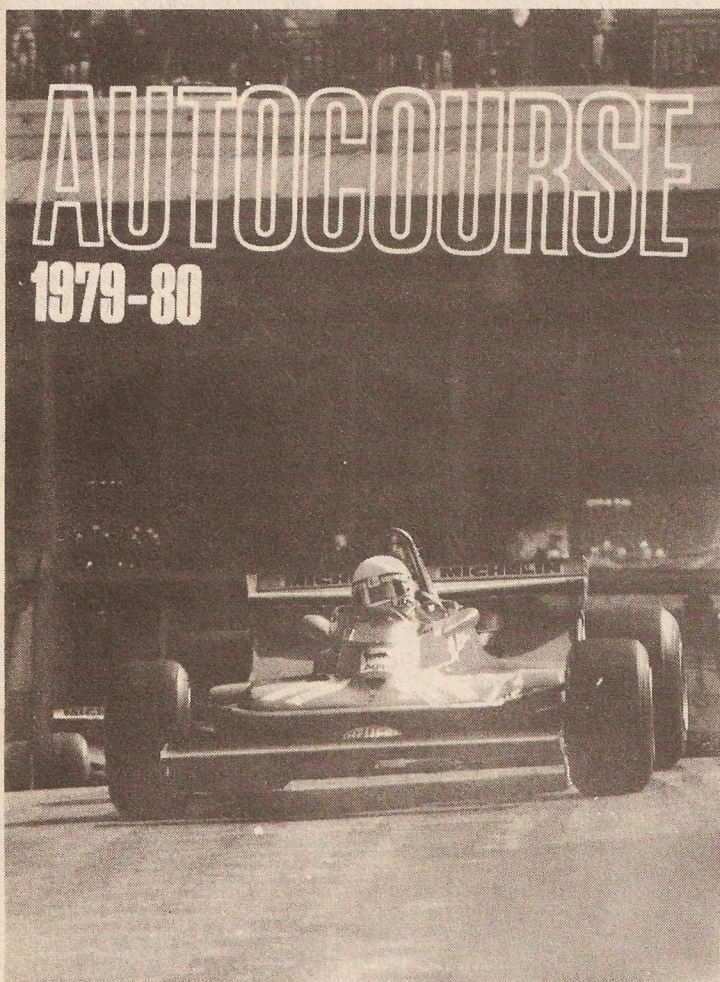
NZ drive for Acheson

Last year's premier Grovewood Award winner, 21-year-old Kenneth Acheson will be staying in Formula 3 next year, once again sponsored by the Ready Mixed Concrete Group who have supported him for the last two seasons. In fact, in order to keep himself in condition over the winter, the talented young man from Cookstown in Northern Ireland will be taking part in the forthcoming Formula Pacific series in New Zealand.

Acheson, who has been racing a March 793 in Formula 3 since he switched from a Ralt last May, will be part of a proposed two-car works team which March Engineering is entering in the series. The other driver is rumoured to be Andrea de Cesaris, the rapid but erratic young Italian who has been involved in a number of controversial F3 incidents of late.

Acheson's Formula 3 plans for next year will once again revolve around a March chassis, Kenny having considerable works support, although his car will be run separately from the factory under the auspices of former motoring journalist Murray Taylor.

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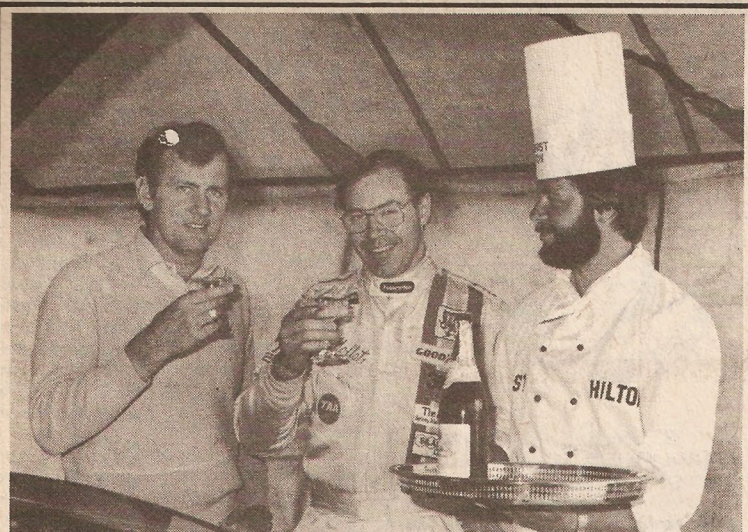
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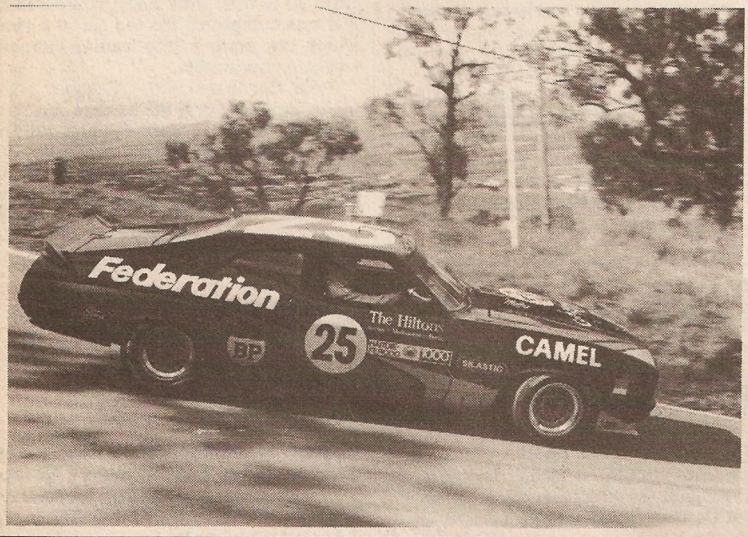
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Pictured (above) with Allan Moffat at a party celebrating the Australian touring car ace's sponsorship deal with Hilton Hotels, John Fitzpatrick (left) was out of luck on his trip to Australia for the Bathurst 1000, the car retiring from second place. Report: page 50.



South in demand for F2 in 1980

Prior to last weekend's Aurora AFX finale at Silverstone, Stephen South was asked by John MacDonal's RAM Racing team to test Bernard de Dryver's ex-works Fittipaldi F5A at the Northants circuit, as the chubby Belgian driver was having problems trying to break the 1m 20s barrier.

Stephen, whose name was linked with the pukka Fittipaldi Grand Prix team a

few weeks ago, obliged the North London-based team, and in less than a dozen laps had posted a 1m 18.1s.

South's future plans are in some doubt at the moment. His name has been mentioned in connection with three leading Formula 2 teams, although his continuation with the Guy Edwards-managed ICI team is not the foregone conclusion it appeared to be, so we hear.

Devaney's F3 March

Following a disappointing test session at Snetterton late last week, Bernard Devaney chose not to drive his work-loaned March 79C at Silverstone last weekend. Instead the Irish Formula 3 ace elected to give it another try in his Derek McMahon Racing Chevron B47B and, ironically, it proved to be the very last race for the car.

Unfortunately, the circumstances which surrounded the "yellow peril's" last race could have resulted in a nasty injury for Bernard when, after a superb start from a lowly grid position in last Sunday's race, he ran over team-mate Eddie Jordan's left front wheel entering Becketts. The car rolled several times through the catchfencing before coming to rest upside down. Bernard was quick to extract himself from the wreck, but

was nursing a multitude of bruises earlier this week.

"At least I'll have a March for the next race," chirped the Dubliner. "I wasn't happy with the lap times and felt the Chevron was a better bet."

The March Devaney was using, was, in fact, the car used earlier this year (but never raced) by Chico Serra. It now features a full-width nose and, although wider in track than the current 793, it is in fact, narrower than the new 803, in which Teo Fabi has been putting in some very creditable times at Silverstone in testing.

It is expected that Devaney, who is almost certain to contest Formula 3 again next year with his backer Derek McMahon, will have a 'standard' 793 for the final Vandervell round at Thruxton

Brefly . . .

● You may or may not believe this, but in Italy Alberto Colombo is hard at work on a Colombo F1 car, which he is intending to race in 1980. It appears that he has bought all the Kauhzen bits and pieces not already purchased by Arturo Merzario and will use them as the basis of his new car. We assume that Colombo will run in the Aurora AFX Championship. He has, of course, had a taste of Formula 1 already. Last year ATS gave him a couple of Grand Prix drives.

● World Championship races of the future? The new El Jabali circuit, built to Grand Prix standards and named after a nearby volcano, has been completed in San Salvador, while we hear that government go-ahead has been given to a new motor racing track in Dubai.

● Scurrilous rumour of the week: the newly developed Toyota turbo Formula 1 engine to appear in the back of the works Brabhams next season? We think not.

● The German press now links the name of the well-established Heidegger engine preparation company with the Ford turbo Formula 1 engine project which we rumoured in last week's P&P.

● Enzo Osella is apparently showing interest in the Citicorp CanAm series, and is rumoured to be sending a car over to the USA for Giorgio Francia to contest the up to 2-litre category, powered, of course, by a BMW engine.

● The Arrows Formula 1 chassis which Ricardo Zunino has driven in all the Aurora AFX rounds since Zandvoort was tested at Silverstone last week by Bob Evans, himself a former Rothmans F5000 champion. Guy Edwards came closest to doing a deal to run the car at Silverstone, and indeed the Charles Clowes Racing was keen to run him, but negotiations were terminated at a late stage. We also gather that Brian Henton was offered the chance to drive the car, but declined and went to spectate at Watkins Glen instead.

● Kim Mather's Formula 2 Pontins March received additional sponsorship in last weekend's final round of the Aurora series from British Vita, Scapa Group, Miller-Freeman Publications and Taylor Advertising, and the proceeds from this venture will be donated to 'Cansearch', comedian Ken Dodd's cancer research trust fund based at Chatterbridge Hospital in Merseyside.

● Norman Dickson is almost certainly continuing with the Aurora series in 1980 but the Scot will be moving up into the Formula 1 division. The Gleneagle Helicopters March 792, with which Norman has won this year's F2 category championship, was sold to Northern clubmans and *libre* driver Paul Gibson prior to Silverstone with three engines and all the spares, but generously loaned to Dickson for the televised race, in which he took the F2 division once again.

● Ireland's answer to Guy Edwards, Vivian Candy, is looking towards the 1980 Aurora AFX series. 'The Candy man' already has strong ties with Marlboro Ireland, having won the Duckhams Atlantic series for them in the ex-Eddie Jordan Chevron B29. Vivian has a little experience of Formula 1 power behind him, albeit driving in a straight line, when he took the Irish Land Speed Record recently in Phil Bennett's Shadow DN3.

● March Engineering have had their best ever year for building racing cars, a total of 105 new '79 specification chassis having been constructed.

● It now looks very likely that the American Budweiser beer company will withdraw its sponsorship of Team McLaren's CART Indy-car racing programme at the end of the season. McLaren are rumoured to be negotiating for sponsorship in 1980 with another team owner, Pat Patrick, whose CART team looks as though it could change radically because Sherman Armstrong, a leading entrant in the rival USAC series, is said to have persuaded George Bignotti (Patrick's longtime Chief Mechanic) to join him next year.

● Jim Melvin has recently been appointed President of CART and will be taking over from Pat Patrick on November 1. Formerly President and General Manager of Roger Penske's Michigan International Speedway, Melvin will relinquish all ties with Penske and become the full-time executive of Championship Auto Racing Teams. On the subject of CART, a new sponsor for the series is expected to be announced next month, and the teams definitely intend to run in the 1980 Indy 500.

● Willy Maurer, who ran a car spasmodically in the European Formula 2 Championship this season for Armin Hahne, has confirmed that he has high hopes of running a two-car team next season, again with backing from Mame. One of the drivers, we hear, is likely to be the promising young Austrian Markus Höttinger, while the BMW engines will be looked after in Switzerland by Heini Mader.

● The BRDC have won the annual award from the Formula 2 Association for the best organised European F2 championship race of the year at Donington Park on August 18/19.

● During all the drama at the entrance to Woodcote at Silverstone last Sunday, involving mainly the Formula 3 and Aurora AFX cars, the marshals replaced a total of 26 layers of catchfencing — at around £40 each.

● Seen spectating at Silverstone last weekend was Nigel Mansell who, despite the crushed vertebrae suffered in his recent Formula 3 accident, appeared well enough to ferret out Andrea de Cesaris before the start of the F3 race. Mansell freely admitted that he was still perturbed about the incident which the Italian caused at Oulton Park circuit three weeks ago. No blows were exchanged, and Nigel hopes to be fit enough to race in F3 again this season.

● Ian Flux is hoping to contest the New Zealand Formula Pacific series for Dr Joseph Ehrlich.

● Sometime Italian Formula 3 driver Marcello Rossi has taken a step backwards this season and contested his national Super Ford 2000 racing series. Rossi, however, has proved almost unbeatable in his Osella, including a dominant 43secs victory at Monza a couple of weeks ago, and now has high hopes of returning to F3 next season.

● Michael Roe, last year's Formula Ford Festival winner whose progress has been hampered in Formula 3 this year by having to persevere with a Chevron chassis, has returned to his native Ireland. Roe's luck did not appear to change, even when he switched over to a Roger Heavens-run March 793. He may well team up with Roberto Guerrero in the works Argo F3 team next year.

● Chilean Formula 3 driver Eliseo Salazar ended his first season of European Formula 3 racing in the Silverstone sleepers last Sunday, his Ralt RT3 being severely damaged, as were many other cars in the chaotic end to the Vandervell F3 race.

● Weird sponsorship stories dept.: Datsun UK are to sponsor the Philharmonia Orchestra for their 1979-80 season . . .

Facetti and Finotto clinch ETC title

Driving their familiar BMW 3.2 CSL at Zolder on September 30, BMW Italia drivers Carlo Facetti and Martino Finotto scored their fifth European Touring Car Championship victory out of the last six rounds, and thereby assured themselves of the 1979 ETC crown.

Before the race, they led the Belgian trio of Pierre Dieudonné, Rajmond van Hove and Jean Xhenceval by a mere 10 pts, and the race developed into an interesting battle, the Italians trailing the Belgians in the early stages, while both of them were led by a third BMW driven by 1978 champion Umberto Grano and Eddy Joosen.

After five laps, Xhenceval moved ahead while Joosen held off the Italians, although Joosen soon regained his lead and left the other two BMWs firmly in his wake. Shortly before the 3-hour mark, however, van Hove spun the Belgian's Luigi BMW and a split oil cooler brought about their retirement,

thus leaving the Italians with a certain championship victory and enabling them to chase the leading car without any worry of retirement.

Joosen/Grano maintained their advantage until just 25mins from the end, when they encountered a problem with the rear axle and their race was run. Finotto/Facetti therefore ran out clear victors, five laps ahead of the well-driven Audi 80 of Willi Bergmeister/Hans Nowak, and a further lap clear of the Austrian BMW 530i of Harald Neger/Heribert Werginz/Roman Lobnegger.

Hans Heyer/Walter Nussbaumer ran well in the early stages with a Zakspeed Escort until being forced to retire, while Helmut Kelleners/Herbert Müller (BMW 320i) ran out of fuel just two laps from the end when looking set for third place — they were eventually classified fifth behind the similar car of Marco Vanoli/Paul Geisser.

Ghinzani beaten at Monza

After a fine dice in the latest round of the Italian Formula 3 Championship at Monza on September 30, young Carlo Rossi eventually scored a narrow victory over Piercarlo Ghinzani to take his first major win.

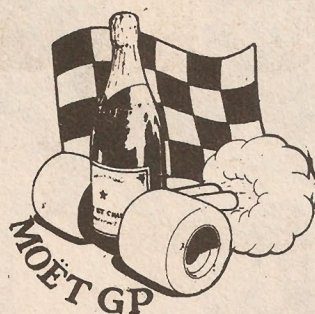
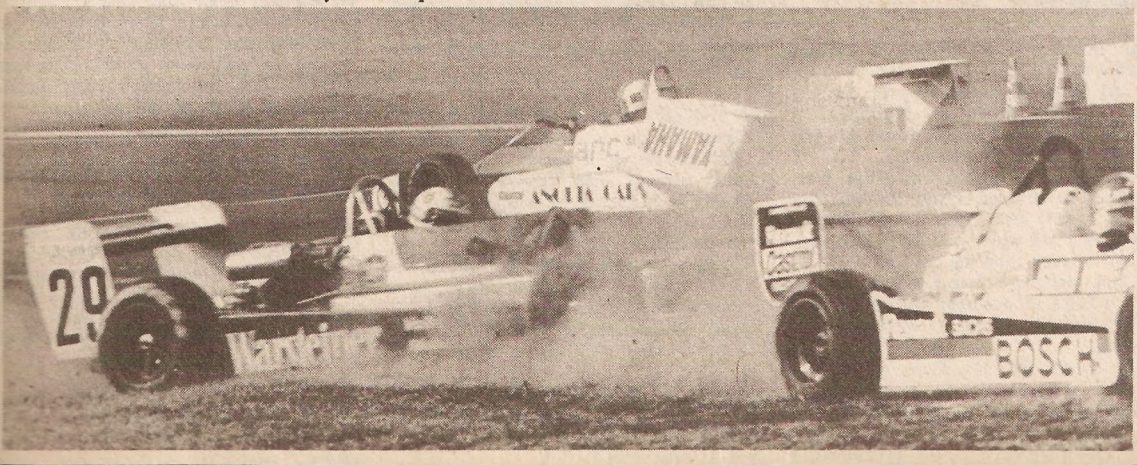
These two won their respective heats in their Ralt-Toyota and March-Alfa Romeo cars respectively, and took part in a fine duel throughout the final, young Rossi emerging the winner by a

mere 0.52sec.

Piero Necchi brought his Astra Martini-Toyota MK27 into a good third place, just over 2secs behind, while Michele Alboreto continued his consistent form — he has scored points in each of the last 11 rounds — by taking fourth place in his Guida TV Paulo Pavanello-run March. Alboreto was some distance ahead of Corrado Fabi (March 783) and Bruno Corradi (Ralt).

AURORA AFX BRITISH FORMULA 1 CHAMPIONSHIP Final table														Total points				
	Nat	Apr 01 Zolder	Apr 13 Oulton Park	Apr 15 Brands Hatch	May 07 Mallory Park	May 20 Snetterton	May 29 Thruxton	Jun 04 Zandvoort	Jun 24 Donington Park	Jun 30 Oulton Park	Jul 08 Nogaro	Jul 29 Mallory Park	Aug 27 Brands Hatch	Sep 09 Thruxton	Sep 23 Snetterton	Oct 07 Silverstone		
1	Rupert Keegan	GB	—	—	3	9	10	—	—	11	—	—	—	2	9	12	9	65
2	David Kennedy	IRL	11	10	—	4	—	7	6	—	—	4	9	4	—	—	—	63
3	Emilio de Villota	E	—	—	3	4	—	9	10	6	10	9	3	1	—	—	—	55
4	Bernard de Dryver	B	2	—	6	2	3	—	1	4	6	6	—	3	3	2	3	41
5	Guy Edwards	GB	—	8	9	3	2	—	2	2	—	1	2	—	4	7	—	40
6	Ricardo Zunino	RA	—	—	—	—	—	—	—	—	4	—	3	7	9	8	6	39
7	Desiré Wilson	ZA	5	4	—	—	—	—	—	—	2	3	—	—	—	—	—	28
8	Giacomo Agostini	I	—	1	2	—	—	—	—	—	—	—	—	—	—	—	—	19
9	Gordon Smiley	USA	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	18
10	Tiff Needell	GB	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7

F3 drivers were at it in Europe last Sunday, too! As Jo Gartner's Martini-Renault and Helmut Henzler's March-VW take to the grass in the foreground, Arie Luyenjjik's Argo spins to a halt during the final round of the European Formula 3 Championship at Kassel-Calden. The event was won by Mike Korten's March-Toyota from the Ralts of Slim Borgudd and Daniele Albertin, with Gartner fourth. Report next week.



Mr. B. Parker, of Kitchener, Ontario, Canada, we salute you. You are the first AUTOSPORT reader to win our Moët et Chandon Grand Prix Competition in two successive Grands Prix!

Having won the Montreal 'round', Mr Parker was the only entrant backing Villeneuve for Watkins Glen who took a gamble on a wet race, and his estimate of Gilles's winning average speed (102.464mph) was by far the nearest we received to the Ferrari driver's actual speed of 106.46mph.

Villeneuve was your second favourite, well behind Alan Jones. Jody Scheckter was your third choice, followed by Nelson Piquet, Clay Regazzoni, Jean-Pierre Jabouille, Jacques Laffite, René Arnoux, Mario Andretti and the rest.

Charlotte GN win for Yarborough

Cale Yarborough won last Sunday's National 500 at Charlotte Speedway, round 27 of the NASCAR Grand National Championship. Cale's Busch Beer Chevrolet Monte Carlo took over the running after Buddy Baker, who had taken control of the race with his Spectra Chevrolet, got caught out in traffic midway through the race, lost control and hit the wall.

Yarborough inherited the lead and won by over a lap from the Ford Thunderbird of Bobby Allison, while the two leading championship contenders, Darrell Waltrip and Richard Petty, took the next two positions in that order, a further lap in arrears.

Completing 331 laps — three fewer than the winner — Donnie Allison came through to take fifth place, while Benny Parsons completed the top six in a race which saw many of the leading runners run into tyre trouble.

Dale Earnhardt, for example, once again ran well with the leaders but had to make two extra stops for new rubber and eventually wound up tenth on 327 laps. Earnhardt's main challenger for the Rookie-of-the-Year award, Joe Millikan, crashed while running in ninth place, so Earnhardt takes over the lead once more.

Love fast, but Scheckter wins again at Kyalami

The return of the (seemingly) ageless six-times South African Formula 1 Champion to motor racing at Kyalami on October 7 was a brief but spectacular one.

Eight cars lined up on the grid for the final Formula South Africa race at Kyalami this year and, with Ian Scheckter in an unassailable first place on points, the only action that could be expected was for the remaining positions — and to see how John Love fared . . .

Love started from the second row of the grid, having quickly got to grips with the Ford V6-engined March 77B which Team Gunston had provided for him. Basically in an uncompetitive car, even in Formula Atlantic, Love nevertheless ended the first practice session as fourth fastest qualifier.

As the flag dropped, he surprised everybody and scorched through to lead the field for the first lap before being

passed by Bobby Scott (Kronebrau March 772 V6) and Trevor van Rooyen (Gunston March 79B V6). Scheckter, running his Lexington March 79B with a Mazda Rotary motor, made a bad start, running in fourth place on the first lap but passing the field by lap 5, and the vanishing into the distance to finish way ahead of the others.

Scheckter's move through the ranks put Love in fourth spot, a position he held until lap 7 when he retired with a broken gear linkage. Ian Scheckter also broke his own lap record by exactly half a second, leaving the new time at 1m 21.74s.

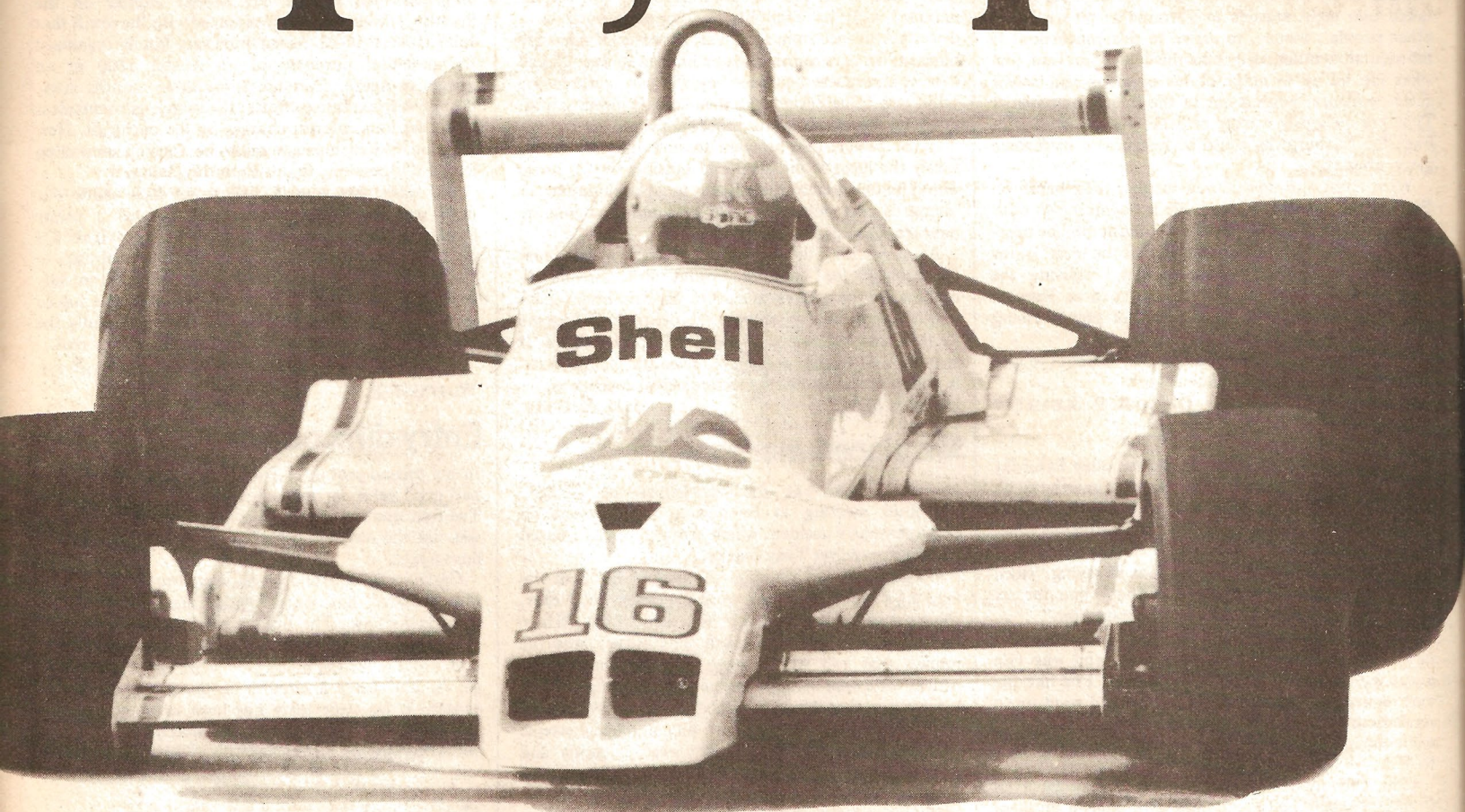
The major entertainment of the day came from Scott, van Rooyen and Tony Martin, who were all chasing after second place until Martin, having discarded the car built especially for him by Ken Gillibrand some months ago in favour of his trusty Chevron B45 V6, was black-flagged for dropping oil on the circuit. The tremendous dice between van Rooyen and Scott continued, though, and they changed positions eight times during the 25-lap race, before the Kronebrau March eventually came out on top. Bernard Tilanus, with a Mazda engine fitted to his Wheatcroft R18, was fourth.

Bobby Scott finished the series as runner-up to Scheckter, with Trevor van Rooyen third. CHRIS WADDELL

After the penultimate round at Silverstone last Sunday (report, page 33), Chico Serra has clinched the Vandervell F3 Championship. Points positions are as follows:

Vandervell Formula 3 Championship (positions after 19 rounds): 1, Francisco Serra, 103 points*; 2, Andrea de Cesaris, 87; 3, Mike Thackwell, 62; 4, Stefan Johansson, 53; 5, Brett Riley, 36; 6, Kenneth Acheson, 29; 7, Bernard Devaney, 27; 8, Nigel Mansell, 24; 9, Michael Roe, 15; 10, Roberto Guerrero, 12; 11, Eddie Jordan, 9; 12, Jorge Caton, Alain Prost, John Bright, Rob Wilson, Eliseo Salazar and Plácido Inglesias, 4 pts, etc. * denotes 1979 champion

Super, Rupert.



Super, Shell.



Congratulations
Rupert Keegan on
winning the Aurora
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One Championship.

Naturally, he won
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technology goes into
new Shell Super oil.

It's what winners keep under their bonnets

Goodbye, Niki Lauda

I see that Lauda has been up to his tricks again, walking out on his team, this time for good — *Deo gratias!*

He is reported as saying that he has better things to do than to drive a car around in a circle. Well, it has taken him eight seasons in Formula 1, plus a lot of other people's money, to arrive to this conclusion! If his mental faculties really take this long to mature, just what are we all to make of his opinions and *prima donna* vapours, poured out in the intervening years? They are obviously worthy of little credibility — perhaps the Nürburgring could be restored to its former glory, after all.

With Hunt and now Lauda turning their backs on Formula 1, a breath of fresh air is beginning to blow through top-line motor racing — it might even be possible to put the 'Grand' back in front of the 'Prix'. I, for one, welcome their departure just as I welcome the advent of the major manufacturers such as Renault and Alfa Romeo, and the successes of proper racing drivers like Villeneuve and Jones.

Could it be that an era of mediocrity is about to give way to the dawn of a new golden age?

LONDON W5 DAVID A. P. BLUMLEIN

The stop press of my morning paper the other Saturday said "Niki Lauda retires". Since then, I have hung on to all the media for verification or denial, and at the end of the week, it was for sure that *The Man* has gone.

As a genuine Niki Lauda fan for the last six years, I think I speak for all his English fans in saying "Niki, you will be missed so badly, but thank you for six glorious years and many, many great memories."

The logic and guts of the man are indefinable and have been shown on many occasions, and who can argue with his point of view: "Why can't I be like the man down the street, and get fed up and want to do something else?" I think that a lot of people echo the same thought, but once again the man has had the guts to do it.

Niki, I firmly believe that you will be the "Austrian Freddie Laker", and I shall look with interest for news regarding Lauda Air. How about your cargo DC8 ferrying the GP circus around next year?

My sympathies and understanding to Bernie and the Brabham boys at Chessington, but for sure the BT49 looks a good car and I'm sure 1980 will bring you more positive results than you have recently enjoyed.

One final request: oh for a chance at owning King Ra's helmet — where did it go?

GEOFF WORTHINGTON.
CAMBERLEY, SURREY.

After reading with some amazement in the national press about Lauda's instant retirement, I am moved to observe that, only a few years ago, he did not consider it too 'senseless' to pay out some two million Austrian schillings (about £67,000 at today's exchange rates) just for the privilege of going round and round in those circles! But then, loyalty to the sport never was his strong point, was it?

EASTBOURNE, SUSSEX PAUL G. WELLINGS

I am writing to express my disgust at the behaviour of Niki Lauda, in walking out as he did. As I understand it, he turned up for first practice, drove, and then simply walked out in order to keep an appointment regarding his air charter business. To my mind, this apparently premeditated slur on Bernie Ecclestone, the entire Brabham team, and Grand Prix racing in general is intolerable, and typical of the incredibly selfish attitude of this brilliant man.

People simply cannot be encouraged to bring the sport into disrepute through their irresponsible actions.

LONDON SE24. RUPERT RICHARDSON.

Aurora skirts

I read with interest the articles concerning the two sides of the Aurora F1 skirts controversy in *AUTOSPORT* of September 27. It is to be hoped that the problem can be resolved sensibly as soon as possible. By sensibly, I mean in favour of retaining skirts because, as Guy Edwards so rightly says, this highly successful category

will be in danger of going the way of its predecessor if the cars are hacked about to make them work without skirts.

At present, the Aurora AFX British Formula 1 Championship has attained status in less than two years, and is on the threshold of being fully International with its eligibility for counting towards a driver's A-licence from next year. However, if skirts are banned, the cars cannot then be likened to their Grand Prix counterparts because they will not work in the same way. The series will then lose credibility and, possibly, the interest of its major sponsor.

If the powers-that-be want to slow the cars down, surely the most economical and sensible way to do so would be to rule that the engines must be de-tuned, or impose a rev limit, thus also prolonging engine-life between rebuilds.

As it stands, the Formula presents a first-class opportunity for aspiring Grand Prix drivers to acclimatise themselves to *current* F1 cars under competitive conditions — witness the progress of Ricardo Zunino, and the return to form of Rupert Keegan. It also allows F1 team managers to see the 'young lions' in action under up-to-date technological conditions.

LONDON SE12 J. D. RUSSELL

Misplaced marshals

As a spectator at the September 16 BRSCC organised meeting at Snetterton, I witnessed an extremely nasty accident which involved Norfolk-based constructor/driver Tony Clarke.

While in second place at the end of lap 3 in the meeting's final event for Formula Ford 1600 cars, Clarke's car left the track and struck the Armcoc fencing at the exit of Russell bend. Such was the impact that two wheels were ripped from the car which, for a split second, was actually airborne, before it came to rest at the edge of the track after rebounding from the barriers. At this point, all emergency systems were put into operation and the race promptly and rightly stopped following the necessary action of marshals and BRSCC officials.

However, to my horror and that of the numerous spectators standing with me, the driver, semi-conscious from injury received in the huge impact, was left in what remained of his car, with petrol freely flowing from its split fuel tank, for almost a minute before anyone was in attendance with a fire extinguisher or even making an attempt to free the driver. Thank God, no fire ensued.

The questions I raise are as follows: why were no marshals in attendance at this known hazard spot on the circuit throughout the whole meeting, and why did two fire extinguishers remain isolated and unmanned on the infield at Russell Bend? Has anyone ever gone off infield there? The fire extinguishers eventually used in this accident were carried from the marshal's post about 100yds away.

This letter is not levelled as a criticism of marshals in general, who do an excellent and very necessary job. However, on this occasion the action was just not quick enough, and equipment clearly not in the right place at the right time. Fortunately, we have time to amend this situation before a re-occurrence in which the driver may not be so fortunate.

HUGH N. J. CASWELL.
TACOLNESTON, NORFOLK.

Rallyrescue

Could I raise with you the plight of Rallyrescue and the difficult position we now find ourselves in?

Since the inception of the team some years ago we have always offered our services free, within reasonable travelling distance of Worcester. What I feel sure is unknown is that, while our vehicles are sponsored, the money received barely covers the vehicle/equipment costs, and so the wonderful volunteers who man them have to find the petrol money themselves. We have been most fortunate regarding media coverage and the RAC support our efforts, yet the major oil companies and vehicle manufacturers of this country fail to support us or any team in the sphere of rally safety.

In the year 1979, the team has or will cover some 40 plus events, with only a handful actually helping with expenses. The whole team wishes to continue to provide this service (as we always have) totally free of cost, but this must be in jeopardy with the high price of

fuel. The sport needs safety teams, but at what personal cost, and how much longer must the costs be borne by these unselfish backroom heroes? They surely are the salt of the earth.

An example of the difficulties experienced by the team was the loss of our Mopar Hunter on the Scottish, which was widely reported with the result that John Howlett of BL Motorsport very kindly organised the potential purchase of an Austin 1800 at an attractive figure. Even so, some three months later, despite very extensive efforts, the vehicle is sponsorless and attracting interest charges on the overdraft. How long must safety on stage rallies be done on something less, if it is possible, than a shoestring budget?

My team, like myself, believe we have made our mark on the rallying scene and created a safety awareness. We now need to kindle the fire lest it should die from glowing embers to mere ash. We would like to stride into 1980 and offer an expanded team to rally organisers to utilise as they will. Instead, the future looks bleak, and we will have to choose carefully the events we attend, always mindful of the personal cost.

ROGER CHEDGZOY
WORCESTER.

Entry difficulties

In my second season of Formula Ford racing, I have had good value for money up to a few meetings ago. The first was at Donington, where I did not qualify. I was not the only one who had travelled miles not to have a race.

Croft on Bank Holiday Monday, run by DDMC, I did qualify, but once again many didn't, my sponsor for one. The drivers who raced in the first event also raced in the second event. The £14 entry fee does not pay for the many gallons of petrol it takes to get to and from a circuit, or the inconvenience it causes. When your entry has been accepted for any event, it should be your guarantee of a race.

GILBERDYKE, N. HUMBERSIDE. M. HAAGENSEN,
H. & K. Fuel Racing.

Sex problem

With reference to your report (September 20) of the Mini race at the Phoenix Park, I would be most grateful if you could point out that the "rapid Ann Mitchelmore" was in fact Andy Mitchelmore. Owing to a printing error in the programme, I spent the weekend as major source of curiosity and centre of attention, but can reassure my friends that it was me in the car, and I have not started to call myself Ann!

WALLINGFORD, OXON. ANDY MITCHELMORE

Then as now?

The pick of the racing 25 years ago this week (*AUTOSPORT*, October 8, 1954) took place at the new Aintree circuit's international meeting. Star of the day was Stirling Moss, who scored a clear treble, with wins in the Formula 3 race (driving a Cooper), and the F1 and *Formule Libre* races (Maserati). A crowd of 45,000 watched a dazzling display of driving from Moss under bright blue skies, but Mike Hawthorn's performance in the new Vanwall Special was also notable.

The controversial and highly complicated V16 BRM made what was announced as its last appearance in circuit racing, and our leader expressed the opinion that the retirement of this advanced supercharged racing car would spell the demise of competitive *Libre* racing. In retrospect, it seemed that BRM's mistake had been to persevere too long when it was clear that the V16 machine was a failure.

The subject of our road test was the very handsome Swallow Doretti, a luxuriously-equipped sports car based on Triumph TR2 running gear. Designed mainly for the American market, the Doretti was just the car for those who appreciate beauty of line, and brisk 100mph performance was yours for £1,100.

MONTREAL, Canada: I qualified eighth on the grid for the Canadian GP, and I know that a lot of people were saying that now I'd won the world title I would be coasting and taking it easy. People said it and a lot of people believed it. Nothing could have been further from the truth.

Montreal and the Glen are two races that I have been looking forward to. I wanted to treat them as races for the sake of races . . . nothing to do with the championship, just a couple of races where I could let my hair down and get out and have myself a good old-fashioned motor race.

The truth of it was that, one way and another, I screwed myself into a non-competitive situation on the second day of practice. We'd fitted a new motor, made some suspension adjustments and fiddled with the brakes and, in a word, I'd made the car undriveable. Not the car's fault, just me trying to be clever and failing.

Gilles qualified on the front row so, to get out of my private tangle, I simply said to my mechanic: "set the car like Gilles's and let's go racing." He did that overnight Saturday and in the warm-up on the Sunday morning I went out and made the fastest time of everyone.

I think some of the mechanics thought I wasn't trying and that, in racing parlance, I was out there in the car, but having "fallen asleep." I got a lot of pleasure out of coming back to the pits and telling that I was wide awake and that we were going serious racing this afternoon.

I'd had a big chat with Jabouille in the Renault, who was in front of me on the grid, and asked him to keep his car pointed in a straight line. Important with those turbo Renaults because, at the start, they behave like a constipated rabbit — one small hop and they stop dead. If they stay pointed in a straight line, at least you know you can drive around them while they give their turbos whatever laxative they feed them. So I tried to drive around Mr Jabouille and his reluctant Renault and, in the process, got four wheels on the grass which gave me about as much forward motion as Anne Hathaway's cottage. I came round on the first lap 15th or thereabouts. Bad news.

By dint of a little bit of pushy driving, which I was really enjoying, I got myself up to fourth within 10 laps, at which point my tyres screamed that they'd had enough — a combination of my forceful driving and an ultra-soft compound that we'd decided to take a chance with. Into the pits for new tyres and a re-entry into the race in 18th place. In what was left of the race I passed more people than I'd passed all season. I was having myself a fun motor race. But, seriously, really enjoying myself. It was as if it was a reward for having been so cautious and careful all season in my points-collecting exercise.

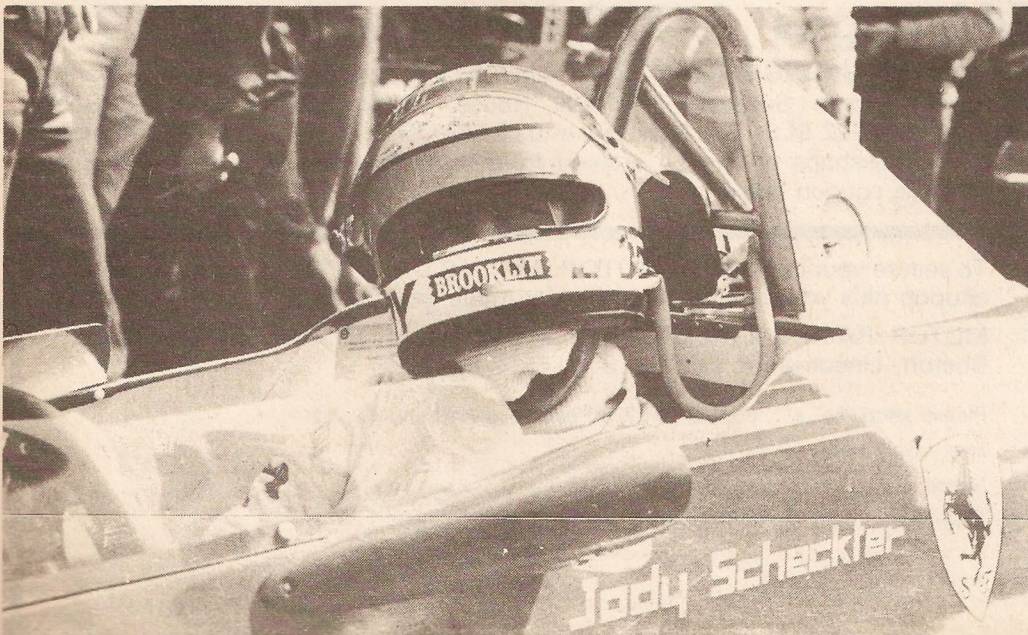
In the end, I was fourth which was quite pleasing after a pit stop. Towards the end I was passed by Gilles who was at that point leading the eventual winner Alan Jones. After the race you'd be surprised how many Canadians came to me and asked why I hadn't 'helped' Gilles. According to them, helping meant getting in



Jody



Above: Now, surely Jody's not that bad a player, but Bjorn Borg and Vitas Gerulaitis look apprehensive. Below: Just before the off at Montreal.



"I was paired with Borg and James was with Gerulaitis. I tell you that's something I'm going to tell my kids about — the time I played with Bjorn Borg."

between them and deliberately baulking Alan. They were really quite amazed when I told them things like that only happened in Hollywood films and not in real life motor racing. I think they were so passionate to see Gilles win that they wanted me to do something evil to Alan.

But what is impressive, is the amount of support that Gilles gets from Canadian fans and the Canadian media. I don't think I've ever seen people screaming themselves hoarse in the way that the Canadians did in their support of Gilles. The only thing that has ever come close to it was the treatment Emerson used to get in Brazil when he was Champion.

Niki's sudden announcement of his retirement took everyone by surprise. I personally had half a suspicion that he might turn it in at the end of the year — but not right there and then on day one of practice. But I have to say that I admire him for what he did. And what he did was to be totally and absolutely honest with himself and his public. He had decided that he didn't want to race next year and therefore there was little point in doing these two, to him, meaningless races in Canada and America.

I think there are those among us who would have made the decision to quit, but got into the car for those two races and stroked along at half pace. Not Niki. He believed that if you got into a car it was to go motor racing and not to stroke around.

For that decision you have to respect him because he had the courage to do what he believed in. Some people will say it was the wrong way to quit. Only one man knows when is the right time and place to suit and that is the man concerned. And he should be allowed to orchestrate his actions the way he pleases.

Niki's retirement will be a great loss to the sport. I will miss him. He was one of the few current drivers to whom I could relate. He was level headed, never did stupid things on the track and made sense talking about racing. In the short memory of motor racing he stands out as one of the really great drivers.

To any of the people who might wish to criticise Niki for his sudden withdrawal, I would say that any man who has won the world title twice and come that close to losing his life in the process has earned the right to come and go as he pleases.

I wish him well in his new airline venture. I'll miss having him around.

A great personal buzz for me came the week before the GP, when a bunch of us played a charity tennis game. Eight GP drivers beat each other around the court for the privilege of playing against Bjorn Borg and Vitas Gerulaitis. I was paired with James Hunt and, between us, we cleaned up the GP drivers' tournament and then I was paired with Borg and James was with Gerulaitis. I tell you that's something I'm going to tell my kids about — the time I played with Bjorn Borg!

At the beginning I was so nervous my fingers wouldn't let go of the ball when I was throwing it up for service. Eventually I relaxed a little and, I have to admit, that the opposition beat us 6-4. The nice thing about losing at tennis is that, when the journalists want to know about the game afterwards and why you lost, you simply tell 'em that the other guys played a better game. None of this business about my racquet giving me understeer, or my tennis shoes being the wrong compound or the racquet blowing up in the middle of a winning volley. A nice honest game, tennis. ■

MOTOR RACING DIRECTORY

Watch out for the **MOTOR RACING DIRECTORY**. Edited and produced by Mike Kettlewell, formerly the editor of Autocourse annual, the profusely-illustrated 544-page book will undoubtedly prove to be the most comprehensive guide to British motor racing that has ever been published.

The **MOTOR RACING DIRECTORY** deals with all aspects of the British motor racing scene from amateur racing at club level to the international scene. Crammed with information, facts and figures, the book answers almost every question anyone would wish to ask about motor racing. It is of interest to spectators, competitors and officials alike.

JACKIE STEWART says of the MOTOR RACING DIRECTORY:

'This is the most complete source of information on motor sport I have had the privilege to read, and should be an enormous help to countless people who, until now, have been stumbling in the dark . . . It will make great reading for the enthusiast who loves to look back over the records and statistics of drivers, tracks and events. It will give a new insight into many elements of motor racing that seemed to have remained under dust covers until now. All compiled in one book. Quite an undertaking!'



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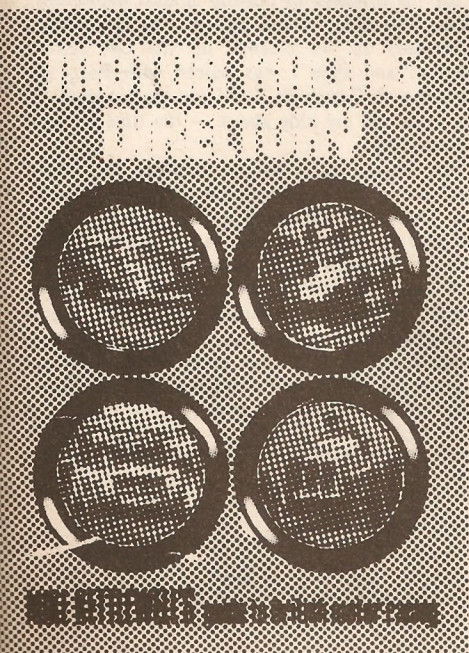
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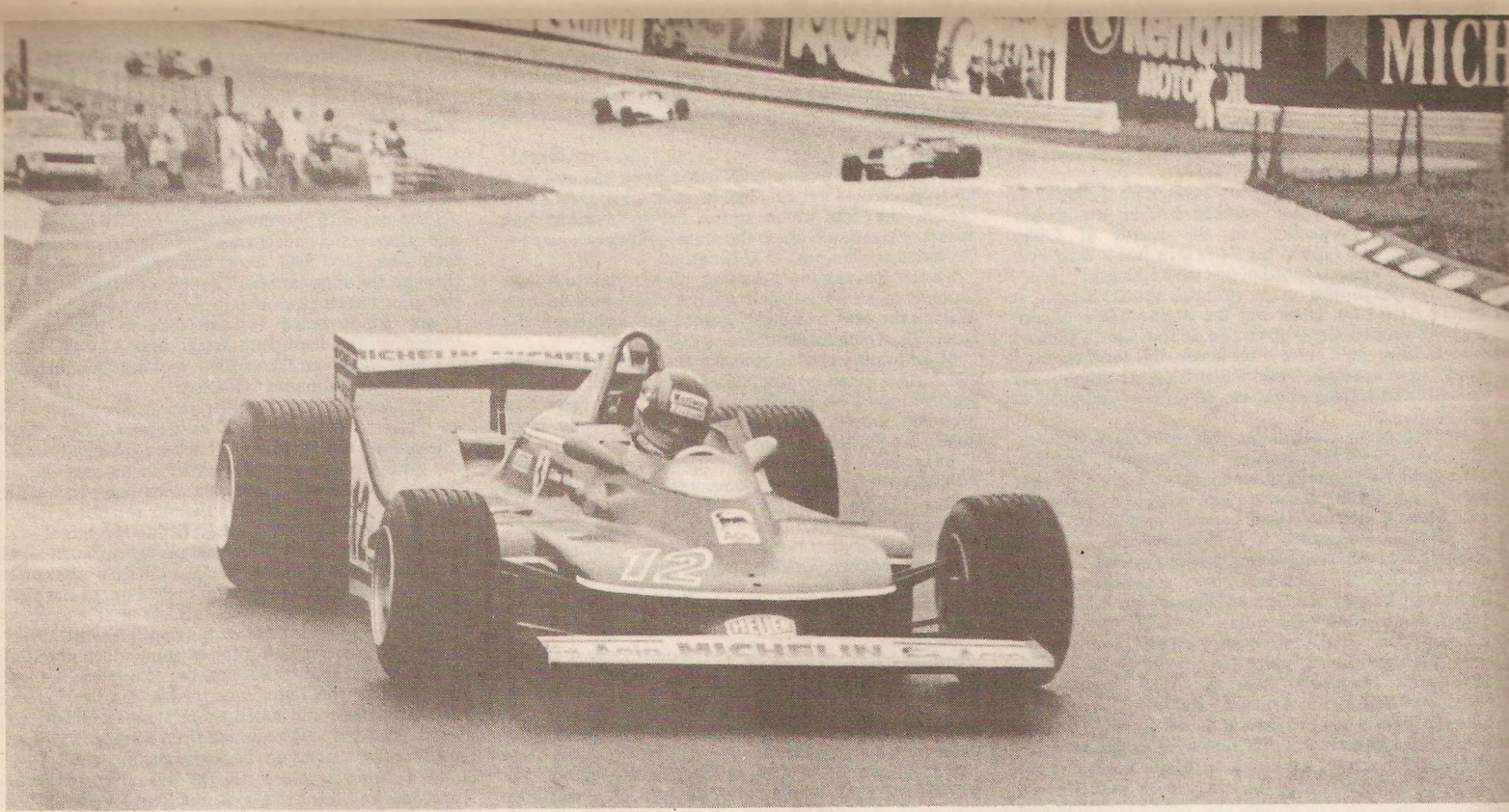
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As the track begins to dry out, the brilliant Villeneuve concentrates on maintaining his lead.

A fitting climax

Superb victory to Villeneuve's Ferrari — Arnoux second for Renault — First points for de Angelis — Jones leads briefly before retiring — Scheckter fails to finish — Report and photography: JEFF HUTCHINSON

"Twenty laps from the end I had low oil pressure, so I drive as slow as I can," said Gilles Villeneuve after winning at Watkins Glen.

A week ago that would have cost him dearly, but this weekend he could afford to soft-pedal around, ten seconds off the pace, for all his opposition had fallen out long ago — even his own team-mate Jody Scheckter, one of the last to go with a punctured rear tyre which shredded itself on the straight.

Villeneuve could thank Team Williams for his happy state of affairs soon after half distance in the 59-lap event. They had sent Alan Jones out of the pit on a fresh set of tyres without properly tightening one of the rear wheels which promptly fell off halfway around the lap just as the race was developing into another real Villeneuve-Jones wheel-banger.

"It looked good", was how Villeneuve described the sight of the stricken Williams, just one of 17 cars that failed to make it to the finish, mechanical problems being heavily added to by driver errors as the field had to cope with tricky wet conditions at the start, changing to dry by the halfway stage and finish.

Spins and accidents on the wet track counted for most of the retirements, including front runners Jacques Laffite and Carlos Reutemann early on in the race and Jones's team-mate Regazzoni at half-distance.

The race saw Derek Daly put up a fine show with the third Tyrrell which he got up to third place briefly before throwing away a certain fourth when he crashed at the 'Scheckter' chicane, shortly before the finish.

Rene Arnoux came home a distant second, 48 seconds behind the winner, his team-mate Jabouille dropping out of the race with an engine problem while also running well. Third

F1 WORLD CHAMPIONSHIP UNITED STATES GP EAST 15

Didier Pironi, while Elio de Angelis picked up his first ever points for fourth place with the Shadow.

ATS also scored their first points of the year with fifth place while John Watson came home a lonely sixth, a lap behind the leaders, to take the final point.

Nelson Piquet took fastest lap with the Brabham BT49, but failed to finish the race when a driveshaft broke just before the end, although the wet conditions had spoilt the promise shown by both he and Ricardo Zunino during practice.

To the victor the spoils.



ENTRY & PRACTICE

Within a few hours of the chequered flag dropping to signal Alan Jones's victory in Montreal, the 'circus' had rapidly packed and stowed its tons of equipment, and bundled everything aboard a large convoy of lorries already waiting to travel the few hundred miles south to Watkins Glen, New York State.

By Tuesday morning, the huge garage which houses all the cars under one roof was already bustling with activity as the hard-working mechanics stripped and race-prepared their fussed-over charges, for the last time this year.

South America, the heat and the dreams of eight months before, seemed a life time ago. Another chapter in the history of Grand Prix racing was about to come to a close, and everybody seemed just as keen to feature at the finish as they had at the beginning. Only the traditional end-of-season 'sale' of everything, from used overalls to burnt-out pistons or cracked gear ratios, marked this race from the rest. This year's hot items were genuine Copersucar team shirts — which won't be needed next year — and Parmalat/Alfa Romeo/Brabham T-shirts, which had already been on the reduced price list after Imola.

On Thursday, many of the leading teams took advantage of a day's unofficial testing, with Jones giving the scattering of fans a preview of what to expect with a best time 1m 36.6s in the Saudia-Williams, well inside Mario Andretti's pole-winning 1:38.1 last year.

Jacques Laffite was looking strong here, so too were the new Brabham BT49s, the Ferraris and the Renaults, but when it came to Friday's official practice, it all meant nothing. Friday was washed out by the almost equally traditional Watkins Glen rain. A few drivers ventured out to get the feel of the track, but come the final 'timed' session, even fewer drivers braved the near flooded conditions.

Bruno Giacomelli had been one of the drivers to run in the morning but it wasn't long before the Alfa Romeo 791 came back on the back of a breakdown truck, with the rear wing and suspension knocked out of shape after sliding off the track and into the barrier. Vittorio Brambilla ran in the afternoon session, and within a few laps everything was stopped again while Brambilla's Alfa was also dragged out of the catch-fencing, and returned to the garage with a damaged rear end. Still, Vittorio had set what was to be the

continued

fastest Goodyear time of the day, a mere 22 secs off the quickest Michelin time!

If it were to rain hard in the race, then it looked as though Michelin's wet weather rubber would win hands down, especially in the hands of Gilles Villeneuve, who lapped his Ferrari in just a little over 2mins at an average speed of just over 100mph!

"I was flat in fifth on the straight, about 160mph. It should have been faster but the engine had a misfire and was about 600revs down. To do that time was easy, I could have gone quite a bit faster, but then maybe I would have crashed," said Villeneuve, as calmly as if he had been talking about the drive from the motel to the track.

He had spent most of the day running in the wet. The spectacle of him pushing that Ferrari to its limit, with great rooster-tails of water cascading off its rear wheels, just for the sheer fun and thrill of it, made the wet feet and miserable wait between cars all the more worthwhile. Villeneuve is a disappearing breed of racing driver who simply loves to race anytime.

To underline Michelin's wet superiority, Jody Scheckter lapped the second Ferrari in 2:11.0 still 13secs faster than Brambilla's best. Of the 30 cars running, more than at any other race this year, only six had qualified for a place on the grid by Friday afternoon, Brambilla heading Alan Jones, Jan Lammers and René Arnoux; the little Frenchman came to grief after two laps with the Renault Turbo, and limped back to the pits with a damaged left side-pod and skirts, after aquaplaning off the track.

By Saturday morning, the warm front and rain had been replaced by a clear blue sky, bright sunshine and the chill wind of a cold front, the raw brilliant autumn colours the only compensation for tramping the muddy infield of the Glen. Flooded tunnels gave hundreds the added enjoyment of standing for several hours and urging hesitant arrivals to take the plunge and try to make it through. Some paddled, fell or simply crawled through the mud and water after a heavy night's drinking. Brands Hatch, Zolder or even Monza, were never like this.

Back in the pit lane there was an added sense of urgency to the first session, for cars had to be set up as quickly as possible for the afternoon's final practice and the chance to qualify. Puddles around the track and a 'clean' dusty surface kept lap times up in the high 1:30s for much of the session, and it was not until the final minutes that times started to tumble, with Jones still leading the way. Laffite's practice was cut short when his race car lost a wheel going into the chicane as a result of a stub axle failure. Fortunately, the Ligier came to rest almost undamaged, which was as well, for the Frenchman's luck did not improve later in the day and he needed the team's spare chassis.

Villeneuve found that his misfire from the previous day was not caused by the rain as he had thought, so he sat out most of the first session while the Ferrari mechanics set about an engine change, having decided that it was probably a damaged valve that had lost him the 600revs.

Derek Daly, in the third Tyrrell, and Clay Regazzoni's Saudia-Williams both came in on the end of a tow-rope: Regga's engine had broken, while Daly's had broken the belt which drives the mechanical fuel pump, relegating Daly to the team's old-spec T-car for the timed session, just as at Montreal.

Carlos Reutemann's sorting of his race car was brought to an abrupt halt when a rear wheel bearing went on the Martini Lotus 79, so he was forced into the spare car, which he liked less.

Marc Surer's chance to learn the track was limited still further when he stopped at the pits with a broken rear wishbone on the Ensign, but at least there had been no serious crashes to prevent anybody from qualifying during the final 90 minutes.

That had only just got underway before the chequered flag came out temporarily so that Jacques Laffite's Ligier and Didier Pironi's Tyrrell could be recovered. Both had died out on the track, Laffite's through an ignition timing problem, and Pironi's with a broken engine. Laffite jumped into the spare car, while Pironi was forced to wait for Jarier to hand over his car in an attempt to get qualified at the end of the session.

The pits were getting chaotic as cars rushed in and out for all the qualifying tyres, including those which had been left over from the previous day, as well as their usual daily quota. Every Goodyear runner in the pit lane got at least one set of qualifiers, instead of just the favoured teams as is usual.

With everybody running as much as they could, and 30 cars going for 24 places on the grid, the track was very busy. A clear lap was almost impossible, but by the end of the day Jones had taken yet another pole position for the Saudia-Williams team with a shattering 1:35.615, 1.3secs faster than anybody else.

"I could have gone quicker still given a free lap, but otherwise everything was good", stated Alan, who, despite his healthy margin over the opposition, was still not too confident. "I am never confident before a race. Some little thing on the car could go wrong and then a second lap means nothing," explained Alan, who has found that out the hard way many times this year. "Laffite is my biggest worry for the race. He had problems today, but in the race he must be my main threat," added Alan, who was less worried that Nelson Piquet had gained his first front row position, with the Brabham BT49.

Piquet was delighted with his car, even though down-on-power race engine had forced him into the T-car for the final practice, which he found very little different from the race chassis. "The car feels fast through the fast turns and is good on the straight, but I am losing traction out of the slow turns," explained Piquet, who was also having to learn the Watkins Glen

circuit on his first visit. "It was getting better with every lap. Maybe tomorrow I can lead the race, who knows," added the Brazilian, although Villeneuve would have other ideas, keen to get his revenge on Jones after their Montreal struggle.

"I will have to make one of my usual good starts," said Gilles with a twinkle in his eye, the Canadian only just failing to beat Piquet's best time after hurriedly sorting out his Ferrari in the start time available. "I started out with too much understeer. I put on more and more wing and changed the front springs, so it feels quite good now, but it still understeers too much through the slow corners," explained Gilles. "The car has grip, but its vicious to drive at the moment. I hope I can get it better for the race in the warm-up tomorrow, but there isn't much time. Anyway 1.3secs is a long way to go," he added, looking thoughtfully at Jones's time compared to his own.

But 4secs seemed the other side of the world, as far as Jody Scheckter was concerned, the World Champion starting the race back on the eighth row of the grid! He had started practice in his race car and then switched to the T-car after a few laps, because the engine was off-song. He was then in and out of the pits trying to sort out the T-chassis, fitting two sets of sticky qualifying tyres, only to be held up by traffic on all but a couple of laps. "There were just too many cars on the track," complained Jody, who rushed out of the pits in a panic just before the finish, but was unable to salvage a decent grid position before the flag came out.

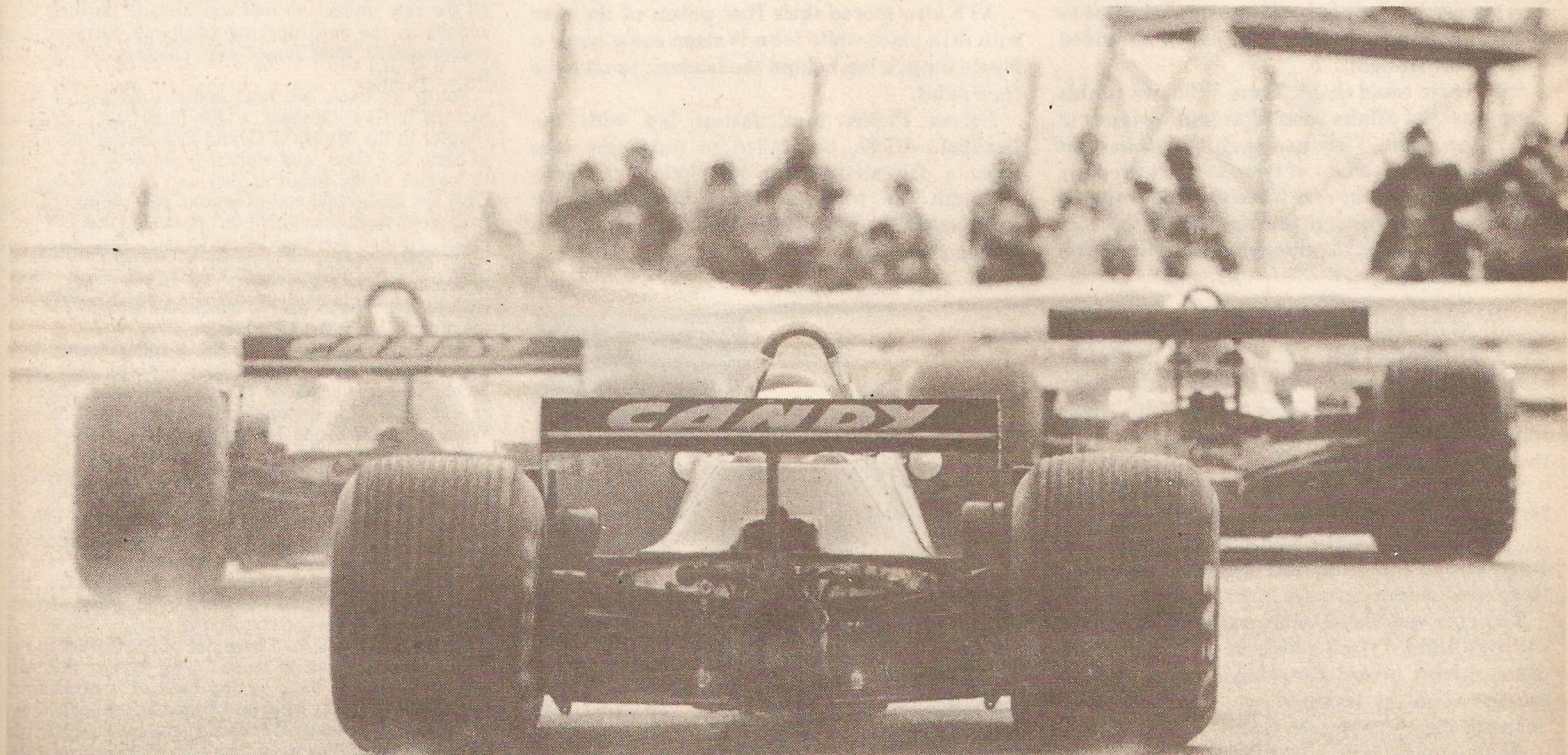
Clay Regazzoni had similar complaints about the traffic, which spoiled his chances of a quick lap every time he had the right tyres on his Saudia-Williams, although one could listen more sympathetically to a lost 0.3secs and a place on the front row for Clay than a lost 3secs for a place on the front row for Jody.

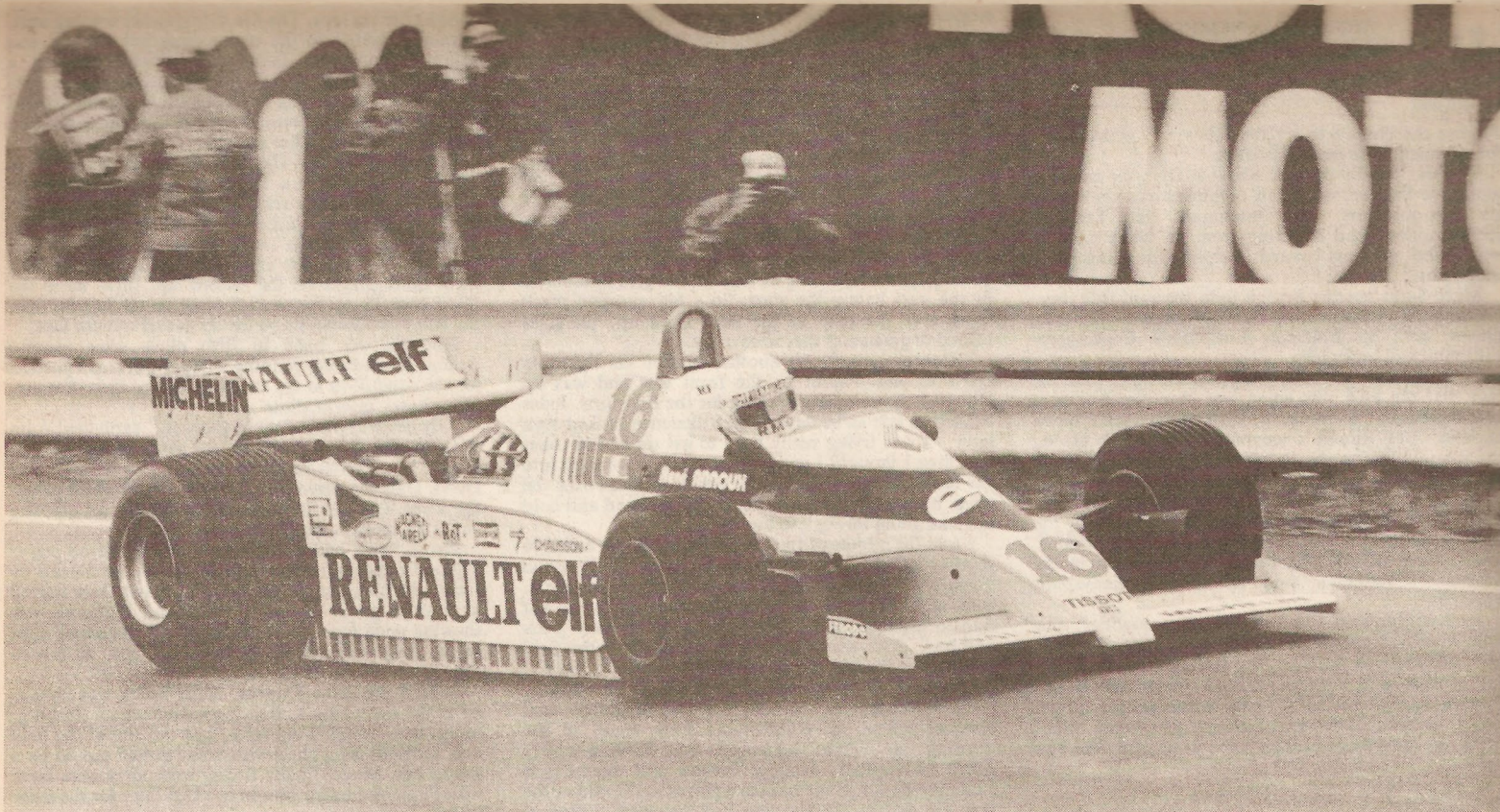
Those three tenths made the difference between a front row and third row spot, for Regga found himself sitting behind Laffite's Gitanes-Ligier on the second row. After the engine had packed up on his race car, Laffite was forced to use the T-car, which had not been set up as well. Despite the changing around he had still managed to get a place on the second row, and confidently predicted a place on the front row with Jones had it not been for his problems. His day ended with the T-car in flames, after a fuel line parted company. Team-mate Jacky Ickx was not having an easy time with the second Ligier, which he just scraped on to the grid in 24th spot. He found the car's handling very unstable over the track's many bumps and lumps, and was unable to get the car handling to his liking.

Sharing the third row with Laffite was the Martini-Lotus of Carlos Reutemann, the Argentine doing a good job with his repaired race car, which had now been fitted with the stronger rear suspension set-up. He had chosen the chassis with the old sandwich plate arrangement in Canada, and paid the price when it broke in the race. Hopefully nothing would go wrong this time, and he would get to finish the season with a good place in the points.

Mario Andretti was less fortunate. His race car

The battling Tyrrells of Daly and Jarier prepare to lap Marc Surer's Ensign.





A polished drive by René Arnoux — on unsuitable tyres for much of the time — brought six more points to Renault.

pushed a valve through the head soon after the start of practice and he stood around losing valuable time while the T-car was adjusted to suit him.

The two Renault turbos of René Arnoux and Jean-Pierre Jabouille formed the fourth row of the grid, neither driver happy with his performance, particularly Jabouille. "The handling was unbalanced, I think the shock absorbers or the springs at the rear were no good," said Jabouille. Arnoux blamed a general lack of grip and the chaos surrounding Laffite's fire and an earlier accident, his time being just a few hundredths quicker than Jabouille's. The Renault chassis, traditionally lighter on their Michelins than the Ferraris, seemed to be suffering more from the cold track conditions as a result.

A creditable ninth place went to Ricardo Zunino, even though his practice ended 30mins early when he crashed his Brabham at the tight right-hander before the pits. "I was trying to go too fast before I had warmed up the tyres properly," said Zunino, who had

made an honest mistake trying to learn the intricacies of Formula 1 in a hurry. He, like Piquet, was also learning the circuit and his eventual ninth place on the grid was a very respectable showing, despite the crash. Fortunately the car was not too badly damaged and was ready to race on Sunday morning.

Sharing the fifth row with Zunino was Didier Pironi, the first of the three Candy-Tyrrell drivers to make the grid after one of the most hectic qualifying sessions that Ken Tyrrell cares to remember. "I had to go and apologise to the timekeepers after the practice. We were changing cars and drivers around so much that even I wasn't sure who was driving what," joked Ken, more than delighted that all three of his drivers had a good place on the grid despite the fact that two of his four cars were out of action by the end of the day.

Daly had stayed in the team's old T-car, while Pironi had spent most of the time waiting for Jarier's car after his own had blown up. He finally got out towards the end of practice, but managed only half a dozen flying

laps before the engine in that car blew in a big way, but by that time he was in the race on the fifth row. Meanwhile, the mechanics had got Daly's race car running again, and Jarier finished off the session in that to clock a time good enough to head the sixth row; Daly did a good job with the old car, taking an eighth row place. He might have gone a little faster, but his quick lap was spoiled by the Laffite fire which had been dealt with by an over-enthusiastic fire marshal who created a 'fog' of white powder. "I went into it chasing Emerson, and for a couple of seconds I was driving completely blind. It was scary," said Daly.

Sharing the sixth row with Jarier was Keke Rosberg, having a better time with his Michelob-backed Wolf than in Canada. The faster Watkins Glen track alleviated Rosberg's understeer problems, although he was still suffering at the slow turns. "We just kept slapping on tyres and he ran like clockwork. We got through seven sets in all," said Peter Warr. The Wolf Team had built up a new car from the bits of the crashed WR9 chassis from Montreal and the WR8 monocoque, which was flown out on the first plane available.

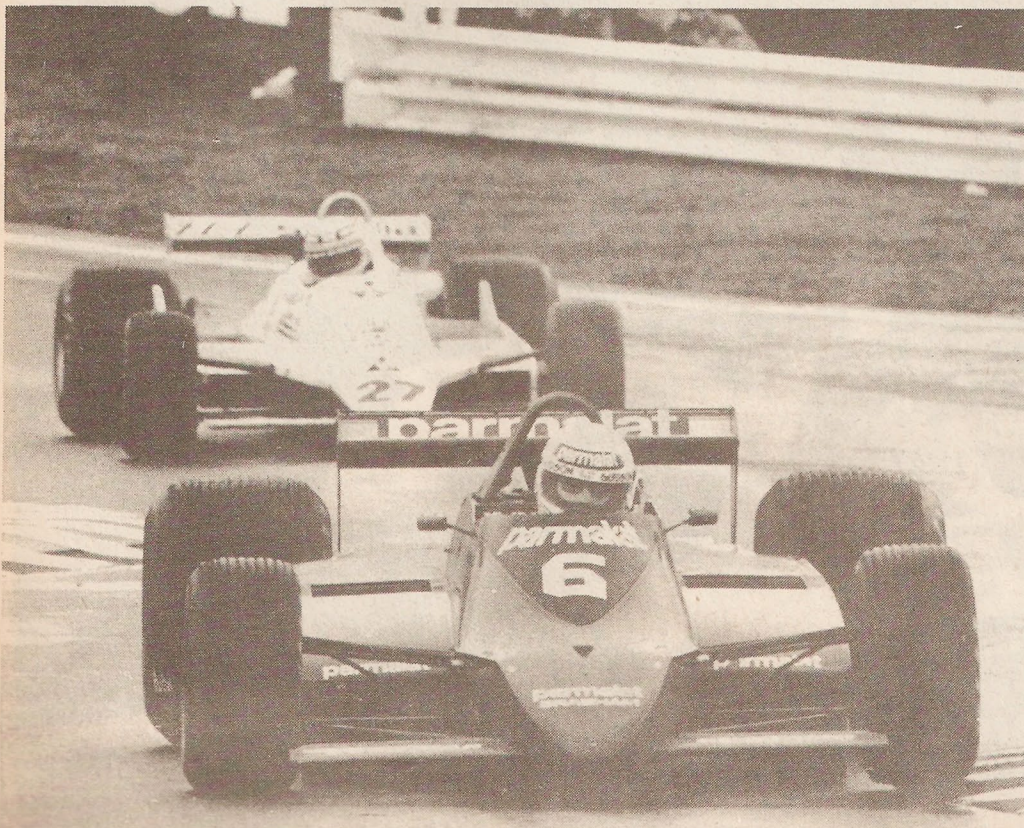
John Watson headed the seventh row of the grid with the first of the two Marlboro-McLaren M29 chassis, Patrick Tambay scraping on the 11th row with the second chassis. The Frenchman was feeling very off-form with stomach pains and the first signs of the flu, to add to his troubles, he had started the session with new brake discs and pads, which he found worked well and then faded quickly when he needed them most. Watson's time was about par for the course although a gearbox problem prevented any quick laps on qualifiers, while Hans Stuck was disappointed at not having bettered 14th place in the ATS.

Daly had the honour of leading the World Champion on the eighth row, while Mario Andretti was sharing the ninth row with Bruno Giacomelli. Bruno had got his Alfa Romeo into the race comfortably, but Brambilla failed to qualify the second car. "I went as hard as I could, it just wasn't fast enough," said an honest Vittorio.

Similar sentiments applied to Jochen Mass in the second Warsteiner-Arrows, for his team-mate Riccardo Patrese had got the first of the A2s on the grid on the tenth row, while Jochen ended up as first reserve. "There was nothing particularly wrong with the car, it's just that when you bolt a set of qualifiers on the car for one fast lap, Jochen never responds as well as Riccardo with all the stops for one quick lap," said Tony Southgate.

What the team really need is a new car, which is already on the way, but for now the A2 was a compromise between good straight line speed and bad cornering. Cornering was an even bigger problem for Patrese, whose car was suffering from different handling characteristics through right-hand and left-hand corners. "It must be a structural problem because we have tried everything else a dozen times," stated Southgate, although Mass's non-qualification gave

Piquet and Jones were the front-row men at the Glen, but luck was with neither on race day.



continued

Patrese the chance to try the other car, which Mass found much more neutral to drive.

Elio de Angelis put his Shadow DN9 on the grid alongside Patrese, while Jan Lammers was among the six non-qualifiers, the Dutchman, like Tambay, feeling unwell and suffering from an acute earache which did nothing towards helping his chances of qualifying.

Marc Surer got the Ensign onto the grid this time, heading the 11th row from Tambay while the final two places went to Emerson Fittipaldi's Copersucar-Fittipaldi and Jacky Ickx.

Fittipaldi had no particular problems other than the fact that the F6A was going just about as fast as it could around this track, which simply wasn't quick enough. Alex Ribeiro's second Fittipaldi was among the non-qualifiers, the Brazilian struggling hard with no clutch, fuel surge problems on the quick corners and an eventual lack of fourth gear. A trip over the kerbs at the chicane also left the car with a bent top link on the front suspension for the final 30mins, and he very nearly took Piquet off the track in the process. "It was close," said Piquet, rolling his eyeballs upwards.

Arturo Merzario was the final non-qualifier, this time when the engine in his Merzario went sick soon after the start of practice, the Italian completing his full season of non-starts since the Argentine Grand Prix, where he raced 200 yards before getting caught up in the first turn shunt. For cost per racing miles, little Art must have broken some kind of record this year...

RACE

There were some that would never get to see the race on Sunday. Saturday night had turned into a near riot among the people of the famous Watkins Glen bog who had started hi-jacking and burning cars that got stuck in the mud by early afternoon. By Saturday night, the total was up to nine cars burnt out and the local hospital was filled to capacity. The 'Bog People' were in good form and, amazingly, without any apparent opposition from the authorities.

After a delayed start to the untimed warm-up session it wasn't until 11.30am that most drivers got the chance to try their cars on full tanks and select a tyre for the race. It was bitterly cold, and dark clouds threatened to soak everybody at any moment, so the question of tyre choice became somewhat academic. A wet race looked more certain by the minute.

There was panic in the Ferrari camp as Villeneuve came in early in the 30-minute session with oil smoke trailing from the back of the T4. His race engine had developed a leak so the mechanics set about a rushed

engine change in the four hours they had before the start of the race. Somehow they managed to get it done, and Villeneuve was on the grid with the rest at the prescribed hour.

Half an hour before the start the promised rain arrived, a heavy shower thoroughly soaking the track enough to cause several spins on the warming-up lap. Everybody went to wet tyres, apart from Piquet and Andretti. Mario decided that with his place on the grid the slim chance that the track might dry quickly and leave him sitting pretty on slicks was worth taking, while Piquet found himself obliged to stay on dry tyres when the Brabham team were unable to get their air gun equipment working in time on the grid in order to fit the wets before the start. So a big question mark hung over the race as the field lined up, the light turned to green and they were away.

Villeneuve made yet another one of his lightning starts to pass Piquet on the front row and was up alongside Jones under braking for the first turn. Jones braked as late as he dared and Villeneuve braked even later. "I was trying really hard to get up beside Jones and then I thought I was going to spin as we went into the corner," said Gilles as he got two wheels over the edge, but just managed to keep a nose ahead and hold the lead going through to turn two.

From the middle of the pack Jody Scheckter failed to repeat Villeneuve's performance and the second Ferrari suddenly slid wide out onto the grass infield. Jody managed to keep it pointing the right way, but had to coax the car gingerly down the slippery grass and back on to the track by which time the entire field had rushed through on the inside.

Villeneuve's wet-weather promise on Friday remained good for Sunday as the Michelin shod Ferrari pulled out comfortably from Jones in the opening laps, while Reutemann was holding a very good third place. Jacques Laffite and Jean-Pierre Jabouille had held the next two places at the end of the first lap, but by lap two they had lost them to Regazzoni, Jabouille dropping back three places after a quick spin.

It didn't take long for the field to get spread out into bunches of two or three cars, any serious racing with more than that making life extremely tricky for the guys behind who could see little but the red light of the car ahead.

Giacomelli had found that out the hard way on the very first lap. He was chasing Rosberg hard when the Finn spun the Wolf and Bruno spun into the barriers to avoid him, killing Alfa's chances of a good placing stone dead after three-quarters of a lap.

It wasn't long before the treacherous conditions were catching out others as well. Jacky Ickx spun his Ligier out of the race on the turn before the pits two laps into the race. He was followed by Laffite at exactly the same corner the next time around. So much for the Ligier threat.

This looked like Canada all over again as Villeneuve romped ahead and only Jones looked like staying with him. Any chance that Reutemann might have had

ended after six laps. The fire extinguisher sensing unit, normally riveted to the monocoque fell off and was sliding around the floor and footwell. Driving a Formula 1 car quickly in the wet needs all the concentration a driver has and something rolling around his feet was all Reutemann needed to make a slip and spin out of the race after six laps.

Regazzoni moved ahead to third place, albeit a distant one, while a fantastic charging drive by Scheckter saw him running in fourth place already. What he might have lacked in practice he was certainly making up for in the race. On the first lap he had taken six cars to come around in 17th place. He took three more places on the second lap, three more the third, took Pironi for seventh place on the fourth, then the two turbo Renaults on the sixth and seventh laps.

Jabouille was back in fifth place after passing Arnoux, Jean-Pierre running a better wet tread pattern for the conditions at the start of the race than Arnoux, who was on 'intermediate' wets.

"My car was diabolical in the wet," explained John Watson after the race and he was soon finding himself caught in a Tyrrell sandwich as Jean Pierre Jarier and Derek Daly squeezed him out of an early ninth place, the three Tyrrells running nose to tail in an exciting battle for seventh spot behind the Renaults.

Pironi, who had complained of a down-on-power engine in the morning warmup, was soon passed by Jarier and then Daly, while a few laps later Daly started to have a go at Jarier as well. The Irishman was showing good form as he pushed the Frenchman right to the limit and eventually, after 13 laps, he moved ahead.

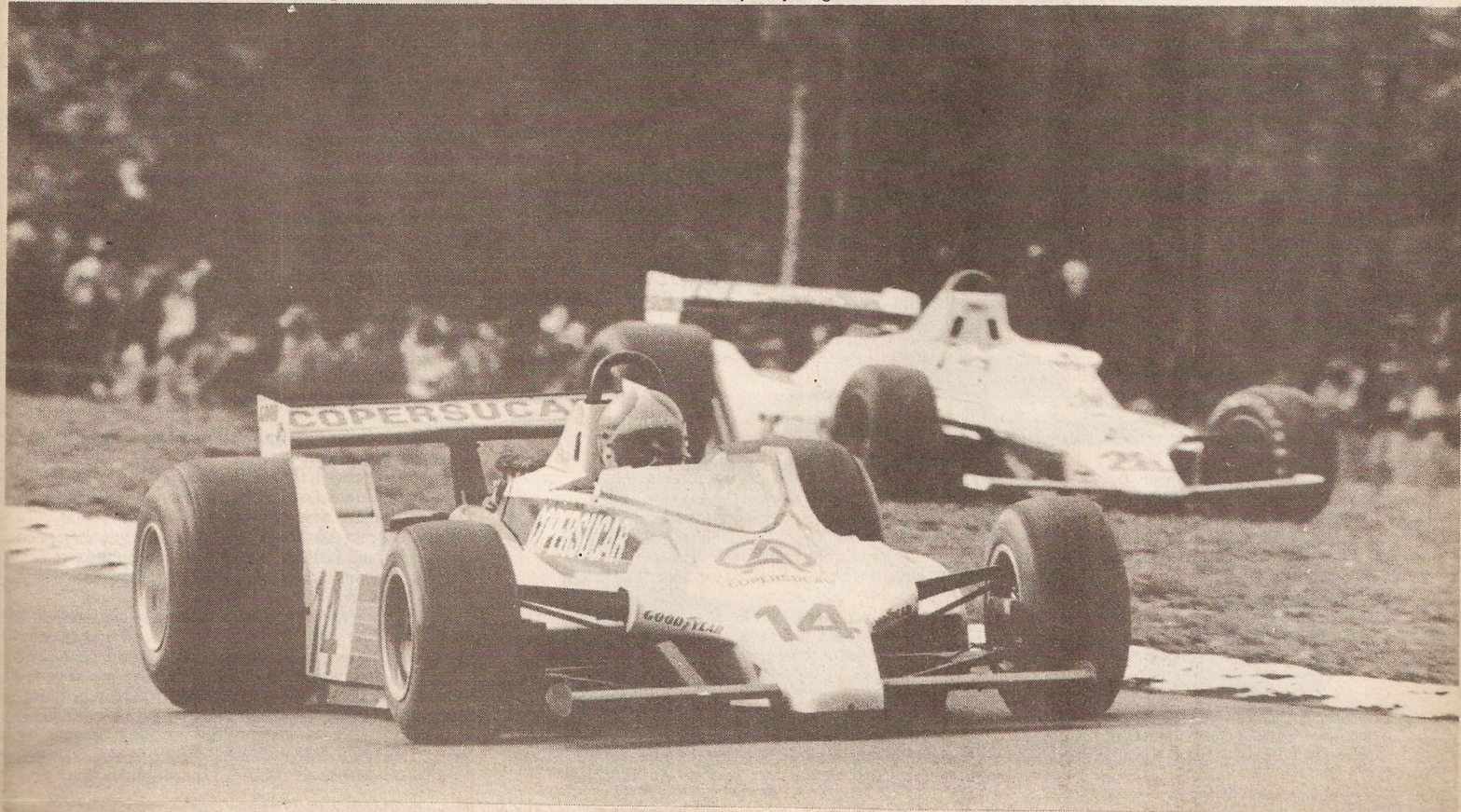
Behind the three Tyrrells, Hans Stuck was closing up at the same time as fighting hard to catch Rosberg, whom he overtook a lap later. The tail end of the field saw Andretti struggling with what turned out to be a losing bet, Mario finally fitting wets after nine laps, with Piquet following him in two laps later for the same thing.

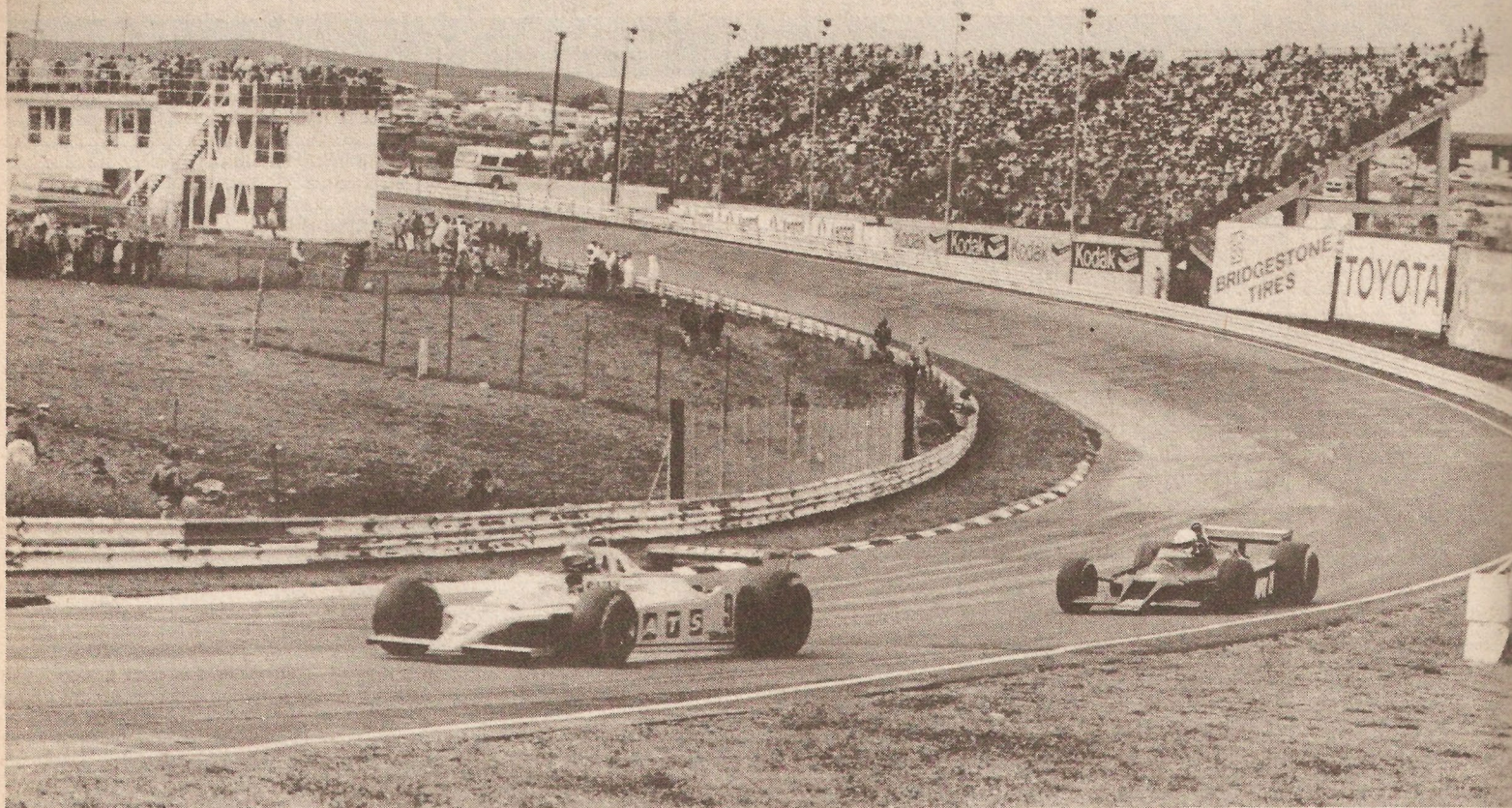
For Andretti the problem of tyres was to become a minor one. Third and fifth gears went funny after losing teeth, and finally the car got stuck in fourth and the Lotus team were able to start packing their gear away just 16 laps into the race.

Although Jarier had lost his seventh place to Daly, he did not intend to leave the matter at that. For the next few laps he was pushing hard to find a way ahead again and had one nasty moment when he pulled alongside Daly on the straight and was then edged over as Daly failed to see him. It looked to be a scary moment on the TV screens as Jarier ran two wheels onto the grass to avoid him, although after the race Daly could not recall the incident — "I didn't even see him there," he said with all honesty.

He didn't have any trouble a few laps later, however. Jarier tried to find a way past at the end of the straight and put his Tyrrell down the inside of Daly's as they both went into the corner. "He drove straight into the side of me and we both spun off," said Daly, while Jarier claimed Daly had driven into the back of him.

Emerson Fittipaldi's seventh-place Copersucar passes the spun and stalled Williams of Clay Regazzoni.





Stuck's ATS and de Angelis's Shadow fought long and hard, the Italian finally beating the German into fourth place.

Perhaps Jarier had thought it his right to take the place back from Daly, but the end result of the manoeuvre was that Jarier stayed where he was with a stalled engine, and Daly held his place, now considerably closer to Pironi than he had been before.

Lap 20 saw another big change around as the first of the leading cars stopped for dry tyres to suit the now rapidly drying track, while more accidents and mechanical problems saw two more cars out of the race.

Patrick Tambay lost the engine of his McLaren and 11th place after passing Watson four laps previously, while Keke Rosberg was forced out of the race after an incident involving Pironi. Rosberg had moved ahead of Stuck after a long hard fight and then tried to get by Pironi in a hurry because "I was afraid of getting stuck behind too long and getting my visor really dirty. It was brain fade. I took the inside of the first turn where it was really slippery. The car slid to the outside of the corner and into Pironi." Keke made it back to the pits after the incident, but was forced to retire with a leaking oil line, damaged on his trip over the kerbs.

Pironi was able to carry on unscathed but for a brief spin onto the grass which cost him the place to Stuck. Scheckter had signalled to stop for slick tyres and got an 'OK' from the pit board and both he and Regazzoni took on fresh rubber. Clay rejoined the race back in seventh place behind Daly while Scheckter lost only two places to the Renaults. It was perhaps a little early still for slick rubber, even though the track was more dry than wet, but the cold weather was helping the wets last and, for the time being, they were still slower than the wets as comparative lap times between the two team cars were indicating like a barometer.

"I think Jody stopped perhaps a little too soon, but it was good to have him on slicks and Gilles on wets so as we would know the exact time to bring Gilles in for dry tyres when they were quicker than the wets he was running," said Marco Piccinini, Ferrari's team boss.

It most certainly was too soon as far as Jody was concerned, for in the next few laps he was lapped by Villeneuve and passed by Daly who was now up to a creditable fifth place. That became fourth place when Jabouille's good race came to an end with a broken camshaft belt, which cut the engine dead 24 laps into the race.

Ricardo Zunino joined the growing list of retirements on lap 25 when he finally spun the Brabham out of the race after looking very unhappy in the wet, trailing around at the tail end of the field.

Half distance, lap 29, was marked by the disappearance of Regazzoni, who, in a bid to get ahead of Stuck again (who had passed him soon after his stop for

seventh place), did the same thing as Rosberg into turn one, although instead of driving into Stuck he understeered across his nose and into the rear right wheel of Piquet's Brabham. Piquet managed to keep everything going while Clay spun out and was unable to get going again.

Now everything depended on Jones and by this time things were beginning to look up in the dice for the lead. As wets began to wear on the dry track, the slightly harder Goodyears proved to be quicker for just those circumstances than Villeneuve's Michelins, which were still lapping him faster than any slick-shod times Scheckter was turning in.

Jones closed the gap and by lap 30, not only had the leading pair lapped the entire field but also Jones was ready to go for the lead. He took it on lap 32, just as Villeneuve's lap times started to drop below those of Scheckter's slick times. Two laps later Villeneuve was rushing down the pit lane for fresh rubber, which was fitted to the car, and joining the race 25 seconds later.

The Ferrari came back into the race almost half a lap behind the Williams, but the gap meant little until Jones, too, stopped for rubber which he did a few laps later. The car was up on the jack and three wheels off as fast as the Ferrari had been, but the rear right was proving a bother to get off. Eventually it was free and the mechanic bolted on the new one which he began to tighten a few moments after the rest. He never got the chance to finish. As he was about to put the final turn on the nut the rest of the crew rushed Jones out of the pits in their anxiety to get out ahead of Villeneuve.

Just as the Ferrari screamed past the pits, so the Williams spun its wheels down the pit lane and there was no more than 10 seconds between them as the two cars headed around to the chicane.

This looked like being another gripping Montreal finish, but that was the last we saw of Jones. Half a lap further on the loose wheelnut had come adrift and the luckless Jones found himself three-wheeling to a stop, fortunately through the slow right hander at the end of the circuit where the car was going relatively slowly. It did not slide very far.

From that point on the race had died. Villeneuve was just about a lap ahead of Scheckter who had unlapped himself at the pit stop stage, and there seemed very little chance of Scheckter making up that kind of distance in the 23 laps remaining. Arnoux was still third, and now the only car left on wet weather rubber which he came in to change on lap 38.

For a while there was a bit of excitement as he came rushing out of the pits sandwiched between Stuck, Pironi and Daly, who was now holding a temporary third place.

By lap 44 Arnoux was back in third spot with Pironi now ahead of Daly, who was suffering from a steadily worsening attack of oversteer as he warmed up his slick tyres. Lap 44 also saw Patrese's Arrows disappear from the back end of the field with broken rear suspension while in another two laps Arnoux suddenly found himself elevated to second place when Scheckter failed to appear with the second Ferrari. It had shed a tyre on the main straight in much the same dramatic way Villeneuve's had done in Holland. Rather than try and drive the car back to the pits as his team mate had done, Jody parked it by the side of the road and walked back — for the first time this year.

This left only nine cars running for the final ten laps of the race and yet still there was more drama to come. Seven laps from the finish Daly's oversteering Tyrrell got the better of him at the chicane and he crashed out of the race and fourth place after a drive that deserved to see him with his first Championship points of 1979. Instead, they went to Elio De Angelis and the Shadow team, the Italian scoring the first of his career and Shadow their first of the year.

De Angelis had done a fine job in catching Stuck before the end of the race, the ATS team still coming away with their first two points of the year for fifth place, John Watson a lap behind them and collecting the final point for McLaren with sixth position.

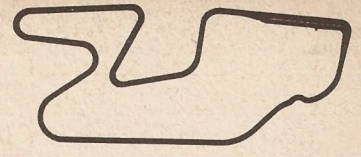
Nelson Piquet was cheated out of another finish when his Brabham broke a driveshaft just six laps before the finish while running in seventh place. However, he was credited with fastest lap at 1m 40.05s. Emerson Fittipaldi was the last runner, four laps down on Villeneuve by the time the flag came out.

There had been some last minute tension in the Ferrari pit when Villeneuve suddenly slowed his lap times by five seconds per lap in the closing stages, the Canadian keeping a close eye on a falling oil pressure gauge. By the end, he had allowed the first four cars behind him to unlap themselves, making it seem on paper like a much closer race than it actually was.

The only other retirement of the day was Marc Surer who broke an engine.

There was an air of relief as Villeneuve sprayed the season's final victory bottle of champagne over the Ferrari mechanics clustered below him. The Ferrari drivers are now almost a regular fixture on American winner's rostrums, having won their last five races here since Andretti won the Long Beach race in 1977.

It was the chassis's sixth win of the year with three wins to each driver, yet everybody said that there was no way Ferrari could build a competitive wing car at the beginning of the year, not until they changed the design of their boxer engine. Well, maybe next year.



WORLD CHAMPIONSHIP ROUND 15	LENGTH 59 laps of 3.377 mile circuit.	199.243 miles
WEATHER OVERCAST. WET TRACK. DRYING LATER	No. of STARTERS 24	FINISHERS 7
WINNER G. VILLENEUVE in FERRARI 312 T4		av. speed 106.46 mph
FASTEST LAP N. PIQUET in BRABHAM BT 49	No. 6 on lap 51 in 1 min.40.054 sec.	121.50 mph
EXISTING LAP RECORD J.-P. JARIER in LOTUS 79	in 1 min.39.557 sec.	122.113 mph
PREVIOUS YEAR'S RESULT C. REUTEMANN in FERRARI 312 T3		at 118.58 mph

NO	DRIVER	CAR	ENTRANT	FUEL/OIL CONTR.	TYRE	CHASSIS	ENGINE	
1	M. ANDRETTI	LOTUS 79	MARTINI RACING TEAM LOTUS	ESSEX VALVOLINE	GOOD	79-5	DFV	
2	C. REUTEMANN	LOTUS 79	MARTINI RACING TEAM LOTUS	ESSEX VALVOLINE	GOOD	79-3	DFV	USED BY ANDRETTI FOR RACE.
2T	C. REUTEMANN	LOTUS 79	MARTINI RACING TEAM LOTUS	ESSEX VALVOLINE	GOOD	79-4	DFV	RACE CAR.
3	D. PIRONI	TYRRELL 009	CANDY TYRRELL TEAM	-	GOOD	009-6(4)	DFV	RACE CAR.
3T	D. PIRONI	TYRRELL 009	CANDY TYRRELL TEAM	-	GOOD	009-1	DFV	
4	J.-P. JARIER	TYRRELL 009	CANDY TYRRELL TEAM	-	GOOD	009-3	DFV	
5	R. ZUNINO	BRABHAM BT 49	PARMALAT RACING TEAM	AGIP	GOOD	BT 49-03	DFV	
6	N. PIQUET	BRABHAM BT 49	PARMALAT RACING TEAM	AGIP	GOOD	BT 49-02	DFV	
7	J. WATSON	McLAREN M/29	McLAREN RACING	CASTROL	GOOD	M 29/3	DFV	
8	P. TAMBAY	McLAREN M/29	McLAREN RACING	CASTROL	GOOD	M 29/2	DFV	
9	H. STUCK	ATS D3	ATS WHEELS	-	GOOD	D3-01	DFV	
11	J. SCHECKTER	FERRARI 312 T4	S.p.a. FERRARI S.E.F.A.C.	AGIP	MICH	312 T4 040	Type 312 B	RACE CAR.
11T	J. SCHECKTER	FERRARI 312 T4	S.p.a. FERRARI S.E.F.A.C.	AGIP	MICH	312 T4 038	Type 312 B	
12	G. VILLENEUVE	FERRARI 312 T4	S.p.a. FERRARI S.E.F.A.C.	AGIP	MICH	312 T4 041	Type 312 B	
14	E. FITTIPALDI	COPERSUCAR F6A	FITTIPALDI AUTOMOTIVE	-	GOOD	F6A-1	DFV	
15	J.-P. JABOUILLE	RENAULT RS	RENAULT-ELF	ELF	MICH	RS 14	1.5 TURBO V6 RENAULT	
16	R. ARNOUX	RENAULT RS	RENAULT-ELF	ELF	MICH	RS 12	1.5 TURBO V6 RENAULT	
17	J. LAMMERS	SHADOW DN9	SAMSON SHADOW RACING	-	GOOD	DN9-4B	DFV	DNQ. DNS.
18	E. DE ANGELIS	SHADOW DN9	INTERSCOPE SHADOW RACING	-	GOOD	DN9-1B	DFV	
19	A. RIBEIRO	COPERSUCAR F6A	FITTIPALDI AUTOMOTIVE	-	GOOD	F6A-1/2	DFV	DNQ. DNS.
20	K. ROSBERG	WOLF WR	OLYMPUS CAMERAS WOLF RACING	TEXACO	GOOD	WR 8/9	DFV	
22	M. Surer	ENSIGN N179	TEAM ENSIGN	-	GOOD	N 179/MN-09	DFV	
24	A. MERZARIO	MERZARIO A2	TEAM MERZARIO	-	GOOD	A2-04	DFV	DNQ. DNS.
25	J. ICKX	LIGIER JS 11	LIGIER GITANES	ELF	GOOD	JS 11-03	DFV	RACE CAR.
25T	J. ICKX	LIGIER JS 11	LIGIER GITANES	ELF	GOOD	JS 11-04	DFV	
26	J. LAFFITE	LIGIER JS 11	LIGIER GITANES	ELF	GOOD	JS 11-02	DFV	
27	A. JONES	WILLIAMS FW07	SAUDIA WILLIAMS	SHELL	GOOD	FW 07-04	DFV	RACE CAR.
27T	A. JONES	WILLIAMS FW 07	SAUDIA WILLIAMS	SHELL	GOOD	FW 07-03	DFV	
28	G. REGAZZONI	WILLIAMS FW 07	SAUDIA WILLIAMS	SHELL	GOOD	FW 07-01	DFV	
29	R. PATRESE	ARROWS A2	WARSTEINER ARROWS RACING TEAM	-	GOOD	A2-1	DFV	
30	J. MASS	ARROWS A2	WARSTEINER ARROWS RACING TEAM	-	GOOD	A2-2	DFV	DNQ. DNS.
31	H. REBAQUE	REBAQUE HR	REBAQUE FI TEAM	-	GOOD	HR 100-001	DFV	DNQ. DNS.
33	D. DALY	TYRRELL 009	CANDY TYRRELL TEAM	-	GOOD	009-5(2)	DFV	
35	B. GIACOMELLI	ALFA ROMEO 179	AUTODELTA	-	GOOD	179-001	Alfa V12	
36	V. BRAMBILLA	ALFA ROMEO 179	AUTODELTA	-	GOOD	179-002	Alfa V12	DNQ. DNS.

POS. NO.	DRIVER	CAR	LAPS	TIME	SPEED	BRAKES	DAMPERS	GEARBOX	PLUGS	INJECTION	ELECS.	
1	G. VILLENEUVE	FERRARI 312 T4	59	1h. 52m. 17.734 s.	106.46 mph.	LOCK	FER	KONI	FERRARI 312 TRANS	CHAMPION	LUCAS	MARELLI DINO PLEX
2	R. ARNOUX	RENAULT RS	59	1h. 53m. 06.521 s.		LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	MARELLI DINO PLEX
3	D. PIRONI	TYRRELL 009	59	1h. 53m. 10.933 s.		LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
4	E. DE ANGELIS	SHADOW DN9	59	1h. 53m. 48.246 s.		LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
5	H. STUCK	ATS D3	59	1h. 53m. 58.993 s.		LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS
6	J. WATSON	McLAREN M29	58			LOCK	FER	KONI	HEW FG 400/6	CHAMPION	LUCAS	LUCAS
7	E. FITTIPALDI	COPERSUCAR F6A	54			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	LUCAS

NO	DRIVER	LAPS	REASON
35	B. GIACOMELLI	0	ACCIDENT.
25	J. ICKX	2	ACCIDENT.
26	J. LAFFITE	3	ACCIDENT.
2	C. REUTEMANN	6	ACCIDENT.
1	M. ANDRETTI	16	GEARBOX.
4	J.-P. JARIER	18	COLLISION WITH DALY. SPUN. STALLED ENGINE.
20	K. ROSBERG	20	COLLISION WITH PIRONI. DAMAGED OIL LINE.
8	P. TAMBAY	20	ENGINE.
5	J.-P. JABOUILLE	24	BROKEN CAMSHAFT BELT.
5	R. ZUNINO	25	ACCIDENT.
28	G. REGAZZONI	29	COLLISION WITH PIQUET. BROKEN STEERING.
2	M. Surer	32	ENGINE.
27	A. JONES	36	LOST REAR RIGHT WHEEL.
19	R. PATRESE	44	BROKEN REAR SUSPENSION.
1	J. SCHECKTER	48	PUNCTURE LEFT REAR TYRE.
3	D. DALY	52	ACCIDENT.
6	N. PIQUET	53	BROKEN DRIVESHAFT.

CHAMPIONSHIP POINTS			
DRIVERS		MANUFACTURERS	
J. SCHECKTER	51	M. ANDRETTI	14
G. VILLENEUVE	47	J.-P. JABOUILLE	9
A. JONES	40	N. LAUDA	4
J. LAFFITE	36	N. PIQUET	3
G. REGAZZONI	29	E. DE ANGELIS	3
P. DEPAILLER	20	J. ICKX	3
C. REUTEMANN	20	J. MASS	3
R. ARNOUX	17	R. PATRESE	2
J. WATSON	15	H. STUCK	2
J.-P. JARIER	14	E. FITTIPALDI	1
D. PIRONI	14		
WILLIAMS-FORD	75		
LIGIER-FORD	61		
LOTUS-FORD	39		
TYRRELL-FORD	28		
RENAULT	26		
McLAREN-FORD	15		
BRABHAM-ALFA	7		
ARROWS-FORD	5		
SHADOW-FORD	3		
ATS-FORD	2		

Race data by A.T. Phillips

Stratos encore

'Tony' leads the San Remo virtually from start to finish — Pond's Sunbeam finishes fourth — Fiats take second and third — Both TR7s retire — Confusion over World Championship points — Report: MARTIN HOLMES — Photography: HUGH BISHOP

Piave Jolly Club was the name of the private entrant that placed the winning car on the finishing ramp at San Remo in 1979, with the works Fiat-Alitalia team sadly below it on the results list. 'Tony' and Mauro Mannini had won the longest and toughest San Remo Rally in memory with a Lancia Stratos, run privately and sponsored, in the absence of an official Lancia team, by a consortium of dealers. Maybe the Lancia is the fastest rally car on the mountainous Italian roads, but this time the San Remo Rally used much more gravel than asphalt, was held over an exhausting six days and proved so daunting that the entry list of the previous year had virtually been halved. Only once did 'Tony' briefly relinquish the lead — following a problem on the very first stage and then in favour of another Stratos driver, Fabrizio Tabaton.

Fiat managed second, third and sixth places, with Abarth 131s, and succeeded in getting one of their Group 2 Ritmos to the finish. Tony Pond finished fourth with the Group 4 Talbot Sunbeam, prepared privately because of the strike affecting the competition department in England, while Dario Cerrato won G2 with a Conrero Opel Ascona.

The ninth round of the World championship ended in confusion over the manufacturers series. Ford gained 12 points with their G1 win for Presotto but no G4 cars were entered, while Datsun, their challenger, entered only one car and that broke down on the first leg of the event. Word was received that only seven rounds in the series will be counted — any seven, not the proposed five maximum in Europe plus two elsewhere — and this means that the maximum Datsun could gain on other events would only place them level with Ford. Whether Datsun could beat Ford on a tie-decider is open to argument, so Ford may have to wait until Corsica to be sure of their position. The drivers' series is unchanged, neither Waldegaard nor Mikkola being present.

For an event which customarily abounds in fascination, mechanical innovation and intrigue, the 1979 San Remo fell short of expected standards. The bigger format of the event, while bringing the event to exciting places

One thing to be said for the format using both gravel and asphalt stages is that more teams became interested in competing than would otherwise have been the case. Datsun came, although only with one car, with the slim possibility of winning the World Championship in mind and Salonen's times on the gravel stages were remarkable. Talbot decided to compete here when they heard that the gravel stages of the Tour de France had been abandoned their car, of the British based cars to enter, having the least gravel experience.

Leyland have been to Italian rallies in the past, and were lucky in obtaining the services of Per Eklund for this event, following a series of extraordinary errors by Fiat when contacting this driver earlier in the season. Vauxhall came with the single Belgian car, more to support the local importers than with any chance of helping Dumont succeed in the Belgian championship. For sure, Opel and Fiat, together with the Jolly Club Lancias would have been present in any case, but the most serious effect of the extended rally was the great reduction in the number of private drivers. In previous years, the San Remo was the cheapest and easiest of all the World Championship rallies to enter — but not this time.

The first leg stretched from San Remo across to the Republic of San Marino, huddled around a small hill



'Tony' proved once again that a well driven Stratos is unbeatable on tarmac and gravel.

not seen by World Championship competitors before, was not entirely popular. The best things were another private entry win, the success once again in unexpected circumstances, and the good showing of Talbot, a team that scored a

far more important success than ever before. On only his fourth World championship event, Attilio Bettega finished third behind 'Tony' and Walter Rohrl — who scored his first important result for a long while.

WCR	WORLD RALLY CHAMPIONSHIP	9
	SAN REMO RALLY	

near Rimini. There were a couple of laps of a group of stages around San Marino for the second leg, the return to San Remo for the third and, on the fourth, there were the traditional night's asphalt stages behind San Remo. The asphalt and the gravel stages were self-contained within groups, to give the serious teams the chance of swapping suspension units; the first leg started on asphalt then turned to gravel, while the asphalt stages returned halfway through the third leg and continued to the finish. The third leg was a disaster for the organisers, since no fewer than six consecutive stages, incidentally those which were said to be the roughest, had to be cancelled. This resulted in a massive 13 hour road section, in which a completely unexpected traffic jam near Genoa caused many competitors to be nearly late!

There was one other organisational problem: on stage 22 on the first leg, the leader 'Tony' was given no time at the end of a stage. Later, when the time was announced, it was obviously wrong. If it had been correct, 'Tony' would have been overtaken on the stage, and this had not happened. Unfortunately, it

was not until near the end of the third leg, that it was decided to cancel the timing — when all the while the 'official' bulletins had been wrongly proclaiming Rohrl as leading. 'Tony' had led from the second stage through to the end. This apart, the rally handled the new format well and the normal excellent standards of Italian rally organisation applied.

Fiat could only hope to succeed on this event through superior organisation. For some time the Abarth 131 had been uncompetitive: it was reliable but not quick enough. The first stage bore this out. Fabrizio Tabaton, one of the recent new "finds" from the Autobianchi championship was quickest with 5m 57s, 3secs ahead of Bettega (another Autobianchi man), with the best of the Fiats. Rohrl and Alen followed, in front of 'Tony' who had been slowed by brake trouble. Sixth and seventh quickest were the two incredible Opel Asconas prepared in Italy by Conrero, said to give 215bhp — which is at least 30 more than the German Eurohandler car.

The second stage brought brake troubles for Vudafieri, who spun off the road when a wheel locked up, and also for Eklund's TR7V8. He lost his brakes approaching a downhill corner, and all his skill was needed to control the car, wipe off speed against the sides of the road and eventually continue. A disc was broken in the incident, and, in all, 10 road minutes



Above: Rallying picture of the year? Hugh Bishop's superb study of the G1 Escort of Presotto in the hills of northern Italy. Below: Tony Pond boosted morale in the Talbot camp with a fine fourth overall.

Notes on the cars

Fiat

Markku Alen's win last year with the Lancia Stratos gave Fiat, whose car he is driving this year, the highly-valued number 1 starting position. Three Abarth 131s and one Ritmo were entered, all in Alitalia colours. The 131s of Alen and Walter Rohrl were fitted with quick-change suspensions while the third car of Attilio Bettega kept its asphalt suspension all the time. The torque curves of the San Remo engines were narrower than those used on the Safari units — and the engines were said to develop about 230bhp. As much weight was removed as possible, even to the extent of taking out the heater. With heated windscreens this would be no loss for wet conditions, but the drivers complained that, in the dust, it made driving conditions unpleasant. Cars were: TOR92453 Alen, TOR 88538 Rohrl and a new car TOT 92359 for Bettega.

The Ritmo, TOS97073, was driven by Vanni Fusaro, last year's Mitropa Cup winner, after being systematically developed on rallies by Bettega in the year. Particularly the driving had been made easier, although the performance from 155bhp and at least 900kg was not startling. Fusaro was considered the hero of the team, having suffered a serious head-on collision during training with Salonen's Datsun. He was given medical clearance to compete only just before the rally, having had 32 stitches in his forehead after the accident. Engine mounting trouble was the most serious problem.

There was one other important Fiat on the entry list: the Abarth 131 of Adartico Vudafieri. This was his usual white Broms car, fitted like the works cars with Pirelli and run by Jolly Club.

Lancia

Run privately by the Jolly Club and sponsored by the Lancia Dealer Team network was an old factory Stratos TOM54374, the car which made the final official Lancia entry at the Monza Rally, though said to have been completely refurbished. This was driven by 'Tony' Fassina and fitted, to the dismay of the Italians, with Michelin tyres. Maglioli is responsible for the preparation of this carburettor engine. Perhaps the biggest surprise, however, was the initial speed of another Stratos, the Sias sponsored injection car of Tabaton, prepared by University Motors, and run by Tabaton's family team Crifone. This was the car used last year by Bettega.



were lost before the car was fully mobile again. Meanwhile another man had gone off the road — Tabaton, his moment of glory soon ended. After five stages 'Tony' led by 31secs from Rohrl, followed by Bettega, Alen, Verini and Nicolas (Talbot Sunbeam) who was 1sec in front of team-mate Tony Pond.

The asphalt stages ended at the Ciocco region near Lucca, 'Tony' by now nearly 2mins ahead of the quickest Fiat, that of Rohrl. Obviously, it was generally felt that the Stratos had enjoyed its advantage and that the day of the Fiat was now at hand. Stage 17, S. Luce, lying in the hills inland of Livorno, was the first gravel stage. Now for the moment of truth! The results came through: number 1, Alen (last year's winner), 11m 46; number 2, 'Tony', 11m 30s; number 4, Jean-Pierre Nicolas, 11m 33s; then the others . . . Rohrl, 11m 51s; Bettega, 11m 37s. Group 2 cars were now challenging hard. Behind 'Tony', Nicolas and Bettega, Salonen was suddenly fourth fastest with the Datsun, Cerrato fifth with the Opel and Verini seventh behind Alen with the other Opel. The die was being cast.

Alen began his challenge after this, however. He was fastest on stages 18, 19 and 20, but Salonen was second on each. The Datsun was going perfectly on the hard, abrasive stages, but it would not be for long. A valve spring broke and the Finn had to drive two stages on three cylinders. The mechanics were able to repair this

but, when Salonen was driving to the next stage, the valve itself broke and he had to retire. A little earlier Nicolas had gone out. He had suffered a series of problems, firstly when the engine lost power and then stopped altogether as on the Scottish: the distributor had failed. Later on, when this had been rectified, the exhaust broke, and with all the delays it was decided to continue simply to test the car and tyres.

The field was heading eastwards on the first leg towards San Marino as night fell for the second time, and now the Fiats were in trouble. Alen broke a gearbox, and then the differential broke. In all 16 road minutes, plus delays on the stages, were lost, then Rohrl stated he was unhappy with his differential as well. Memories of the 1977 Acropolis flooded back, and urgent alternative supplies of transmission units were summoned. Only Bettega was happy.

At San Marino 'Tony' officially led with 5h 40m 51s, 63secs ahead of Rohrl (5.41:54), Bettega (5.44:39), best G1 Verini (5.52:25), Pond (5.55:19) and Cerrato (5.57:02). Leading G1 was Angelo Presotto with his amazing Ford Italia Escort RS. Pond had lost 5mins changing a steering unit.

After a night's sleep, the second leg started: ten hours in all, before a brief rest back at San Marino again. Soon both Lampinen (TR7 V8) and Verini were out. The Triumph broke a rear suspension bolt: while

continued

co-driver Gallagher hitched a lift to the service crew, Lampinen dismantled the offending parts, but help came too late. Verini, meanwhile, had his propeller shaft joint fail.

Rohrl continued to keep the pressure on 'Tony', closing to within 45secs of the Stratos by the return to San Marino, while Bettega, Pond, Cerrato and Presotto followed.

Then came the terrible drive back towards San Remo, but Eklund never made this. After checking the car at a midway service point, the oil pressure failed on the main road and the bearings collapsed without warning. The oil seemed to have gone. Alen gained one place and lay seventh while, after an unhappy run, the Belgian Chevette retired on the penultimate stage with axle trouble. It was on the penultimate stage of the penultimate leg last year, as well, that the Belgian Chevette had engine failure — and later numbers said it happened at virtually the same spot this year!

At last there was a good long rest before the fourth and final leg, the 'mountain circuit'. Missing this year were the crowds of yesteryear. 'Tony' was now 6m 53s ahead of Rohrl, with hardly a thing the Fiat man could do to alter the result. Alen expected to catch Presotto, hardly a fair match, and that was about the sum total of expectation. It was a night of little consequence. Rohrl gave 'Tony' a fright by making the Lancia driver think he had lost almost 2mins on a test, but that was not so. In reality, Rohrl had to take 2secs a kilometre off the Lancia which, in a straight fight, was not on. The weather looked all the while as if it could turn nasty, which is why most drivers opted for intermediates, but otherwise it was a non-event.

What was an event, however, was to catch a glimpse of 'Tony' and Mauro Mannini at the finish, showing the happiness of people who had achieved something they never thought possible. For a long long time the crowds pressed hard against them on the starting ramp, while the Pirelli-shod Fiats were made to wait behind in disgrace. Even if the Stratos is supposed to be a supercar, it is nice to see one win in circumstances like this.

21 Rallye San Remo
October 1-7, 1979

World Rally Championship, round 9

- 1, 'Tony'/Mauro Mannini (Lancia Stratos), 12h 37m 17s;
 - 2, Walter Rohrl/Christian Geistdorfer (Fiat Abarth 131), 12h 41m 31s;
 - 3, Attilio Bettega/Maurizio Perissinot (Fiat Abarth 131), 12h 55m 59s;
 - 4, Tony Pond/Ian Grindrod (Talbot Sunbeam), 13h 05m 22s;
 - 5, Dario Cerrato/Lucio Guizzardi (Opel Ascona), 13h 11m 15s;
 - 6, Markku Alen/Iikka Kivimaki (Fiat Abarth 131), 13h 18m 00s;
 - 7, Angelo Presotto/Max Sghedoni (Ford Escort RS), 13h 26m 14s;
 - 8, Antonio Tognana/Luciano Tedeschini (Opel Kadett GT/E), 13h 46m 38s;
 - 9, 'Nico'/Giorgio Barban (Lancia Stratos), 14h 06m 56s;
 - 10, Paolo Pasutti/Rinaldo Danelutti (Porsche 911), 14h 14m 25s.
- 67 starters, 24 finishers.
Rally leaders: Stage 1 Tabaton, 2 — end 'Tony'.



Early morning mist and dust. Bettega's Fiat presses on to third place.

Leading retirements: Jean-Pierre Nicolas/Jean Todt (Talbot Sunbeam), withdrawn, 25 stages; Simo Lampinen/Fred Gallagher (Triumph TR7V8), rear suspension, 43 stages; Maurizio Verini/'Rudy' (Opel Ascona), differential, 43 stages; Timo Salonen/Seppo Harjanne (Datsun 160J), engine valve, 29 stages; Per Eklund/Hans Sylvan (Triumph TR7 V8), engine main bearings, 51 stages; Jean-Louis Dumont/Robert Rorife (Vauxhall Chevette 2300HS), rear axle, 63 stages; Adartico Vudafieri/Mario Mannucci (Fiat Abarth 131), accident, 1 stage; Fabrizio Tabaton/Marco Genovesi (Lancia Stratos), accident, 2 stages.

Special stage times:

	1st	2nd	3rd	4th	5th	6th
'Tony'	24	21	6	5	5	3
Rohrl	25	17	15	4	1	1
Alen	16	11	12	9	6	3
Bettega	3	9	12	14	14	9
Pond	2	—	14	14	8	11
Eklund	1	—	3	5	7	7
Tabaton	1	—	—	—	1	—
Salonen	—	6	1	3	—	—
Nicolas	—	2	1	2	2	3
Cerrato	—	—	1	11	15	10
Verini	—	—	—	5	9	6
etc						

Notes on the cars continued

Talbot

Tony Pond was another driver to surprise with his speed. His G4 Sunbeam was the same car that was used on the 1000 Pistes, Scottish, Welsh and Circuit of Ireland (EVC444T) fitted with Bilstein shock absorbers. Due to the Talbot strike, the car had been prepared privately outside the factory. Little change had been made for the asphalt stages (a similar car had been leading the Manx Rally before retiring). The French car of Jean-Pierre Nicolas was his old Welsh, Scottish and 1000 Pistes car, built originally at Stoke alongside the British cars, but now maintained entirely in Paris. Michelin tyres were tried and de Carbon shock absorbers used, while Gotti wheels had to be obtained at short notice and this created a succession of handling problems as the optimum wheels were too wide for the body.

Opel

This year, the San Remo Rally was left entirely in the care of Conrero. For the first time he appeared with G2 Asconas for both Maurizio Verini and Dario Cerrato, each car developing about 215bhp. Their Ascona programme continues while the Ascona 400 project gets off the ground, although they had originally hoped to have the 400 model ready by now. Verini used NA D81931 and Cerrato NA D60201. For the first time the Italian team had rear disc brakes on their Asconas.

Datsun

Team Datsun Europe were responsible for the single entry of a 160J PLA10 for Timo Salonen (TK556 NI 8640), the same car that he had used on the 1000 Lakes but with the front spoiler taken off. TDE had prepared the engine at Milton Keynes to give about 10bhp less than in Finland, and although the car was considerably slower than its G2 opponents on asphalt, it was competitive overall on gravel with no fewer than six second fastest times. The car was finished in the new white colour scheme.

Leyland

The two TR7 V8s, driven by Eklund and Lampinen, were virtually identical. Lampinen's car was old (TUD683T) — his 1000 Lakes and Eklund's Rallysprint car — while his Swedish team-mate had a new car (XJO414V). Carburettors rather than injection were used, pending the construction of a test car for the injection, aimed at removing the injection installation faults which plagued the team in Finland.

Vauxhall

The Belgian-based team had a new car for this event, carrying the team's normal registration DGB506. Dry sump was fitted, and for this event this car had fuel injection, the first time for a rally 2300 HS. This had not been tested and was a failure — the whole system was changed as soon as possible.

Per Eklund had troubles early in the rally and was eventually sidelined by fading oil pressure on the TR7.



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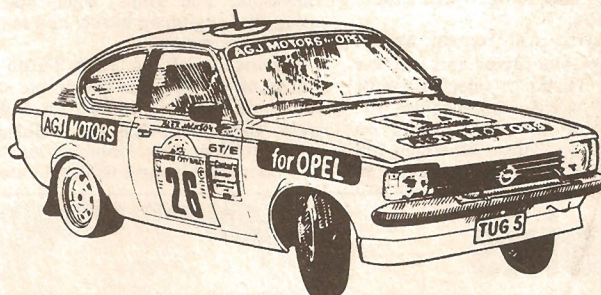
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Welsh Rally cancelled due to lack of sponsor

The Welsh International Rally has been cancelled for 1980 due to the lack of a sponsor. When this year's sponsor, Phonopower, said they would not carry on next year, the organising South Wales Automobile Club felt that the event must be in jeopardy. SWAC finally decided last Wednesday that, with no replacement sponsor in the offing, they had no alternative but to cancel the rally.

The SWAC do not just see this as the loss of the event for one year but as the loss of the event for ever. Clerk of the Course, Keith Pittard, told us, "We feel that once it has gone that's the end."

He went on to explain that, as well as losing its place in the Sedan Championship for next year, it would also lose its European Rally Championship co-efficient. Pittard continues by saying, "It's the end of an era, but we have got to be philosophical about it."

Although SWAC are fairly certain that now there is no way to save the event, if a sponsor did come up by a week on Monday it could just be on again. They have been trying to find a new sponsor for the last four months, but could not hold up the allocation of stage miles to events for next year for any longer. Not only were they holding up the allocation, but also the organisation of the Welsh championship.

It will be a great shame to see the end of this fine event, especially as SWAC had a most interesting format for next

year. The event was due to start in Aberystwyth on a Friday morning (the date was May again) and then, after 13 hours of rallying, have an overnight halt in Aberystwyth. There was to be a re-start from Aberystwyth on the Saturday morning and then another 13 hours of rallying to the finish in Swansea that night. The main differences to the event would obviously be no night driving and the change of base from Cardiff. Next year's event was to be 450 road and 235 stage miles and the entry fee was to be £140, which is equivalent to the Forestry Commission cost per car.

The history of the rally goes back to 1917 when it was first run as a national event. The first ever International Welsh was run in 1963 and it has run ever since then with just a one year break for foot and mouth. The first year it went to an international, in fact, saw two events, one at the beginning of the year and one at the end. This was due to the fact that the 1962 event had to be cancelled because of snow.

The cancellation of the Welsh means there will be a spare place in next year's Sedan Championship. When asked whether the replacement was likely to be the Ulster or RAC Rally, Mike Greasley, Rally Promotions Executive for the RAC, said, "The RAC would consider the RAC Rally to be the most likely replacement for the Welsh. The Rallies Committee had already decided that the Ulster would only replace the Circuit if that was cancelled."

Just one Saab in 1980

Saab Competitions department is to continue to develop the Saab 99 Turbo in rallying next year, but they are not yet in a position to compete in the World Rally Championship or run a two-car team. These facts emerged from a two day visit by journalists to Trollhattan last week where the development of the two-door Turbo was discussed in great detail.

The major stumbling block to further expansion is the sheer lack of space and personnel in the competition department. At the moment there are just seven mechanics employed full time by Saab, quite clearly not enough to both run and build cars for a World Championship session.

Stig Blomqvist will remain as the team's number one driver and will use the two-door Turbo in selected events around the world. Meanwhile the department will be concentrating on their new 'bolt-on' Turbo kit which will boost the power of a standard car to

around 200bhp. The kit consists of a new set of pistons, a bigger turbine unit, increased fuel injection capacity, a new cam and a new exhaust manifold. It should be available for sale to privateers by the beginning of next year.

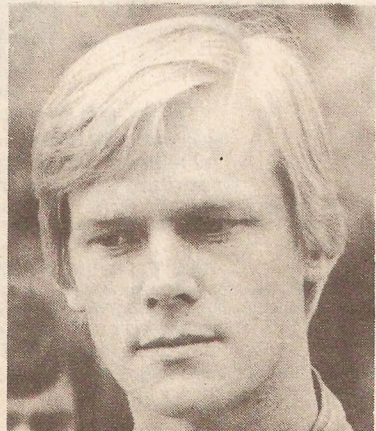
One other interesting development is the prospect of a turbo-charged version of the 16-valve engine that Saab were using in their EMS car before the homologation rules were changed. Saab Competition Manager Bo Hellberg told us, "We had just got that 16-valve engine right when the rules were changed. We have several engines left over and we might turbo-charge one for rallycross. You know, when Stig was using that engine we hardly had to touch it. It is very strong."

Production of the Saab Turbo continues of course. The three-door car is now homologated in Group 1 and last week they completed the building of 5000 two-door cars. Homologation of the two-door into Group 1 will now follow.

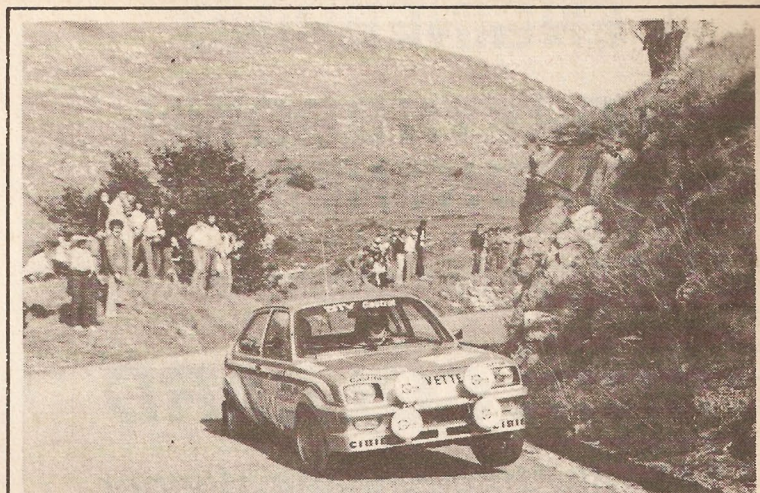
Ari joins Rallysprint

Ari Vatanen, Alan Jones and Jochen Mass have now been added to the driver line-up for the Eaton Yale Rally Sprint at Donington on October 20. There is just one space left to be filled by a rally driver for the event that will be televised on the same day.

Organiser, Nick Brittan, had already acquired the services of Tony Pond, Per Eklund, Patrick Tambay and John Watson. Vatanen will obviously be bringing along his Ford Escort for the rally stage.



Vatanen: Rallysprinting



Jean-Louis Dumont used a fuel-injected engine on San Remo but reverted to carburettors part way through the event.

San Remo's new route

The format of the San Remo Rally this year was changed considerably. First, the rally used gravel stages as well as tarmac, for the first time since 1975. Then it was not simply restricted to the region in the hills behind San Remo, but stretched right across Italy to the Republic of San Marino, stopping on the way at the ancient city of Sienna.

The reasons for these changes are complex. It seems that San Remo had originally been considered as an event likely to be omitted from future World Championships, on account of its shortness and relatively great number of finishers. Consequently, a degree of toughening-up was felt necessary. Then there was growing pressure in Italy to abandon the increasingly dangerous practice of using stages in both directions, and this obviously reduced the opportunities of using the tarmac roads around Monte Ceppo effectively.

However altruistic these changes, they came as a disappointment to the competitors themselves. Almost half the number of last year's starters began the 1979 event. Even the team (although several were attracted by the gravel sections — like Datsun, Talbot and Vauxhall) soon realised how expensive this year's event would be. Not only were so many stages gravel, but the gravel was exceptionally abrasive, and the necessarily few times each crew could drive each stage during training meant that the nature of these tracks only became obvious during the event itself. Even 'Tony' was believed to have needed an extra supply of tyres supplied from Michelin in France in the middle of the



Fiat team boss, Daniele Audetto, congratulates Vanni Fusaro on his twelfth place with the Ritmo.

event although, as with Nicolas's victory at Monte Carlo in 1978, one suspects that Michelin only really became interested when they heard the interim results.

Apart from the interest in going to new places, there seemed little attractive about the new-style San Remo Rally. The interest in the final leg close to San Remo was a fraction of that in former years, since few positions remained to be resolved by that time. Now that San Remo is guaranteed a place in the full World series in 1980, this seems to be the time to revert to a more successful format. There is nothing wrong with the slick organisation of this event — only the policies behind it.

World series points

One of the lesser known facts about the World Rally Championship for Makes is that the FISA Rally Commission decided some time ago that the number of events which would count would be reduced from nine stated in the 'yellow book' to seven.

So what is the position after San Remo? The scores now gained by Ford and Datsun, the only two manufacturers in the 'race', are 132 and 94 respectively.

Three rounds in the series remain to be held: Corsica, RAC and Bandama. Suppose that Datsun win all these rallies and Ford gain no more scores at all, and the total scores, taking the best seven, is 120 each. Datsun and Ford would both win four times, Ford would have three seconds and Datsun two. According to the FISA principle that the number of highest results takes priority, it would seem that Ford are now unbeatable.

However, the actual wording is that the tie is decided in favour of "the value of the placings". Earlier it is explained that this means the number of firsts, followed by the number of seconds, etc — but here there is a problem.

In the case of Datsun, their Group 2 cars gain 17 points every time they finish second behind a Group 4 car, whereas when a Ford comes second behind a Group 4 car they gain only 16. So what price "the value", as it is stated?

If Datsun should fail to win Corsica, Ford should be secure. Andy Dawson, however, is not so sure. Currently he is investigating the possibility of the FISA using their absolute residual powers to change the New Zealand results, and should this ever happen then the matter of the 1979 World Championship for Makes will still not be resolved.

Looking to the future according to Turner

Rallying has got to get its head out of the sand and be strong enough, flexible enough and aware enough to change its whole attitude in the next 10 years as dramatic alterations take place. This was one of the points made by Stuart Turner, Director of Public Relations, Ford Motor Company, when he addressed members of the IRDC, their friends and guests at the 10th anniversary dinner in Kenilworth last weekend.

Discussing 'Rallying the next 10 years' he said the most significant factor in whatever changes took place in the next decade was oil. It was no use trying to hide from the fact and, in the next few years, conservation policies could affect rally sport. He did not think anyone should consider fuel alternatives as a life raft.

"Let's experiment by all means, but casual TV viewers will still assume we are using petrol and we would still be seen as anti-social." Turner also touched on the problems of noise and said moves were in hand to further reduce the decibel limit to between 75 and 76dB. Put in perspective, this was a big prob-

lem. Tyre noise alone could account for a reading of 70 decibels.

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And so to bed . . .

The John Wilson's Bedroom Stages Rally will be the rather unlikely name for the event that has previously been called the Bank of Scotland Rally. The newly-named event will be held on March 30 next year and will be a counter towards both divisions of the Scottish rally championship.

The name comes because the rally's new sponsor is John Wilson's Continen-

tal Bedroom Centres, who have outlets in both Scotland and England and have their head office in Stirling. This sponsorship of the Dunfermline CC's event will be their first venture into motor sport.

Stages used on the event will be the classic forests in Fife and the finish will be at Kirkcaldy. Further information can be obtained from Fi Beacon, (3F2) 1B Eildon Street, Edinburgh.

Briefly . . .

● One of the most unusual sponsorship deals of the year must be the current backing for Preston based driver, Peter Thompson. Peter's Escort RS is decked out in the red and gold colours of Balchis, a boat building firm which sells replica 'dhows' to the Middle East. So far he has competed on two events for them finishing ninth on the Manx and then failing to finish this weekend's Cork 20. After problems with the brake balance bar being turned the wrong way, Peter spent most of the rally travelling backwards into corners until eventually he ran out of time. Fortunately the accidents didn't damage the signwriting on the car — it's in 22-carat gold leaf.

● One of the best drives of the Cork 20 Rally came to a sad end just three stages from the finish of the event. Rob James and Ken Rees had been setting some tremendous times in their little 1600cc Sunbeam when the clutch finally failed on them at the end of stage 21. In fact, they were going so well that they were up to 13th place overall. Commenting from his regular spot in the corner of the Metropole Hotel bar Rob said, "I'm not too upset. We come to these events just for the fun of it. What's yours?"

● Latest man to look closely at the Talbot Sunbeam is apparently John Lyons. The G1 star has decided that this will be his last year in the category and he is considering several possible G4 machines. John has now got his hands on a Lotus engine and is having a Sunbeam shell built up for him by the Little brothers in Carlisle.



Monty Peters will be joining Dealer Opel Team for the Lombard RAC Rally, as co-driver for Brian Culcheth. This will be the first time that Monty has partnered Brian, and it will be a welcome return to rallying for him. Monty has not been out since the Lombard Esso Scottish Rally and his own particular brand of humour has been sadly missed in rallying circles. Another new addition to the team in a co-driver's seat will be Bryan Harris who will be sitting beside Tim Brise in the Group 1 Esso/Dempster Kadett GT/E.

Pentti's own show

The Pentti Airikkala Show will be a motor sport evening with a difference; run on the lines of a Michael Parkinson chat show. It will all be happening next Thursday (October 18) in Portadown, as part of the build up to the Belfast Telegraph Ulster Rally, the next day.

Playing the part of Parkinson will be Plum Tyndall who will interview Pentti depth about all aspects of his life and career. Although Pentti will be the star of the show, as a warm-up Plum will also interview Frank Main who co-drove for Pentti on the Haltone Cork 20.

The evening will be held in the Portadown Rugby Club, Chambers Park, Bridge Street, Portadown from 8pm. There will be the showing of several films starring Pentti and also the Irish premiere of the Fiat film 'The road racers'. One top of all this there will be competitions and other entertainment.

Scrapping for Mopar

Quite a scrap is developing between Kevin Stones and Martin Watson for the Mopar Championship. Following the Cestrian Stages rally on Saturday, they are joint leaders of the series with 105 points each.

Before the weekend Stones, who drives a Skip Brown engine Imp, was ten points behind Watson in his Anchor Motors Sunbeam. On the event Stones had a fine first in class and eighth overall placing while Watson, who finished

the event in a cloud of smoke with a broken piston, struggled home to third in class.

Watson has now got a tough job ahead of him re-building his engine for this weekend's Castrol '79. There are just six rallies left on which competitors can score Mopar Championship points and with the end of series first prize at £650 there will be some fierce rivalry between Stones and Watson. The man currently lying third is Roger Lane with 70 points.

Latest modifications give Fred his first win

Fred Henderson gave his Triple C sponsored, clubman Vauxhall Chevette its first ever win at the weekend on the Oates Tour of Hamsterley. Fred had spent a considerable amount of time on the car recently and, having lowered it by over two inches, seems to have done the trick.

Henderson was absolutely delighted with the car's performance as he was fastest on all but one of the stages and won by about a minute and a half after 60 stage miles. To make the lowering of the car even more effective Fred had removed the front spoiler, "I took the front spoiler off and lowered the car all the way round and it has made a hell of a lot of difference," said Fred. Previously

the car had been lowered by about an inch for tarmac rallying, but this was the first time on the loose surface.

Another new addition to the car is a five-speed gearbox. Fred had tried to use the 'box on the Bowmaker, but the event had been a disaster for other reasons. He was more than happy with the new unit which he says has "really nice ratios".

It is just a year since the car was first rallied and since then all concerned with the project have worked very hard indeed. Dealer Team Vauxhall are also very pleased with the result as this is the basic clubman's car with standard suspension that anyone can go out and rally.

Fred Henderson has lowered his Chevette to great effect.



Rain replaces dust on Roof of Africa

The Roof of Africa has always been memorable to its entrants for a long time after the last of the dust, mud and tiredness has worn off, but this year's will be memorable to all concerned as the one which very nearly did not happen, the fickle Maluti weather almost being the only winner.

John Salters, surveying the route as Clerk of the Course for the last time in his 13-year association with the event, went out with the intention of making it a good, tough event largely run on roads new to all the competitors. Development in Lesotho has turned some of the traditional Roof roads into high speed highways, and John, in his travels found a whole new set of virgin roads.

Prior to the start on the Thursday there had been some rain in the mountains, but nobody had any idea it would create the total chaos it did.

The Roof starting as usual with the Round-the-Houses race in Maseru on the Thursday, but, unlike previous years, each class went off and raced the Lancers Gap special stage immediately they had finished the five-lap round-the-houses. The combined times for these two sections established their starting times for the Friday morning.

On Friday morning competitors again raced the Lancers Gap section and it was Bobby Olthoff in the super-fast turbocharged Micro Filters Chevrolet Nomad who led the field. Arthur Harcus in the Rotary-engined Fiebigers Duckhams Camworks Ventura started in second place, with John McNicol (Idem Chev) officially in third place.

McNicol, however, retired before the start on Friday, unable to trace a water leak that had developed during the round-the-houses race. He was also severely handicapped by a broken arm suffered in a motorcycle accident a few weeks earlier and driving the potent beast — which put in the fastest single lap at the Kyalami races the previous week — was not the easiest job in the world.

The motorcycles were led by Charlie Tissen on the SWM which was having its first competitive outing in the country since being imported just in time for the race by Holeshot Racing.

About 30kms past Butha-Buthe on the Drakensberg Road is a mighty left hand bend which has been the demise of many a Roofer before, and Corrie and Charlie Raubenheimer who had worked their way up from seventh place to second lost it in a big way and plummeted 15 metres over the edge of the cliff. Corrie escaped with minor injuries, but Charlie had to be transported to hospital in Bloemfontein suffering from suspected concussion.

The VW Golf Diesel car running on pure cooking oil was forced to retire shortly after this point when the 37hp motor refused to carry it over the summit of Motang Pass. Up to that point it had performed extremely well and was running smoothly, but with only the power of an average diesel engine not up to tackling the lofty mountain roads.

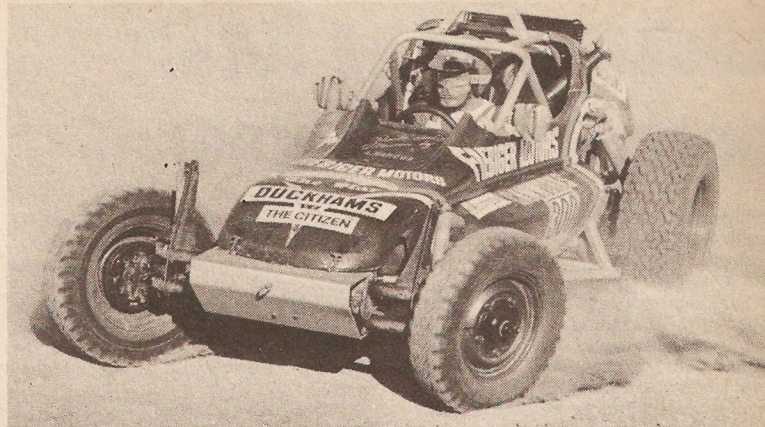
Olthoff and Spotti Woodhead were leading the Raubenheimer brothers by 1min when the accident happened. This incident also gave Arthur Harcus his second place back.

After the control point at Thlokoeng, the planned route was to take competitors back to Maseru for the overnight stop, unlike previous years when the route led them down the mountains to Matatiele. It was this section that was virgin territory, and where the problems started.

Some 70 motorcycles had passed through the Thlokoeng control and had reached the Makhoaba River nearly 90kms further on when the marshal at that point decided to stop them crossing. The first bike to reach the river was Kenny Skjoldhammer who made up six places from Thlokoeng, and he was told not to attempt the crossing because the flooded river was impassable.

Generally a slowly flowing stream, the rain had turned it into a 50-metre wide raging torrent more than a metre deep in places. Clerk of the course Salters was at that time on his way back to Maseru from Butha-Buthe and it was three hours before he could be reached to make the decision as to what should be done.

Meanwhile 70 bikes and three cars had passed the Thlokoeng control and were sitting waiting at the river for some-



Arthur Harcus won the car section of the Roof of Africa in his rotary engined Mazda Ventura by a mere 6 secs.

body to tell them what to do. Unfortunately for the Enslin/Ramseyer Rover Scarab their race ended on the way to the river when they threw it away on the mountainside.

When the decision finally came from Maseru, the race was declared ended for the day at Thlokoeng — where the majority of the cars and bikes were waiting — and all competitors were to head back to Maseru by whatever route they chose.

Petrol was flown up to Thlokoeng, but nobody appeared to have given their bikes stuck at the river any thought and only a few managed on the petrol they had to get back to Thlokoeng. The river was an amazing scene as a number of riders formed teams to get their machines across so they could collect the petrol their crews had waiting for them on the other side.

Using a winch cable, which had been stretched across the muddy floodwaters early that morning, they manhandled machines through the water. Marcel Muller, leader of the team of army riders, was swept away with his machine and just managed to reach the shore minus a Honda which will one day be the surprise find of a passing local.

The decimated field of motorcycles which started on Saturday morning, on a completely new route worked out the night before, should have been led by Kenny Skjoldhammer, but he overslept and arrived 3mins late for the start.

Bobby Olthoff's Nomad led the cars away with Harcus not far behind him and Des Tarboton, John Smith, Johnny Knez and Bodo Bertholdt bringing up the rear.

Rob Wicks, riding a Husqvarna, led

the bikes until he took a wrong turning and allowed Barry Falconer who was having his first outing on the Roof to go storming past. Falconer had a bad fall shortly after taking the lead and lost time sitting on the side of the road trying to get his aching head back together again. This allowed Skjoldhammer, who was storming through the field to get within sight of him. Clarity of sight returned and Falconer hung his Suzuki on the limit to the finish and in doing so broke five years of European domination of the Roof when his Japanese Suzuki took the flag.

The Harcus/Olthoff dice behind the bikes began to hot up as Arthur tried everything in his power to get past the speeding Nomad. Finally, on a particularly rough section of road which suited the handling capabilities of the Ventura far better than the skitterish Nomad he scorched past Olthoff — only to lose it and vanish into the fields on a farming expedition.

Luckily for him he was able to regain the road easily and, still in the rough, pass Olthoff for the second time — 20kms from the finish.

He managed to hold his lead and beat the Nomad home by a mere 6secs.

For Roofers past and present the prize-giving on Saturday night was a decidedly sad occasion with Salters officiating for the last time, but as the Lesotho Minister of Sport, Mr Albert Mohale, said: "I will speak to the people in the roads department to ensure they leave plenty of roads untouched so you will be able to come back again year after year."

COLIN WINDELL



Dessie McCartney finished second in the Group 2 category of the Cork 20 rally and so clinched his class of the Tudor championship. His major drama during the event was hitting a wall in the Team Talbot Ireland Sunbeam on the last special stage losing just 20 seconds.

Hainbach wins German series

Rainhard Hainbach clinched the German national rally championship for the second consecutive year by coming second on the Pruefungsfahrt Stuttgart rally last weekend. The winner of the event was the Austrian driver Dieter Haider in his Group 2 Irmscher Opel Ascona.

Before the event any of three drivers could have won the championship, Hainbach in his Escort Holger Bohne (works Group 2 VW Golf GT1) or Alfons Stock (Dealer Team Konrad Schmidt Group 1 VW Golf GT1). It looked likely to be quite a good battle, but it was all over very rapidly with Bohne retiring on stage seven with engine failure and Stock spending some time off the road before being helped back on by spectators.

Ari Vatanen went out to Germany to rally the Group 2 Ford Fiesta he used on the Monte Carlo Rally. His event was not successful as he went off on stage two while in the dust of another competitor. Although the car was repairable he went OTL at the next time control. Another early retirement among the front runners was Walter Smolej with engine failure in his Group 2 Audi 80 GLE.

Saab Sweden had sent Ola Stromberg

over to drive a Group 1 Saab 99 EMS, but he was soon out of the event on stage nine. Stromberg will be a regular competitor in Germany next year as he is driving in the German championship.

Competing again was Germany's newest rally sensation Michael Werner. This 25-year-old driver is impressing many people with his speed and skill and in a Group 1 Escort entered by Dealer Team Rudeiger Suhr, he came fourth.

The rally was run over a 1000 kilometre route with 350 kilometres of special stages. Out of the 84 starters there were 50 finishers. The final championship standings after this round of the championship are Hainbach 201 points, Stock 181, Kromm 180, Foelling 175 and Bohne 164.

DIETER SCHARNAGL

- 1, Haider/Pattermann (Opel Ascona), 12,252 penalties;
- 2, Hainbach/Fabisch (Ford Escort RS), 12,386;
- 3, Hero/Horsche (Porsche Carrera), 12,415;
- 4, Werner/Fischer (Ford Escort RS2000), 12,452;
- 5, Thiry/Thiry (Ford Escort RS2000), 12,495;
- 6, Schwarz/Drobe (Ford Escort RS2000), 12,562;
- 7, Soltwedel/Mueller (Ford Escort RS2000), 12,586;
- 8, Breuer/Heimann (Mercedes 280), 12,641;
- 9, Jene/Jene (Porsche Carrera), 12,643;
- 10, Haug/Ostmann (Ford Escort RS2000), 12,758.

Good entry is recipe for Castrol classic

Many people consider the Castrol Rally to be our best national event, and certainly next weekend's Castrol '79 looks to have all the ingredients to be a classic. There is a top class international entry list, with works teams taking the opportunity to do some pre-Lombard RAC Rally testing and the stages are over 95 miles of the best forestry tracks in the British Isles.

This is the penultimate round of the Castrol/AUTOSPORT National Rally Championship, and as the points positions stand could be crucial. There could well develop two battles within the one rally, one between the national series men and another between the international stars, many of whom make no secret of the fact that this is one event they would dearly love to win.

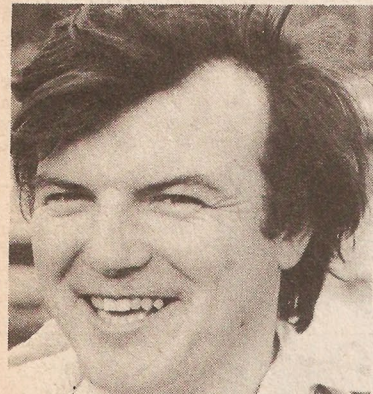


Looking at the important Castrol/AUTOSPORT battle, it is very difficult to predict a winner. Malcolm Wilson stands a good chance of both the event and overall win in his Total Oil Escort, but there is sure to be strong opposition from the people he beat on the Pirelli Tour of Cumbria. The men who desperately want a good showing are George Hill, Terry Kaby, Graham Elsmore, David Stokes, Willie Rutherford and Mike Jackson. Poor Jimmy McRae had to sit back and watch after his SMT Chevette went out so early in Cumbria, and he will be keen to get his championship lead back again.

Group 1 interest is also very high at the moment, with Mike Stuart leading this class in the championship, but Julian Raymond and Ivor Clark still having a good battle to prove just who is the faster.

The event is again very compact, only nine stages and some good long ones to give the competitors a real test. The organisers, the Wolverhampton & South Staffs CC, have gone to great lengths to provide pre- and post-rally entertainment as well as the action on the stages.

The weekend will start on Friday night with a forum and film show at the Kings Hall, Aberystwyth at 19.45, and will finish here again on the Saturday with another film show at 20.30, and the prizegiving at 22.30.



David Stokes — series leader.



Malcolm Wilson — Cumbria winner.

TOP ENTRIES

1 Hannu Mikkola/Arne Hertz	Ford Escort RS
2 Ari Vatanen/David Richards	Ford Escort RS
3 Malcolm Wilson/Terry Harryman	Ford Escort RS
4 Jimmy McRae/Mike Nicholson	Vauxhall Chevette
5 Timo Salonen/To be nominated	Datsun 160J
6 Henri Toivonen/Phil Boland	Ford Escort RS
7 Andy Dawson/Kevin Gormley	Datsun 160J
8 Jean Luc Therier/Michel Vial	Toyota Celica
9 Leif Asterhag/Mike Broad	Toyota Celica
10 Graham Elsmore/Stuart Harrold	Triumph TR7 V8
11 Terry Kaby/Brian Rainbow	Triumph TR7 V8
12 David Stokes/John Warner	Ford Escort RS
13 —	—
14 George Hill/Ron Varley	Vauxhall Chevette
15 Tim Brise/Lyn Jenkins	Opel Kadett GT/E
16 Willie Rutherford/Bryan Harris	Mazda Hatchback
17 Mike Jackson/Steve Howard	Ford Escort RS
18 Robin Farrington/Tony McMahon	Ford Escort RS
19 Ivor Clark/Ken Wilson	Talbot Avenger
20 Julian Raymond/John Daniels	Ford Escort RS2000
21 Jeff Churchill/Roger Evans	Ford Escort RS
22 John Cleary/Mark l'Anson	Ford Escort RS2000
23 Mike Stuart/Frank Rowlands	Ford Escort RS2000
24 Dennis Moody/Peter Tilley	Ford Escort RS
25 Steve Ward/To be nominated	Datsun Sunny
26 David Grainger/TBN	Ford Escort RS
27 Derek Boyd/Ed Morgan	Talbot BRM Avenger
28 Pat Ryan/Barry Harding	Talbot Sunbeam
29 Roger Chilman/Norman Creed	Ford Escort RS
30 Frank Pierson/Wynne Morgan	Ford Escort RS

SPECTATOR INFORMATION

Start: Municipal Car Park, Park Avenue, Aberystwyth — first car away 08.00. Commentary by Richard Davies.
 SS1 and SS9 Ystwyth: First car due at 08.22 and 17.04. Park on forestry road between map references 135/718720 and 135/695716. Follows directions to stage.
 Lunch Halt: From 11.10 to 12.10 at the Wynnstay Arms Hotel, Machynlleth, map reference 135/748008.
 SS6 Dyfi: First car due at 13.15. Spectators should enter forest by Aberangell at map reference 124/846099 and follow directions for parking area. There will be a commentary at this stage.
 Finish: The finish will be at the end of SS9 but the top ten cars will then be taken in convoy for a finish ceremony outside the Belle Vue Royal Hotel, Marin Terrace, Aberystwyth, at approximately 17.45.

CASTROL/AUTOSPORT NATIONAL RALLY CHAMPIONSHIP

	Feb 10 Gwynedd	Apr 07 York National	Apr 28 CP Granite City	Aug 18 Peter Russck Manuals	Sep 01 Europa Lodge Lindisfarne	Sep 29 Pirelli Tour of Cumbria	Oct 13 Castrol '79	Nov 03 Bovis National	Total points
1 David Stokes	14	13	—	15	14	13	—	—	69
2 Jimmy McRae	15	10	14	13	15	—	—	—	67
3 George Hill	10	14	12	12	—	11	—	—	59
4 Malcolm Wilson	—	15	15	—	13	15	—	—	56
5 Terry Kaby	11	—	13	14	3	12	—	—	53
6 Mike Jackson	—	8	11	11	12	10	—	—	52
7 Willie Rutherford	—	3	10	—	11	14	—	—	38
8 Peter Clarke	9	11	—	—	8	—	—	—	28
9 Ivor Clark	7	1	9	—	9	1	—	—	27
10 Jeff Churchill	3	7	—	8	—	8	—	—	26
GROUP 1									
1 Mike Stuart	10	13	13	12	13	15	—	—	76
2 Ivor Clark	15	14	15	—	15	12	—	—	71
3 John Cleary	11	12	14	14	14	—	—	—	65
4 Alex Jackson	12	11	11	11	9	10	—	—	64
5 Julian Raymond	3	15	12	15	—	14	—	—	59
Class 1 — G1 up to 1600cc									
1 Roger Lane	5	5	—	—	4	4	—	—	18
Class 2 — G1 over 1600cc									
1 Ivor Clark	5	4	5	—	5	2	—	—	21
Class 3 — up to 1300cc									
1 Charlie Wood	—	5	4	—	—	5	—	—	17
Class 4 — 1300cc to 1600cc									
1 Steve Smith	3	4	2	4	4	3	—	—	20
Class 5 — over 1600cc									
1 David Stokes	4	3	—	5	4	3	—	—	19

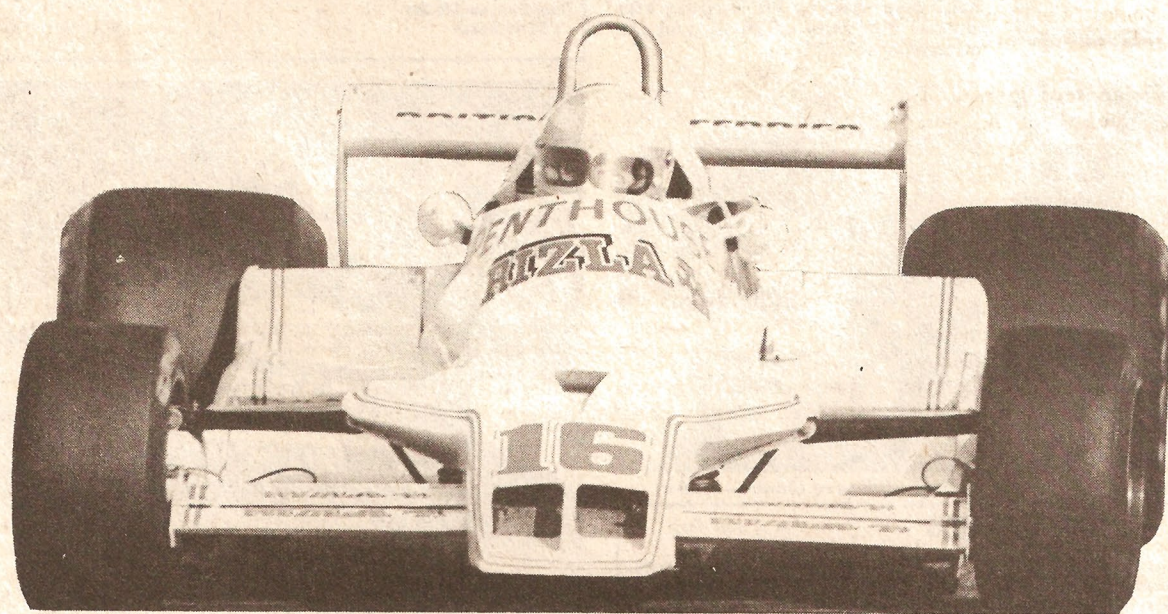


Above: Terry Kaby has yet to score that elusive championship win. Below: Smooth, consistent driving has paid off for points leader, David Stokes.



Paper car wins Aurora Championship.

Congratulations to Rupert Keegan



RIZZLA 

Flash Gordon strikes

Smiley highlights his season with flawless win in Aurora finale — Keegan clinches the title in gripping finish — Kennedy and de Villota, the other championship challengers, finish in the fences — Lees turns in splended drive — Report: MARCUS PYE — Photography: JEFF BLOXHAM

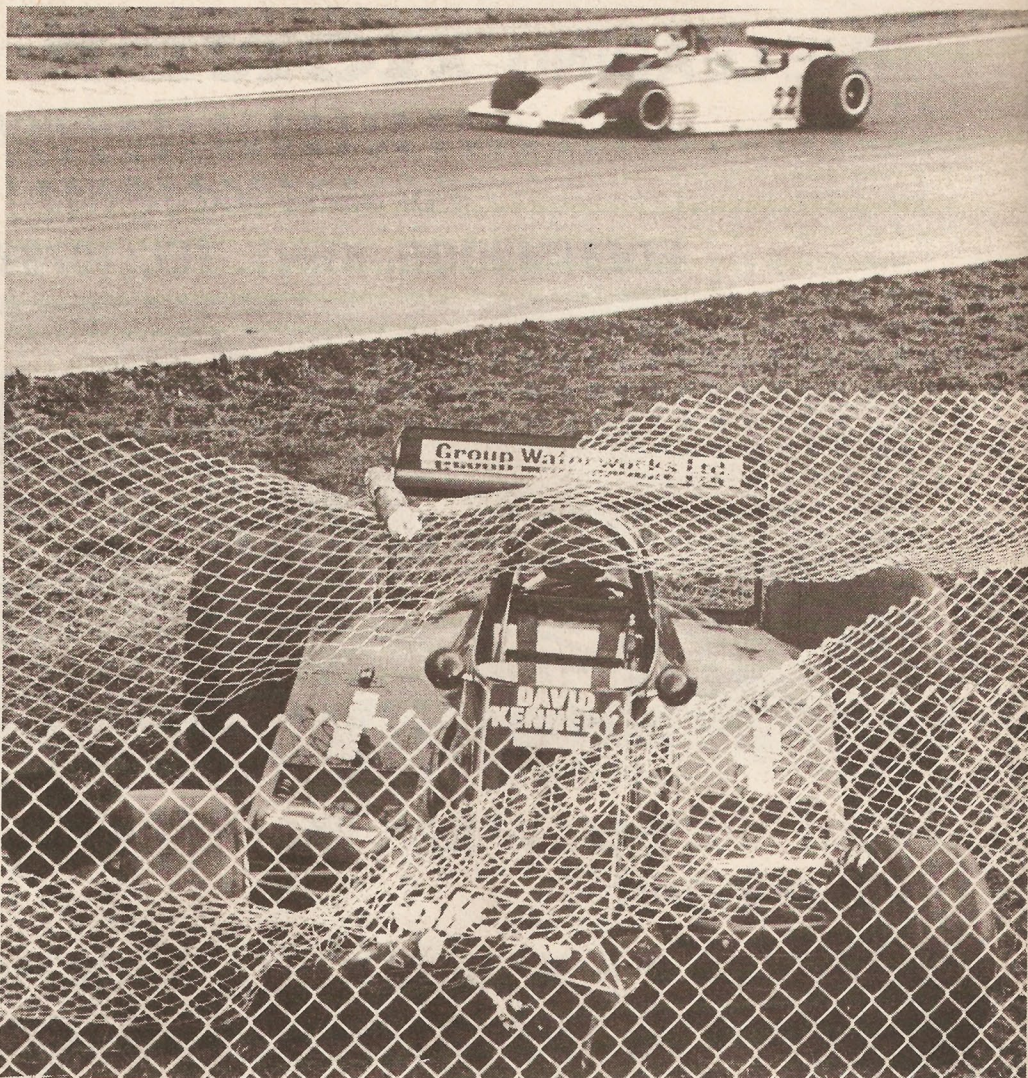
There could have been no finer climax to the 15-round Aurora AFX championship than Sunday's Bradford & Bingley trophy race at Silverstone. This was the make or break meeting as far as the aspirations of David Kennedy, Rupert Keegan and Emilio de Villota were concerned, for the trio were separated by a mere eight points after Snetterton's penultimate round and, with 12 points on offer, any one could take the title.

The whole weekend was one of intrigue, and the changeable weather conditions contrived to enliven proceedings throughout. From the start of practice it was clear that Gordon Smiley was on scintillating form in the John Surtees Garages TS20+ 'pod car' and the American gave stern notice of his intentions by qualifying fastest in the opening practice session, ahead of David Purley's Shadow. By the end of qualifying, though, both men had been demoted by Keegan and Kennedy. Rupert effectively narrowed his deficit to five points by claiming pole, 0.12sec quicker than the Irishman who needed only six more points to put his total beyond reach.

The Wolftrace Wolf driver made his usual rapid departure from a very wet grid, taking Keegan, Smiley, Purley and Lees with him. Keegan was outraked by the Texas driver at Stowe, only for them both to rocket past Kennedy at Abbey. Smiley was leading his second successive Aurora race in determined style.

By lap 12 of the 35-lap race though, the championship honours looked to be going Rupert's way, but in the most bizarre way imaginable. The previous lap de Villota had gyrated his Lotus ignominiously through the chicane and stalled, dashing his hopes finally. As Keegan, now with the Dubliner behind — Smiley having signalled him by only at Stowe — entered the braking area for the chicane, David dived for the inside. Contact was made as Kennedy interlocked wheels with his adversary and, for a moment, the onlooker had visions of both men ramming the stationary Lotus as they spun together — all three contenders out. In the event, though, the Wolf driver came off worst, embedding the black car in the chicken wire while the Arrows pilot managed to slew round de Villota's car, narrowly avoiding wiping his

His first Aurora win was Gordon Smiley's reward for an impeccable drive in the Surtees through tricky conditions.



David Kennedy's chances of defending his championship lead evaporated when he spun into the catch-fences at the Woodcote chicane, after a controversial incident with Keegan. Gordon Smiley passes the abandoned car.

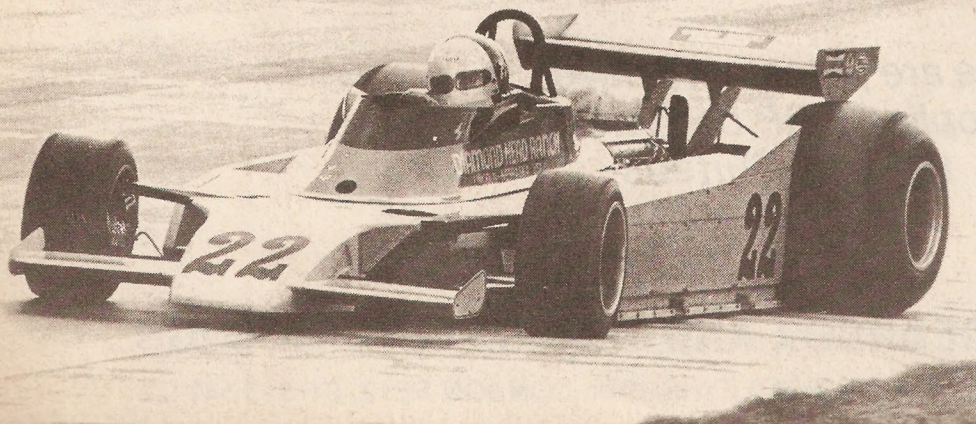
nosecone off on a catch fencing pole. Had he incurred a 10secs penalty, though, for missing the chicane?

Lees shot past Smiley soon after the incident, his sinister white Simpson helmet bowed in concentration, but Gordy retaliated at Stowe and moved ever further clear on his way to an ac-

complished victory.

Lifted by the spectators all round the circuit, Keegan closed relentlessly on Lees, drawing away steadily once he had found a way by. The Wolf's tyres were failing while the Arrows, which had started on two new covers, was handling well. With two laps to go Rupert had just over 10secs cushion to Lees, penalty or no, he must have it in the bag now. However, an uncharacteristic error at the chicane on lap 34 cost time and only 9.87secs covered the pair at the flag. To his undisguised relief Rupert learned, along with the spectators, that he had been credited with fastest lap near the end and, when no penalty was given — rightly so for his excursion was unavoidable — the title was his by two points from Kennedy and de Villota.

De Dryver's fourth place game him a similar placing in the series after Edwards and Purley had lost a lap apiece while Desiré Wilson (seventh in the series) was fifth on the day in the Tyrrell and Tiff Needell picked up sixth with the Durex Chevron after a merry dice with Neil Bettridge.



WELL DRIVEN GORDON

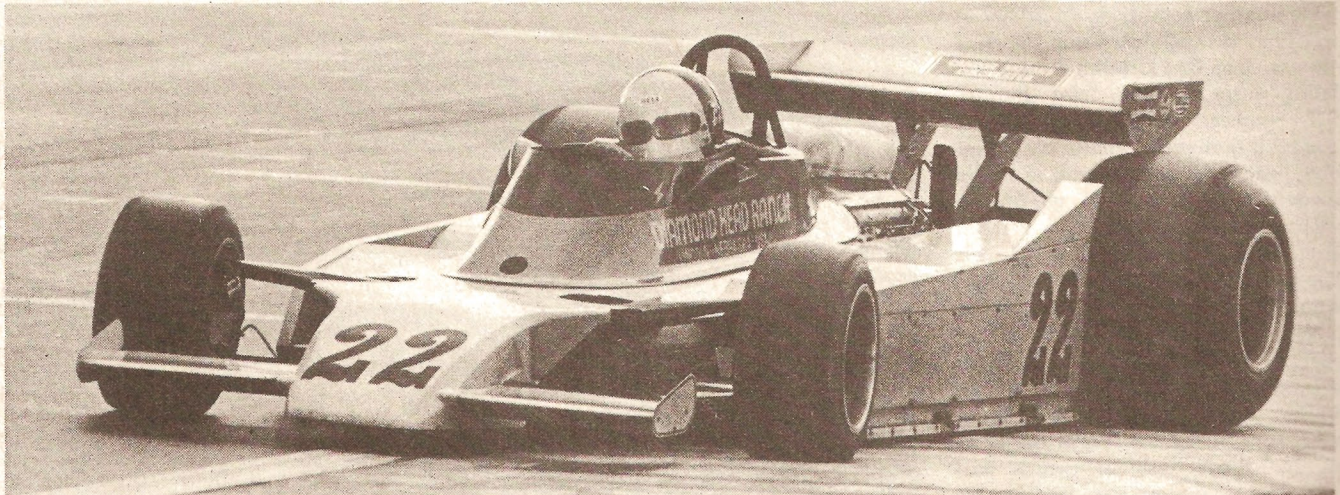
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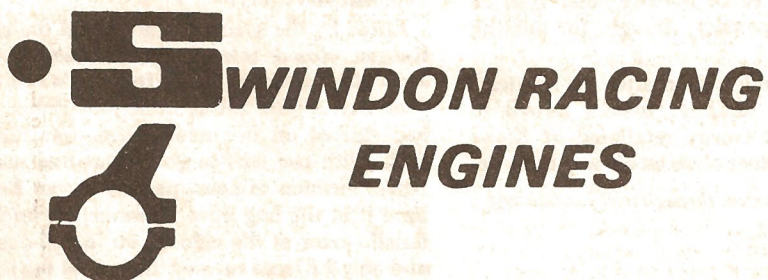
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Team Surtees would like to thank the following for their support

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P.S. Well done Rupert, a worthy Aurora champion



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continued

ENTRY & PRACTICE

Although rumours were rife in the week preceding Silverstone that the entry list would contain a number of intriguing changes, the 17-car field which assembled was basically unchanged, but for Geoff Lees's appearance in the Hi-Line Wolf WR4, previously driven by David Kennedy and Valentino Musetti. Discussions between Guy Edwards and Charles Clowes Racing, with a view to the Mopar team leader taking over Ricardo Zunino's Arrows chassis had been terminated and Desiré Wilson's possible Surtees drive also fizzled out despite lengthy negotiations. Several drivers expressed delight as to Zunino's auspicious Grand Prix debut in Canada, feeling it reflected directly on the standard of competition at the head of the Aurora AFX championship table and, naturally one or two are hoping to join the Argentine in the near future.

Incredibly, with 14 gruelling races behind them, three men came to the final Aurora round with a chance of taking the title. David Kennedy, pacemaker for much of the season with the Wolfrace Wolfs; Emilio de Villota, whose Madom Lotus had enjoyed a healthy advantage with four races remaining, and Rupert Keegan, leader of the Charles Clowes Arrows team, who had won each of the five races he had finished, yet never led the race for the crown due to accidents or mechanical failure in the remainder. The Irishman, with a seven point cushion over Keegan, needed six points from the weekend to assure himself of the honours regardless, leaving Rupert and Emilio with much to do.

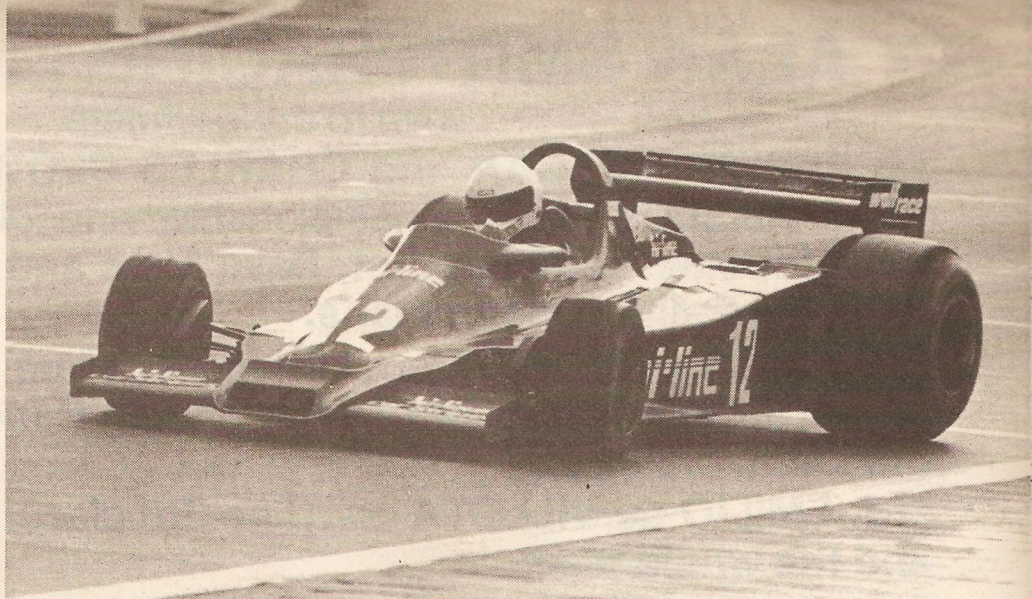
Yet surprisingly, the two points awarded for pole position looked like eluding all three after the first practice session for Snetterton star Gordon Smiley was fastest, and conclusively so, in the amazing Surtees TS20+. What is more, the timekeepers recorded David Purley second quickest, some 0.67sec slower but still four hundredths better than Kennedy could manage in the 'interim' ground effects Wolf WR6.

Smiley was a revelation in the Surtees which really came into its own on the vast expanses of the Northamptonshire circuit. "The time wasn't that exceptional," offered the Texas-based Nebraskan, "I reckon mid 16s are on without too much problem this afternoon." The second session did not go quite so well though. Allegations from a couple of teams that the Surtees *equipe* were using specially treated tyres were dispelled and Pete Briggs's crew decided to try the chassis on the harder G54 compound rubber under the supervision of works development engineer Ken Sears. Towards the end of the session, just as Keegan and Kennedy were launching their final bids for pole, Gordon was given the G50s again and for the final 15mins of practice it was anybody's guess as to who would get the pair of bonus points.

First Kennedy, then Keegan bumped Smiley from the pole and they counter-attacked in turn thereafter. All looked to be sealed in favour of the Dubliner on 1:17.9 when Rupert put in his successful flier. Gordon was not finished and retorted (according to the Surtees timing gear and that of Melchester Racing) with a time one hundredth slower than Keegan even though the official version put him a similar margin down on Kennedy, third fastest overall — a fine effort from the Foxjet-supported American.

Keegan's pole position was equally well deserved for the *Penthouse/Rizla/BAF* driver had to contend with persistent brake problems once more throughout practice. Not only were the brakes fading alarmingly but tyre stagger upset the balance of the Arrows for much of qualifying day. Rupert took out Zunino's regular chassis for the first half hour of the opening session (Bob Evans had tried the car during testing) but reverted to his own, finding the T-car rather heavier to drive owing to greater castor angles. The Londoner was having to pump the brakes with his left foot each of the five major corners to maintain the pedal but this situation was improved for the second period for which the gear ratios were lowered, Stowe being "marginal" in fifth. His charge was timed to perfection and his final lap "would have been a 16.8 for sure" had not Lees and Brian Robinson held him up slightly. Nevertheless, it was round one to Keegan and his deficit to Kennedy was now a mere five points.

The Wolfrace Wolf driver, by way of contrast, reeled off 62 laps in qualifying (only Bernard de Dryver and Giacomo Agostini completed more) devoid of mechanical problems, his grid time being on a par with his fastest laps in pre-meeting testing. The Alan Smith-prepared DFV in the back of the Theodore Racing Wolf sounded crisper than ever, David howling round the 2.93-mile circuit troubled only by the dreaded tyre stagger gremlin. The Goodyear tyre problems were shared by most of the teams, mismatched diameters being the most common complaint — the unofficial record being a 3ins stagger on the rear of David Purley's Shadow! Kennedy surmounted the problem



In many eyes, the best performance came from Geoff Lees, complete with Simpson helmet, in Wolf WR4.

with time to spare and, although he was unable to wrest pole, his tactics were well planned. "We'll play it to win", quipped the flame-haired Dubliner.

These first three, incidentally, would have qualified for the British Grand Prix, despite their wooden tyres, since all bettered Hector Rebaque's time last July of 1:17.33.

Fourth place on the grid was poor reward for Purley after his fabulous first session time. The works Shadow in its dark blue livery looked prettier than ever, a bright yellow nose and wing changing its appearance somewhat, in deference to the support of Aurora AFX who joined Lec Refrigeration as co-sponsors of the venture in a late deal for the benefit of the television viewers. New flip-ups in front of the rear wheels were built in after Snetterton, otherwise the ex-de Angelis machine remained unchanged. Purley managed 1:18.3 in testing and was under this straight away in the first session. Unfortunately, the team lost their way a little later on, struggling to balance the chassis around a G54 tyre which precluded further improvement. The Onyx Race Engineering crew changed an engine between sessions but were well pleased with David's progress as he had lapped 2.3secs faster than his personal best in the Lec at the fateful GP meeting in 1977.

The first of the Mopar-Fittipaldi, that of Guy Edwards, occupied the inside third row position after practice. Edwards pressed his T-car into service in the afternoon for direct comparison between wings and spring settings. The rarely used spare featured an interesting centre post wing as opposed to the cross tube arrangement on the regular car which he opted for eventually. The Mopar-Harksound Fittipaldi of Bernard de Dryver qualified two rows farther back, the Belgian complaining of a down on power engine, "a small valve unit". Bernard did not try the alternative wing which produces slightly less downforce apparently. Guy summed the whole situation up very simply — "we need new cars".

The Melchester-run Arrows of Neil Bettridge shared Edwards's row. The Melksham driver, whose machine was supported by IPC Video (who offer a range of motor racing tapes in their extensive home-viewing range) in addition to Avonridge Construction on this occasion, had eliminated most of the braking problems in testing on Tuesday but was unlucky to have an engine blow in the first session on Saturday. Charles Clowes loaned the team a spare unit with 300 miles on the clock and thereafter tyre growth was the major problem, throwing the gearing out as the rubber reached working temperature.

The third title aspirant, Emilio de Villota, was placed alongside Geoff Lees on the fourth rank of the grid after qualifying. The whole week had proved bitterly disappointing for the Madom team, de Villota's best time on Tuesday (1:17.9) being quite beyond his reach come the official sessions. High speed understeer was the initial worry added to which an electrical short circuit kept causing the engine to cut out, hindering the Spaniard still further. The Madom team's Alan Smith engine was installed for the race to replace the unit run in practice and found to be 500revs down.

Resplendent in an immaculate new set of bodywork, and painted in a deep lustrous red rather than the drab black of Kennedy's car, Lees's Wolf had a troubled first session due to poor tyres and differential problems which made it difficult to turn into corners. The Theodore mechanics went a little too far on the Salisbury unit's adjustment which led to excessive wheel-

spin but the old car was phenomenally quick in a straight line and through the Woodcote chicane. By the race morning warm-up Lees was really flying.

Giacomo Agostini, 12th fastest, had spent much of his Friday test session running in a new cwp and understeer was his only worry during practice. The Bracey-Price Motorsport men gradually ironed this out although, unlike the majority of race cars, the front anti-roll bars of a Williams FW06 cannot simply be varied by means of a slide and drop link set-up — they have to be changed completely which takes time.

Two more non-ground effects cars comprised the seventh row of the grid. Desiré Wilson was the quicker driver, the South African lady going particularly well in the morning session, her Melchester Tyrrell bearing the logos of *Jobs Weekly* magazine, sponsoring her on a one-off basis but with a view to continuing in 1980. Des suffered a faulty metering unit in the second session so she stopped 15mins early rather than pointlessly wear out the tyres. Needell, back in Graham Eden's Durex Chevron and enjoying himself immensely, clipped a couple of seconds from his testing best in the first period only for a lower wishbone to pull out from the tub after only eight laps in the second.

Aurora F2 champion Norman Dickson, having won the golf tournament which he did in preference to the Snetterton round, was comfortably quickest of the four 2-litre runners who occupied the next two rows of the grid. His characteristically tidy Colin Bennett Racing March 792 was using a number of works tweaks, notably the very narrow wing which enabled the driver to balance the car without nose fins. Running softer springs than before to cancel out understeer, Dickson was looking good.

A big surprise was the appearance of Brian Robinson in the ex-Gaillard/Devaney Chevron B48 in the afternoon session. In a big effort to retain his second position in the F2 category, Brian had acquired the car by courtesy of Amco Racing's Bob Howlings. He ran his clutchless B42 in the early session — the new car hadn't arrived — but gleefully switched to the yellow machine later on, and was thrilled to bits with it. Hervé Regout, backed by Sarome lighters, was happy with the Harksound Chevron while Kim Mather's underpowered Pontins March-BDG spun into the Club catch fencing midway through the second session. Two weeks of solid work by Robin Smith saw Richard Jones take the final place with their rebuilt Surtees, understeer causing most of his problems.

QUALIFYING

Rupert Keegan (GB)	F1 Arrows FA1/5A	1:18.29	1:17.07
David Kennedy (IRL)	F1 Wolf WR6	1:18.06	1:17.19
Gordon Smiley (USA)	F1 Surtees TS20	1:17.35	1:17.20
David Purley (GB)	F1 Shadow DN9/3B	1:18.02	1:18.79
Guy Edwards (GB)	F1 Fittipaldi F5A/3	1:18.28	1:19.08
Neil Bettridge (GB)	F1 Arrows A1	1:18.36	1:20.54
Emilio de Villota (E)	F1 Lotus 78/15 'B'	1:18.69	1:18.75
Geoff Lees (GB)	F1 Wolf WR4	1:18.99	1:18.80
Bernard de Dryver (B)	F1 Fittipaldi F5A/2	1:19.21	1:18.95
Giacomo Agostini (I)	F1 Williams FW06/001	1:19.58	1:19.93
Desiré Wilson (ZA)	F1 Tyrrell 00B/3	1:20.19	1:20.41
Tiff Needell (GB)	F1 Chevron B41/1	1:20.65	1:22.06
Norman Dickson (GB)	F2 March 792/20 'B'	1:22.43	1:22.54
Brian Robinson (GB)	F2 Chevron B48/08*	1:25.24	1:23.49
Hervé Regout (B)	F2 Chevron B42/9 'B'	1:23.88	1:24.46
Kim Mather (GB)	F2 March 772P/782 U1	1:24.82	1:24.43
Richard Jones (GB)	F1 Surtees TS19/04	1:26.13	1:24.61

NB: Keegan also used Arrows FA1/3A in first session (1:19.07) and Edwards also ran Fittipaldi F5A/4 in second session (1:18.53).
*Robinson recorded first session time in his regular Chevron B42/19 before switching to the latest chassis.

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continued
RACE

The brief morning warm-up session passed without major incident which is more than can be said for the F3 event the 35-lap Bradford & Bingley trophy race for the Aurora competitors. Despite the earlier debacle the organisers did well to get the feature race under way just under 45mins behind schedule. Three reconnaissance laps on the drying track were sufficient to convince everyone to run on slicks, some changing on the grid while others preferred to pit. The final lap under the green flag followed the countdown after which the grid reformed for the 'traffic light' start, Kennedy strangely stopping a few feet forward of his correct line, and on a fairly dry patch of road too.

Judging the lights and his revs perfectly, David hurtled away from the line, the black Wolf leaving Keegan's Arrows in its wake as Rupert battled with the puddles near the pit wall. Smiley moved swiftly alongside Keegan but settled for third at Copse while, further back, de Dryver had made a great getaway in second gear to avoid a wheelspin, and was past Lees and de Villota almost immediately. Geoff was in no mood to hang around, however, and to commentator Neville Hay's amazement took the Fittipaldi driver back at Becketts with two wheels on the grass.

Down the Hangar Straight the field fanned out with the Wolf three or four lengths clear of the pack led by Keegan with Smiley essaying to pass on the inside. So much quicker on the long straight, the American used Rupert's tow to the full, diving out of Keegan's slipstream into the apex of Stowe and claiming second place in a brave manoeuvre so early on. In fact minute contact was made for a front wheel weight flew off the Arrows, causing a vibration to set in, but already prospects were looking good for a fine encounter.

It took Smiley until Club to latch onto Kennedy with Keegan right there too. Up the hill through the left hand kink at Abbey they snarled as one, Gordon and the Arrows driver sailing serenely by Kennedy as they approached the Daily Express bridge the Surtees safely in the lead as they turned into chicane. Behind them Purley and Lees had Edwards in tow, then came de Dryver, de Villota, Bettridge, Needell, Regout's little F2 car after a splendid start, Dickson, Agostini, Jones, Desiré ("I was over cautious"), Mather and Robinson.

By Hangar straight, Smiley was under attack from both sides, Kennedy briefly grabbing second again as Keegan got a bit out of line. Lees was now up to fourth ahead of Purley and making a great effort to stay with his Theodore Racing team-mate up ahead. The Lec Shadow driver now had Edwards to contend with, while de Dryver and the Madom Lotus were hanging on too, having extended a gap to Needell and Bettridge. Desiré's Tyrrell lost fourth gear on the second lap, so Stowe and Club had to become third

Aurora Champion Rupert Keegan passes the immobilised Lotus of one of his rivals Emilio de Villota.

gear bends as fifth was too high for either. Agostini had strayed onto the very wet line a couple of times and dropped to the tail of the field, from where he started to ascend the lap chart almost immediately, as the circuit dried.

Keegan attacked Smiley again and again, sneaking by at Abbey for a moment, only to be denied at the chicane and now Lees was well and truly involved in the lead battle for he had dropped Purley completely (although the Shadow driver's best race lap proved to be third fastest). On lap 6 Edwards took the Shadow at Club and had a couple of lengths' advantage by Woodcote before he got a wheel on a wet patch off-line, clambered over the kerbing on the outside of the chicane, and pirouetted across the track in David's path. Purley could do nothing but slam on the brakes, stopping inches from Guy's gearbox but both cars had stalled and refused to restart. Marshals eventually dragged the hapless pair clear, but by the time they got going again, still together, another lap had passed. Trading places continually they climbed to eighth and ninth at the flag, Purley lapping with great gusto.

On the following lap, Smiley lost grip momentarily while exiting the chicane, and took to the ribbed kerbing past the pits. In a flash Keegan was through. Smiley clung tenaciously to the Arrows though, and nipped past for a few seconds at Club but it was Rupert who emerged from under the bridge with the advantage once more. Lees's presence urged Kennedy on and the first four cars closed to being equidistant at two lengths apart by Stowe on lap 9. De Dryver had fallen some way back in fifth place, while the lacklustre de Villota fell further off the pace by the lap. Indeed, as the Spaniard, who had looked uncomfortable from the start, entered the chicane for the 11th time, he lost the Lotus, skated through some bollards and abandoned it, with a dead engine, in the central area, any vague hopes of the championship vanished.

The very next lap was the decisive one. Smiley, knowing he had the quickest car on the faster parts of the track, decided he had had enough of chasing Keegan and consequently waved Kennedy through on the entrance to Stowe, offering no resistance whatsoever. As Lees pounced on the Surtees from behind they both chased Keegan and Kennedy through Club and up to Abbey, where the white Arrows was gently nudged by Brian Robinson's Chevron as it was being lapped. Kennedy was absolutely determined to take the lead from his adversary, even though yellow flags were out at the chicane, and boldly held the inside line, getting about half way alongside Rupert as they lapped Jones's Surtees. As Keegan positioned himself on the correct line to turn in, David's left front wheel tangled with Rupert's rear right, the Arrows skipped a few inches into the air at the back and both cars spun in unison. Kennedy was unfortunate to enlure the Wolf in the catch fencing with only slight damage to the nose, while Keegan managed somehow to miss not only a couple of layers of wire mesh but also the stricken yellow Lotus, which the marshals had just finished moving, with scant inches to spare.

In the confusion Smiley had backed off just sufficiently for Lees to rocket through, the race's

fourth leader. Although Geoff arrived at Becketts first, it was Smiley again at Stowe. But Rupert was recovering from careering through the chicane — an action which normally carries a 10sec penalty. With Kennedy out, where did this leave the championship situation? Rupert, five points behind at the start, needed to finish second to tie the series up. Surely he couldn't catch Lees and pull 10secs out? De Dryver, in fourth place, was in no position to challenge him from behind.

Within four laps Keegan was back to 2secs behind Lees, frantic pit signals from his pit informing him of the possible penalty, should it be invoked. The car seemed to be handling properly so there was everything to go for. With 15 laps remaining the red Wolf and the Penthouse/Rizla Arrows were together, Lees having to relinquish his place in the Surtees's tow as his tyres began to go off.

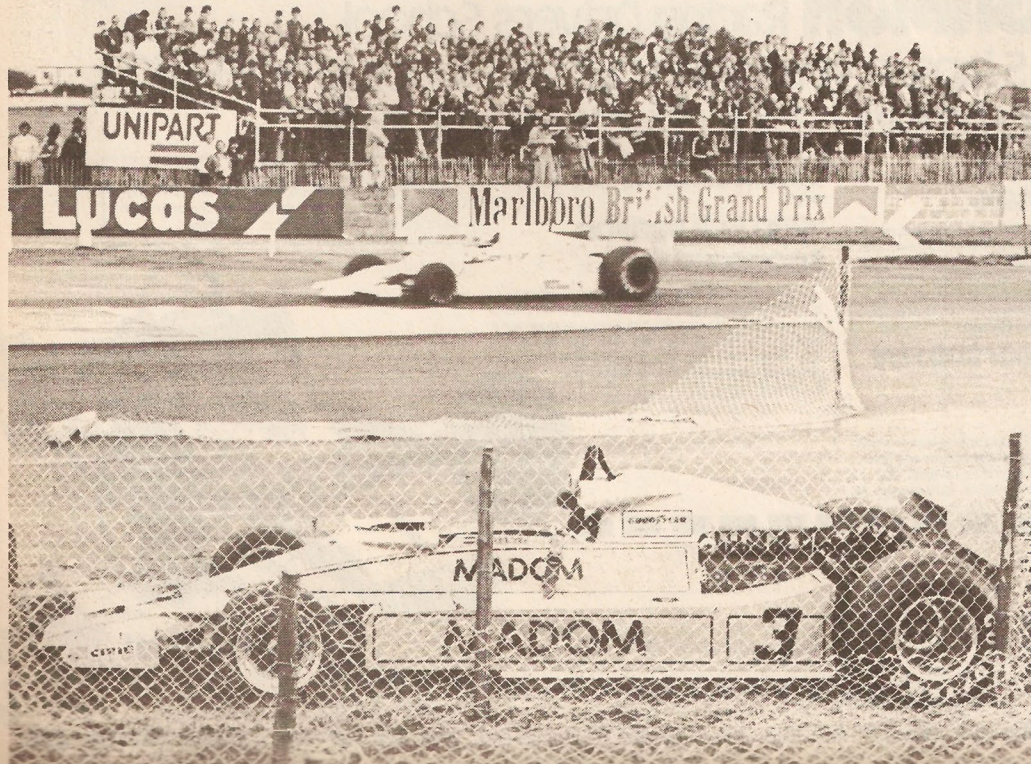
Down the field behind de Dryver, tending to be over-between Keegan and the clock or so it seemed — Desiré Wilson had done an excellent job with the ailing Tyrrell, fighting it up the order to seventh place where she was gaining rapidly on the tussle between Needell and her team-mate Bettridge. The problem of actually passing them never arose for Neil clipped the Chevron at the chicane and they both spun. Both cars restarted but Mrs Wilson was long gone. Hervé Regout had led the F2 initially but a couple of trips through the chicane before he lost fifth gear left Norman Dickson with no opposition. The Scot reeled off the laps and was a minute ahead of Robinson, the only other finisher after Mather's spark box failed on the circuit.

Smiley, with 8secs in hand drove steadily onward towards the flag, his lines smooth and conservative, his gearchanging slow and precise. After all his hard work in the first half of the race he was not going to throw it away now. Gordon sailed on to a superbly calculated victory (the third ever for the works Surtees F1 team — remember John Surtees at the 1970 and 1971 Gold Cup meetings?) and a tumultuous welcome from the appreciative Silverstone audience.

The final run-in for the championship, though, was still reaching its climax on the circuit. With only five laps remaining, Lees had hauled back a 4.5sec deficit to just 3.2secs. If Keegan was to be penalised 10secs for failing to negotiate the chicane (and his pit crew were still signalling him to that effect) four points for third place would not be enough to clinch the Aurora title. Lees's tyre problems worsened dramatically in the closing laps however and Keegan had soon built his advantage up to over 8secs. Two laps remained; could Rupert do it, or would the championship slip from his grasp and back into Kennedy's pocket?

Half way round the penultimate lap everything looked safe for a gap of 10.25secs was recorded. Surely, it was all over. No, for the white Arrows hurtled into the chicane at the end of that lap much too fast and slid very wide on the exit — about a second was lost. In those final few laps Rupert was casting fate to the wind, for there was always the bonus point for fastest lap available. Everything could rest on that and the winner had held it for most of the race. After what seemed an age Keegan took the flag and the stopwatch ticked until Lees crossed the line — 9.87secs, what would be the verdict?

No official notification of any penalty for Keegan was given and, to cap it all, his late charge had earned him the fastest lap anyway — the 1979 Aurora title was Rupert Keegan's after all.



Aurora AFX Formula 1 Championship, round 15
Silverstone, October 7
35 laps — 102.62 miles

- 1, Gordon Smiley (3.0 Surtees-Ford/Cosworth/Swindon DFV TS20), 48m 07.14s, 127.96mph;
- 2, Rupert Keegan (3.0 Arrows-Ford/Cosworth/Alan Smith DFV FA1), 48m 14.22s;
- 3, Geoff Lees (3.0 Wolf-Ford/Cosworth/Alan Smith DFV WR4), 48m 24.09s;
- 4, Bernard de Dryver (3.0 Fittipaldi-Ford/Cosworth/Hesketh DFV F5A), 48m 53.30s;
- 5, Desiré Wilson (3.0 Tyrrell-Ford/Cosworth/Alan Smith DFV 008), 34 laps;
- 6, Tiff Needell (3.0 Chevron-Ford/Cosworth/Swindon DFV B41), 34 laps;
- 7, Giacomo Agostini (3.0 Williams-Ford/Cosworth/Hesketh DFV FW06), 34 laps;
- 8, Guy Edwards (3.0 Fittipaldi-Ford/Cosworth/Hesketh DFV F5A), 34 laps;
- 9, David Purley (3.0 Shadow-Ford/Cosworth/Euroracing DFV DN9), 34 laps (inc 10sec penalty);
- 10, Norman Dickson (2.0 March-Hesketh/Hart 792), 33 laps;
- 11, Brian Robinson (2.0 Chevron-Hart B48), 33 laps;
- 12, Neil Bettridge (3.0 Arrows-Ford/Cosworth/Alan Smith DFV A1), 32 laps, not running at finish;
- 13, Richard Jones (3.0 Surtees-Ford/Cosworth/Robin Smith DFV TS19), 32 laps.

Fastest laps: F1; Keegan, 1m 19.45s, 132.85mph; F2; Dickson, 1m 24.50s, 124.91s. Both establish records for respective classes running on Aurora regulation tyres.

Retirements: Bettridge, 32 laps, broken rear top link; Hervé Regout (2.0 Chevron-Hesketh/Hart B42), 24 laps, gearbox; Kim Mather (2.0 March-Ford/Richardson BDG 772P/782), 23 laps, spark box; David Kennedy (3.0 Wolf-Ford/Cosworth/Alan Smith DFV WR6), 11 laps, accident; Emilio de Villota (3.0 Lotus-Ford/Cosworth/Alan Smith DFV TS), 10 laps, spin, could not restart.



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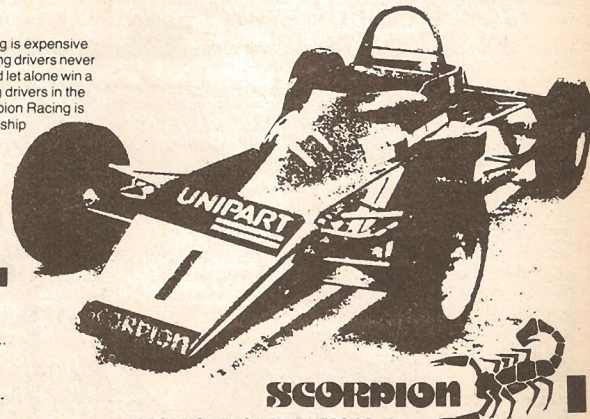
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Après le deluge

Race stopped after chaos at Woodcote — Johansson confirmed as winner, Thackwell second — Report: JEREMY SHAW.

Amid a cloud of controversy and after a sudden and violent rainstorm had reduced almost the entire Vandervell Formula 3 field to a mass of tangled wreckage, the Marlboro Racing with Derek McMahon March 793 of Swede Stefan Johansson was declared the winner of last Sunday's spoiled and shortened race. The event was started in dry conditions, albeit with dark clouds approaching, and the first spots of rain began to fall out at Stowe Corner as the leaders were on their sixth lap. Within a further three laps, the entire circuit had been soaked — conditions getting worse by the minute — but it was not until the end of the 13th lap, when virtually the entire field had skidded off the circuit, including no fewer than nine at Woodcote, that the farce was finally stopped.

In those conditions, and on slick racing tyres, there was little doubt that the cars were totally undriveable. Roberto Guerrero, for example, was one of the leading runners to end up in the catch-fencing at the chicane and he described his part as follows: "I saw that the yellow flags were out (other cars having already spun) and I knew that conditions were bad, so I slowed right down. But when I try to turn into the corner — nothing. I tried to brake — nothing happened. There was nothing at all that I could do . . . !" Most of the others involved spoke in similar terms — remember these were experienced drivers, most of them used to racing in wet conditions — and they were virtually unanimous in stating that they thought the race should have been stopped earlier.

ENTRY & PRACTICE

The penultimate round of the Vandervell British Formula 3 Championship attracted a good entry of 28 cars, all but four of them arriving for the two practice sessions on Saturday. The first session was of one hour's duration, giving everyone plenty of time to attune themselves to the 2.932-mile Grand Prix circuit, although it was in the afternoon's 30mins practice that virtually everyone set their fastest time. Actually, the morning period was rendered pretty well useless when the engine in Mike Thackwell's works-run March 793 let go in the biggest possible way as he accelerated away from the chicane, leaving a large oil slick all the way around Copse!

Up until then, though, the young Kiwi had been reducing his times very nicely and looking set to reproduce his performance at the British Grand Prix meeting. A tenth quicker in that morning practice, however, was another very talented young driver — and a British one at that, even if he does come from Ulster! — Kenneth Acheson. Last season's triple-Formula Ford champion looked very confident in the way that he hurled his RMC Group March around the fast corners of Silverstone. Acheson was certainly determined to make pole and, sure enough, he clipped another couple of tenths from his morning time to claim that position for the race, well under his own record of 1m 27.06s.

Despite having a brand new engine fitted for the second session, Thackwell set second best time, his car bearing new-found allegiance with David Clark Cars and Riva Watches now that Michael Roe has returned to Ireland, and was confident for the race.

"The car was very good on Tuesday," reported Stefan Johansson at lunchtime on Saturday, "but we found a crack in the gearbox casing just as we were about to go out for unofficial testing yesterday afternoon, so I had to run in new discs and brake pads during this morning's session. And then, just as I started to go quickly, Thackwell blew his engine . . ." The personable Swede had recorded an incredible 1:26.5 during testing and, in the second official practice, he came within three tenths of that to gain himself a place on the front row.



Before the downpour — Stefan Johansson leads Kenneth Acheson and Mike Thackwell, all in Marches.

F3 VANDERVELL CHAMPIONSHIP SILVERSTONE 19

QUALIFYING

Kenneth Acheson (GB)	March 793	1:26.93	1:26.71
Mike Thackwell (NZ)	March 793	1:27.08	1:26.84
Stefan Johansson (S)	March 793	1:28.33	1:26.86
Andrea de Cesaris (I)	March 793	1:27.53	1:26.96
Francisco Serra (BR)	March 793	1:27.72	1:27.21
Eddie Jordan (IRL)	March 793	1:28.35	1:27.31
Roberto Guerrero (COL)	Argo JM3	1:28.41	1:27.61
Brett Riley (NZ)	March 783/793	1:29.16	1:28.08
Eliseo Salazar (RCH)	Ralt RT3	1:28.62	1:28.42
Rob Wilson (NZ)	March 783/793	1:28.75	1:28.48
Bernard Devaney (IRL)	Chevron B47B	1:29.87	1:28.81
Fermin Velez (E)	March 783	1:28.07	1:30.51
Bengt Tragardh (S)	Ralt RT1	1:29.68	1:28.90
Trevor Templeton (GB)	Ralt RT1	1:29.19	1:29.00
Mike Blanchet (GB)	Lola T672	1:30.73	1:29.53
Placido Iglesias (BR)	Ralt RT1	1:30.01	1:29.79
Ian Flux (GB)	March 783/793	1:30.47	1:29.94
John Lewis (GB)	Chevron B47B	1:31.05	1:30.42
Ossamu Hatagawa (J)	Ralt RT1	1:31.42	1:30.88
John Bright (GB)**	Pilbeam MP44	1:31.69	—
Jon Hedstrom (S)	Ralt RT1	1:34.46	1:33.09
Gerry Amato (GB)*	Ralt RT1	1:39.57	1:36.97
Berioit Morand (CH)	Chevron B38	1:46.97	—
Paul Dalton (USA)**	Royale RP5	—	6:03.62

* practiced Ralt but raced March 773
** did not qualify
*** did not start

Andrea de Cesaris improved by over $\frac{1}{2}$ sec once a leaking shock absorber had been changed on his Marlboro Team Tiga March 793, while championship rival Chico Serra was only fifth fastest, despite trying both of his Sadia Racing with Project 4 Marches. "We can only assume that it must be the tyres, they're the only variable," asserted team manager Jimmy Tully.

Eddie Jordan continued his recent fully competitive showings by heading row 3 of the grid with his Marlboro/McMahon March, while Roberto Guerrero returned to the series with a rebuilt Argo JM3, having missed the Thruxton race last week due to a testing accident.

Bernard Devaney was using his usual Chevron once more, as the projected run in the March 803 fell through — apparently it didn't show up as well in testing as had been anticipated — while Bengt Tragardh continued his improving form by qualifying half-way up the field in his Meltonian Ralt.

Further back, Ian Flux frankly admitted his rustiness, especially through the fast corners, while poor John Bright never even made the race. His neat Pilbeam was badly damaged when a slow Formula Ford car put him off on Friday but some burning of the midnight oil saw him out for the first session only for him to overdo things at Club Corner and damage the wing and nose sections once more.

RACE

With the sky darkening and clouds moving threateningly towards the circuit, 22 slick-shod cars completed the first warm-up lap, although Trevor Templeton's Ralt was then pushed away with mechanical trouble, while Johansson's March was raised up on jacks on the front row of the grid. The track was still completely dry. Surely he wasn't going to risk a change to wet tyres? No indeed, the left rear tyre had developed a blister and so a new slick was fitted.

The March of Johansson made the best start from the outside of the front row, Stefan immediately cutting over in front of Thackwell before peeling into Copse Corner and taking away the lead from pole man Kenny Acheson. Thackwell made a big effort to pass Acheson at Becketts but had to switch his attention into conserving his second position from an attack by

Serra, who, in turn, was being pressed on both sides by Andrea de Cesaris and Bernard Devaney. The latter, however, lay on the tricky outside line and, unfortunately, the wheels of his Chevron became entangled with those of Jordan's March before catapulting the Irishman off into a horrifying roll, coming to rest upside down in the catch-fencing. Bernard was quickly able to extract himself unhurt.

At the end of the first lap, Johansson held a handy lead over the Acheson/Thackwell battle with Serra just holding off de Cesaris in fourth place. Brett Riley ran fifth with the faster of the Unipart Marches, although on lap 2, he tried to take Club a little quicker, and the car spun round, dislodging a brake pipe, so the Kiwi retired to the pits. By the fourth lap, de Cesaris had caught right up with Serra and actually forced his way by into Stowe Corner but, despite throwing the car sideways in an attempt to scrub off speed, the little Italian spun right in front of the Brazilian, who performed wonders to avoid him. The Marlboro March ended up in the catch-fences, while Serra lost only one place to Roberto Guerrero's Argo.

The race then began to settle down into a pattern, with Acheson trying all he knew to close the gap on the flying Johansson, Thackwell barely managing to keep in touch and then, some way back, Serra regaining his fourth place when Guerrero waved him through at the Woodcote Chicane. But Then, on lap 6, came the first spots of rain. The pace of the race immediately dropped but Johansson maintained his advantage as Acheson struggled on the increasingly damp track with his car which was running virtually no wing angle.

By lap 9, it was raining all round the track and cars were beginning to spin. Acheson found his car virtually undriveable but continued, thinking that the race would be stopped: Jordan spun at Copse, Salazar at Club and then Guerrero at Becketts, while Thackwell relieved Acheson of second place and Serra, driving magnificently, closed on the pair of them.

The track was well awash by lap 11 and competitive driving was virtually out of the question. Yet still there was no red flag. At the end of the 12th lap, all three leaders spun at the entry to the Woodcote chicane, Johansson and Thackwell able to continue but Serra ending up well enmeshed in fencing, while Acheson spun at Copse but also carried on.

It was chaotic. Cars were spinning all over the place, although most of the 'action' was reserved for Woodcote on the following lap when Johansson skated off again, Thackwell somehow scraped through, Acheson spun, Mike Blanchet's Lola aquaplaned helplessly off into Jordan's already damaged March along with Guerrero's Argo. There was, quite simply, nothing that the drivers could do in the conditions.

Finally, the red flag was shown — to the three cars that managed to survive — and the results posted as at 12 laps, when eight cars were still running, including Gerry Amato, who actually came into the pits and changed his March onto wet tyres, and Placido Iglesias (Ralt). These were the only two not to spin!

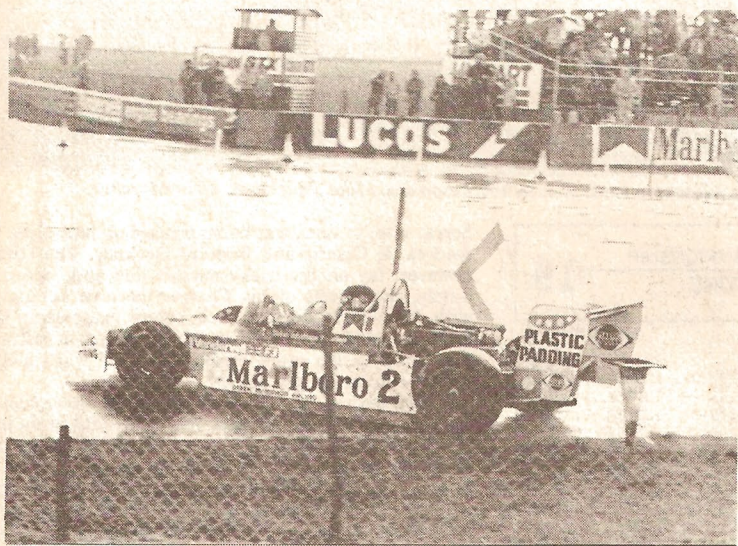
Vandervell British Formula 3 Championship, round 19 Silverstone GP, Sunday October 7 12 laps — 35.18 miles

- 1, Stefan Johansson (March-Toyota/Novamotor 793), 19m 02.27s, 110.8mph;
- 2, Mike Thackwell (March-Toyota/Novamotor 793), 19m 15.30s; *
- 3, Kenneth Acheson (March-Toyota/Novamotor 793), 19m 33.35s;
- 4, Mike Blanchet (Lola-Toyota/Novamotor T672), 19m 43.72s; *
- 5, Placido Iglesias (Ralt-Toyota/Novamotor RT1), 20m 42.45s;
- 6, Jon Hedstrom (Ralt-Toyota/Novamotor RT1), 21m 08.43s; *
- 7, Fermin Velez (March-Toyota/Novamotor 783), 11 laps; 8, Gerry Amato (March-Toyota/Novamotor 773), 9 laps. No other classified finishers.

Fastest lap: Acheson, 1m 27.38s, 120.80mph
* includes 10 second penalty for over-shooting the chicane.

Four minutes at Woodcote . . .

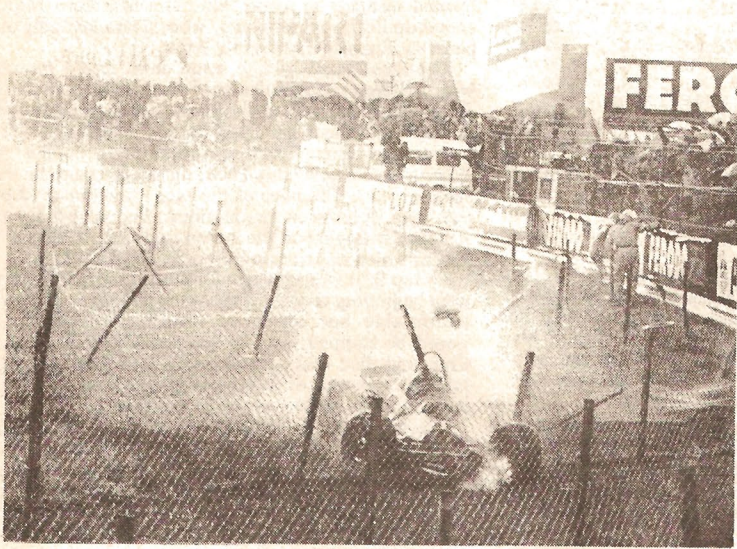
JEFF BLOXHAM was on the spot to record the carnage during the Silverstone F3 race.



1



2



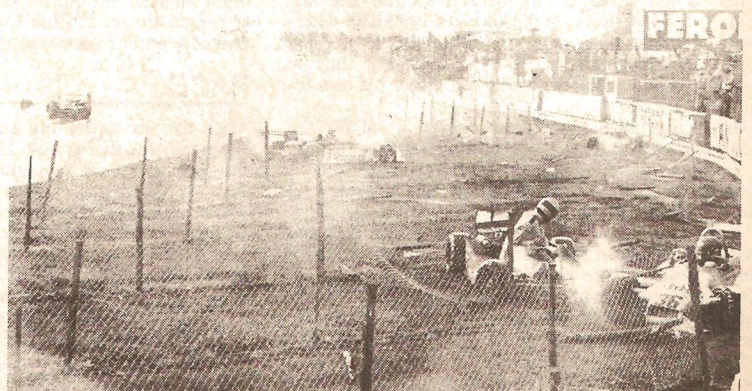
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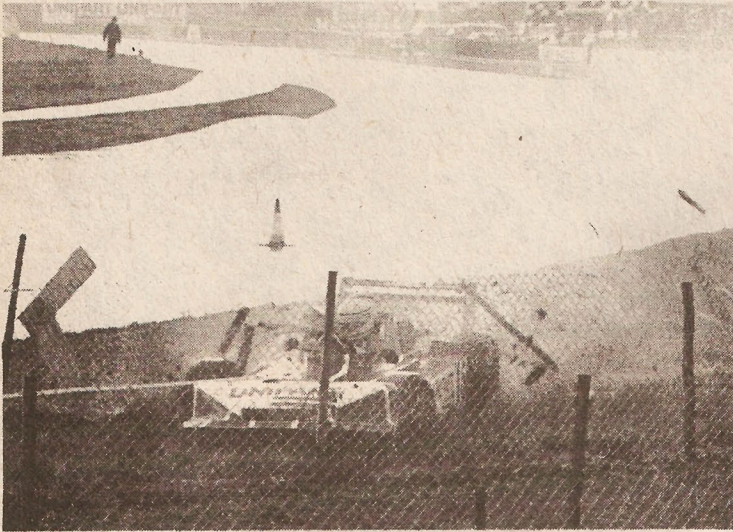
More than a thrill a minute! 1: Race leader (and eventual winner) Stefan Johansson spins his March, lap 12 — he recovered, and dropped the marker cone opposite the pits. 2: Johansson is joined by Mike Thackwell in the March formation dance team. 3: Several seconds later, as (in the background) Chico Serra is helped to safety by a track marshal after parking his March against the barrier, Roberto Guerrero's Argo mows down more catchfencing. 4: Guerrero prepares to eject, but changes his mind as he catches sight of Eliseo Salazar's Ralt ploughing towards him. 5: Guerrero seeks refuge back in the cockpit, as the Ralt collides with the sleepers and the Argo simultaneously. 6: Still keen to get out of the wreck, Guerrero again changes his mind as Eddie Jordan heads his way, while Kenny Acheson spins on the track itself — a novel approach. 7: As Jordan's March comes to rest, Guerrero finally sees his chance to vacate the cockpit. 8: Now Salazar and Jordan get the hell out — but it isn't over yet. 9: Next to visit is Ian Flux with his Unipart March. 10: Lap 13, and the winner (!), Johansson, rams the Sadia March of Serra. 11: In between the two piles of wreckage, Fermin Velez has spun off in his March — and now, at some velocity, Mike Blanchet runs headlong into the Guerrero/Salazar/Jordan scrapheap, knocking off Jordan's rear wing and sending it flying through the air. 12: The aftermath — seven severely damaged F3 cars in this shot alone.



7



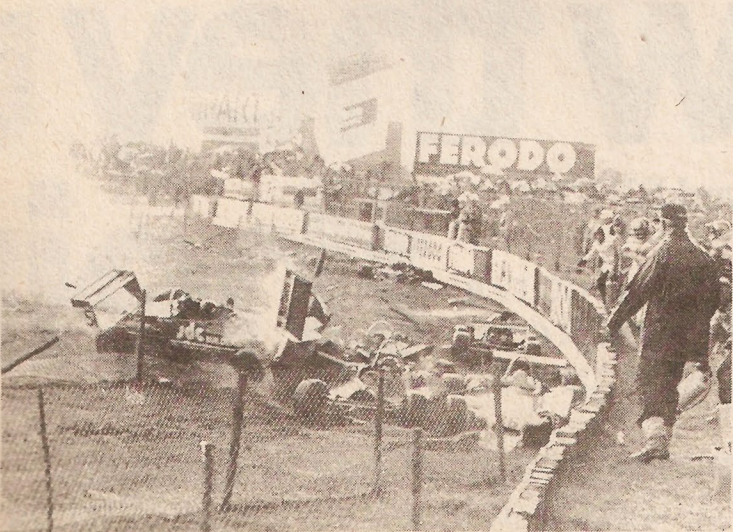
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12



They began by Now they use their

Rolls-Royce Motors have approved BP VF7 motor oil for use in their cars.

It goes without saying that Rolls-Royce do not give their approval lightly, particularly when it concerns the lubricant that will be required to protect the engine of the best car in the world.

So you can imagine the months of exacting tests to which VF7 was subjected. Tests that involved weeks of trials on the Continent, with the car covering 800 miles a day





testing our oil. use it to test cars.

at sustained high speed. That, however, proved to be just the beginning of the story.

Rolls-Royce are continuing to use VF7 in their development programme.

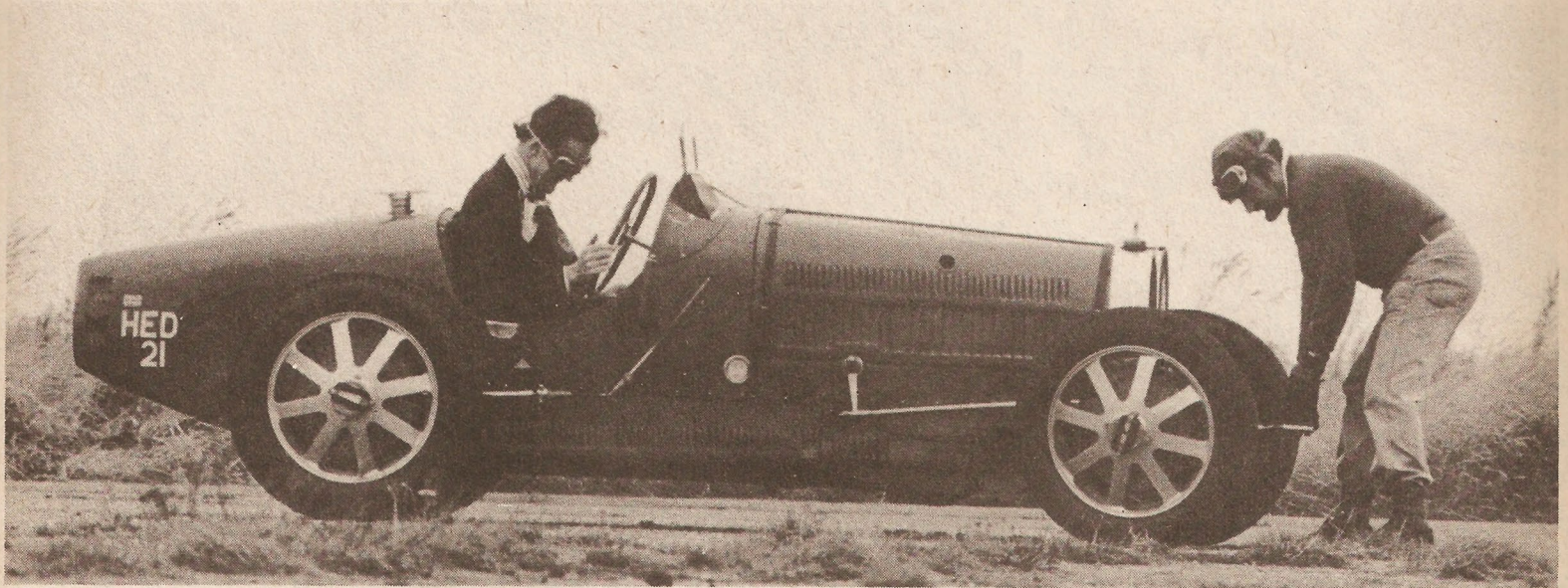
Only now, there's a difference. It's no longer the oil that Rolls-Royce are testing.

It's the car.



The Amazing Bugattis

To celebrate an exhibition about this famous family, the Technical Editor has driven some magnificent Bugattis.



All Grand Prix Bugattis were beautiful, but the early ones were the most beautiful of all — this is a Type 35.

The above title is being used for an exhibition at the Royal College of Art, next to the Albert Hall, between October 9 and November 18. It commemorates the work of Carlo Bugatti, furniture designer and silversmith, his sons Rembrandt, sculptor, Ettore, car designer and manufacturer, and his grandson Jean, car body designer.

To promote the exhibition, some lucky motoring writers were invited by the Bugatti Owners Club to drive the beloved and irreplaceable cars of their members. Naturally, one treated these priceless machines with extreme care: but, even so, it was possible to get the flavour. There was something of a queue for the more glamorous models but as I had recently been driving what is probably the most desirable Bugatti in captivity — of which more anon — I concentrated on

With a maximum speed of over 100mph, the performance of the Type 43 was simply sensational.

some of Ettore's earlier masterpieces.

Of these, the oldest was David Sewell's Type 23 which, for those not conversant with type numbers, means a small four-cylinder 1.5-litre car with a 16-valve engine. This model is usually called the Brescia, after a famous victory, though some purists keep that term for the short-chassis version and this one was longer, to carry a body with a small rear seat.

The design of the Brescia followed that of the 1913-14 eight-valve models fairly closely, the 16-valve engine appearing in 1919 with a bore of 65mm, later 68mm and finally 69mm, the stroke always being 100mm. The overhead camshaft was driven by a vertical shaft and bevel gears, attacking the valves through the famous banana-shaped tappets, the crankshaft running on ball races while the plain big ends were lubricated by

oil jets. As with virtually all Bugattis, the front springs were semi-elliptics and those at the rear reversed quarter-elliptics. Since this 1925 model was one of the last Brescias, it had front-wheel brakes with cable operation.

When I took my seat behind the wheel, I found that the gearlever was on the right, operating the 'wrong' way round like the Grand Prix models, but the accelerator was in the centre instead of outside the brake pedal. The little car was remarkably high-g geared, with a maximum speed of 65 to 70mph, and both the gearbox and the camshaft drive were somewhat audible. The steering was high-g geared, too, and gave a good sense of control, while the ride was not as choppy as I had expected, but the brakes were very gradual indeed. It was a fascinating wee car and I soon had the gearchange to my liking, after I had realised how little it was necessary to rev-up for the down-changes.

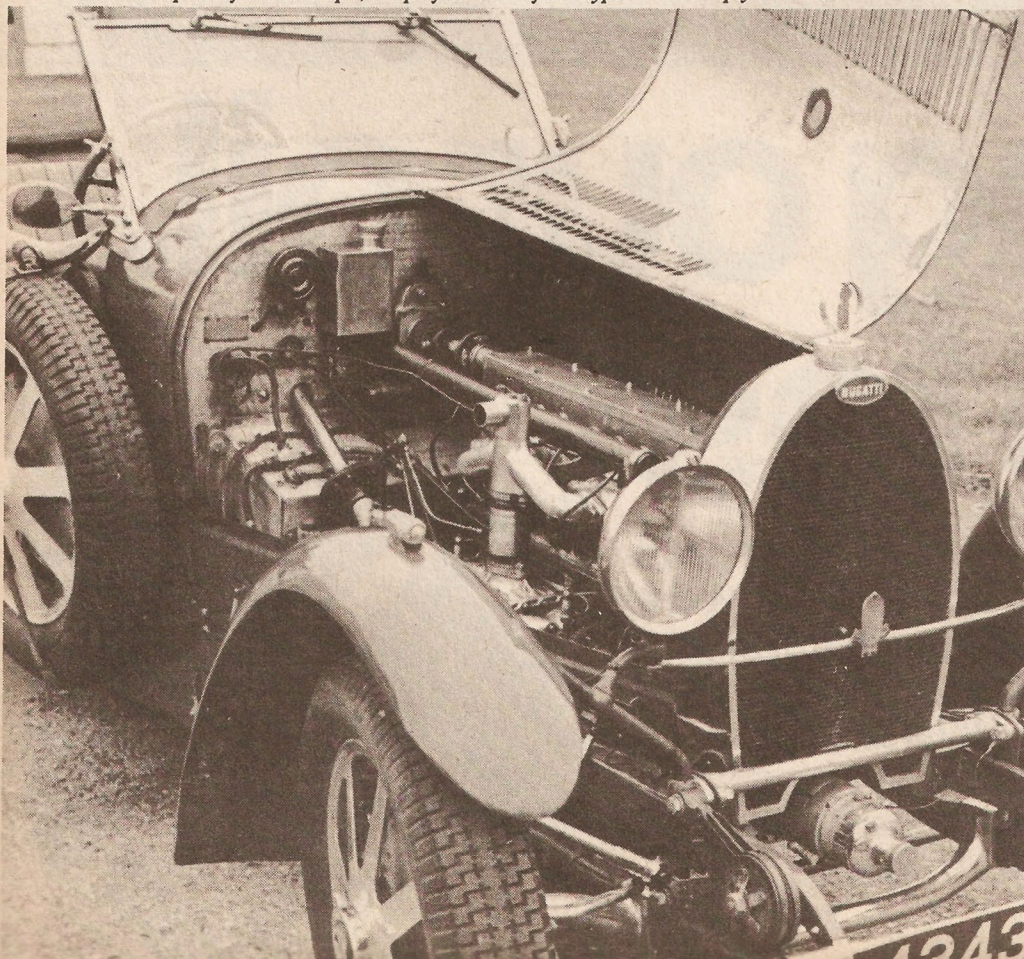
Type 43 was very, very Bugatti, by which I mean that it was a road-going sports car with a supercharged racing engine, like those of the Grand Prix models. I drove both Hugh Conway's and John Horton's 43s, of which the former had really superb brakes, though still cable-operated, while the latter was mechanically quieter. The engine was a straight-eight with two inlet and one exhaust valve per cylinder and roller bearings for the big ends. The very narrow sports body had a pointed tail, but it was possible to squeeze four enthusiasts into it at a pinch.

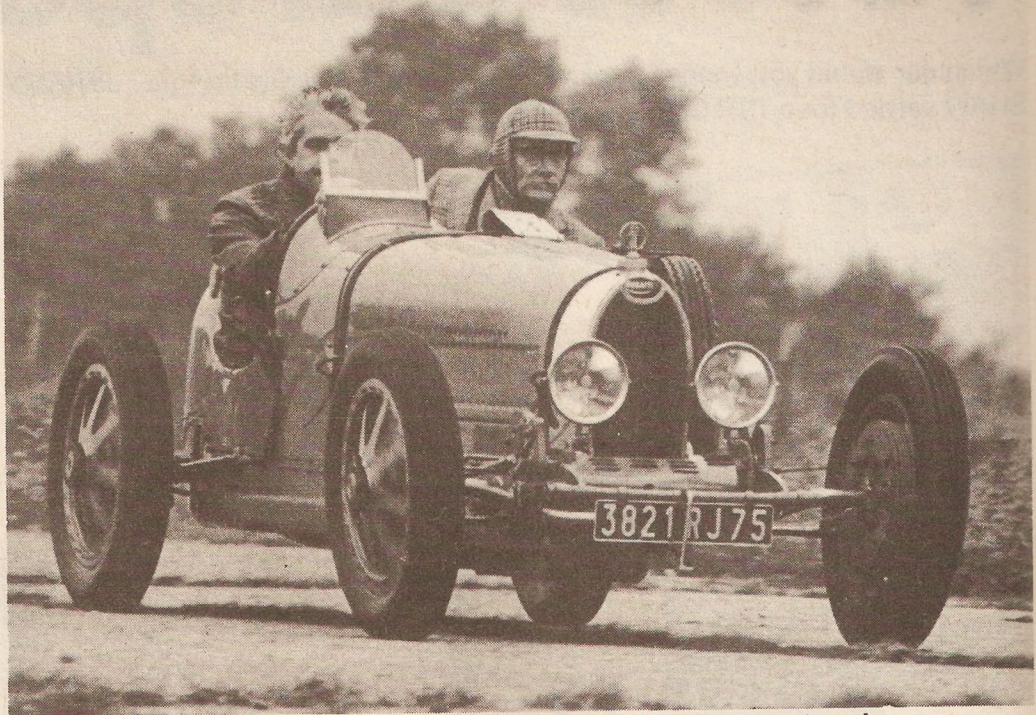
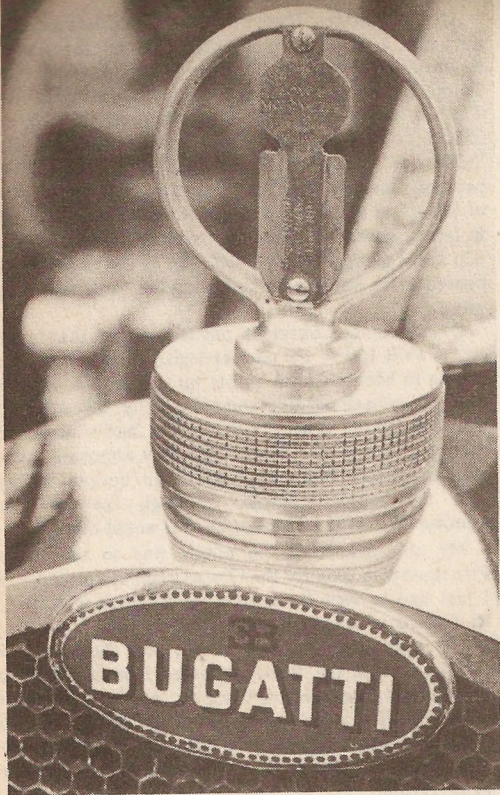
The gearchange was quite conventional in its pattern, with a central lever, but the multi-plate clutch tended to drag, making silent engagement of first gear at rest impossible. Once on the move, however, the gearchange was by no means difficult, but the flexibility of the supercharged engine and the light weight made the top gear performance quite remarkable. The steering was not light but very sensitive and direct, both cars cornering as if on rails, even over bumps. The Type 43 had fairly hard suspension but it was not intolerably so, and when revving hard there were all the right noises in abundance, with plenty of scream from the blower and all the straight-toothed gears.

With a maximum speed of over 100mph, the performance of the Type 43 was simply sensational in 1928, especially with an engine of only 2.3-litres.

Several versions of the Type 35 could be tried on an old airfield. This is the original Grand Prix model with the tiny radiator and aluminium-spoke wheels, and I chose the earliest type with the unsupercharged 2-litre engine, again a roller-bearing straight-eight. This one belonged to Barry Price and had the bicycle-thin, beaded-edge tyres, such as were fitted when the Type 35 first raced in 1924. All GP Bugattis were beautiful, but the early ones were the most beautiful of all.

Foot space round the pedals was very limited and the clutch felt as if it had no spring which, of course, it





Left: The badge of a remarkable family, noted not only for their cars. Right: the Type 35's ride is far from luxurious, but the cornering power is good.

hadn't, engagement being by centrifugal force on the toggles. The gear and brake levers were outside the cockpit on the right, the traditional place for a racing car, and once again I enjoyed that marvellous view down the louvred bonnet.

The unsupercharged engine had not the torque of the blown unit, so the gearlever had to be used, but it was a pleasure. The changes were as quick as the hand could move and somehow the reversed gate, with that satisfying pull back into third from top, seemed so exactly right. This was a real gearbox, with no synchromesh to spoil its perfect action and a splendid scream of straight pinions. The cornering power of the narrow tyres was greater than I expected, but they are now expensive and wear out rather quickly, especially at Prescott!

Much of the roadholding of a Grand Prix Bugatti comes from its very rigid chassis. The frame members are extra deep in the centre and, though they taper towards the front dumb irons, the rigidly mounted straight-eight engine braces them together most effectively. These cars won races against more powerful rivals because of their cornering and handling, which one can understand after driving them. Subsequently, I tried the mechanic's seat of another Type 35 and was reminded that the ride was far from luxurious, with short springs and friction-type shock absorbers.

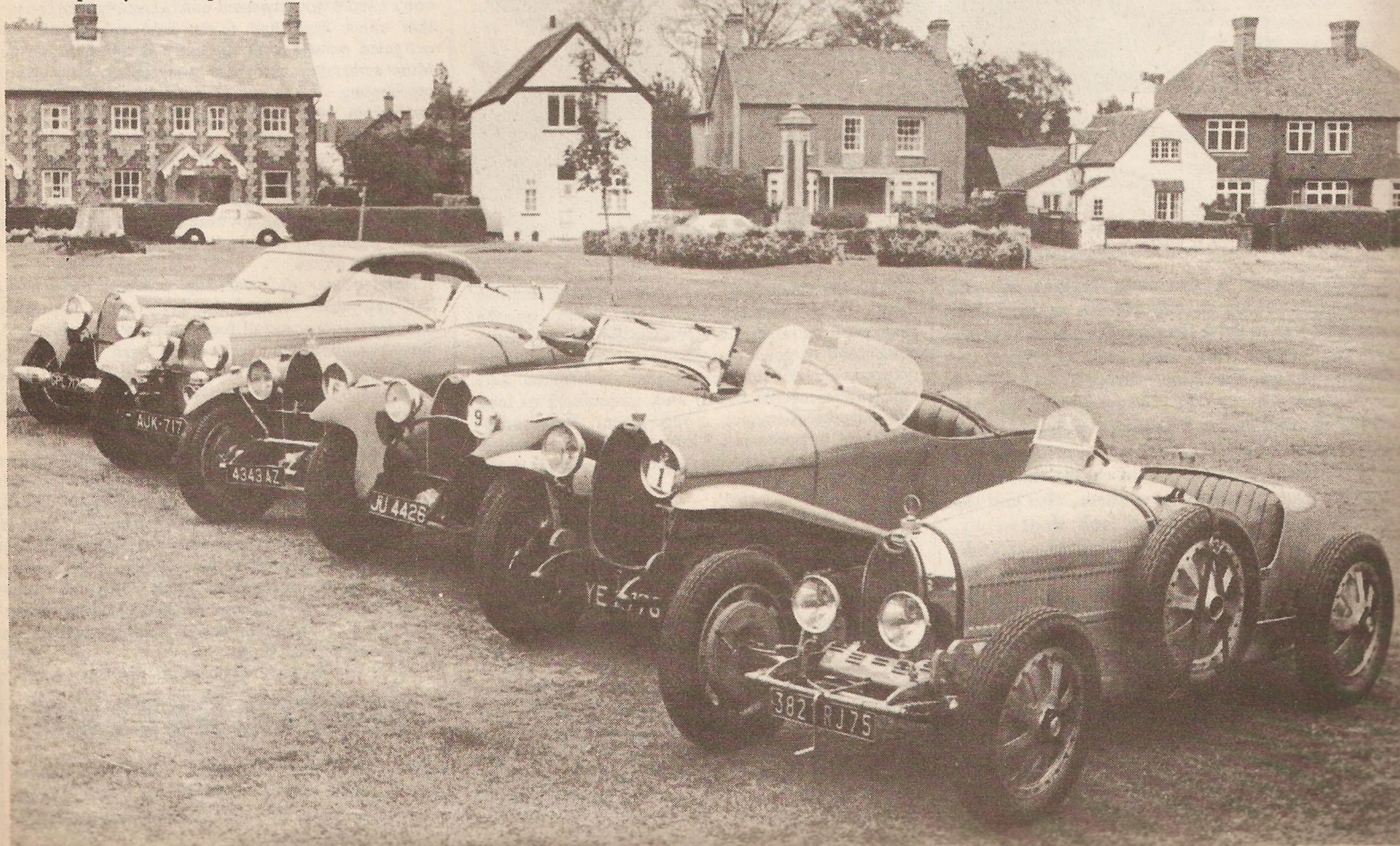
To conclude this Bugatti saga, perhaps I may briefly mention Ronnie Symondson's Type 57S, which I was lucky enough to drive recently. This was a 1936 model, much more powerful than the cars previously mentioned, but similar in basic design. One still found the

straight-eight engine, rigidly mounted, the semi-elliptic front springs and the reversed quarter-elliptics at the rear, though in this case the rear axle passed right through the deep side members of the chassis.

Yet all was not the same, for the engine had orthodox plain bearings, a much more practical arrangement, and twin overhead camshafts; the gearbox had dog engagement of the constant-mesh third and second gears, and the springs were damped by De Ram shock absorbers.

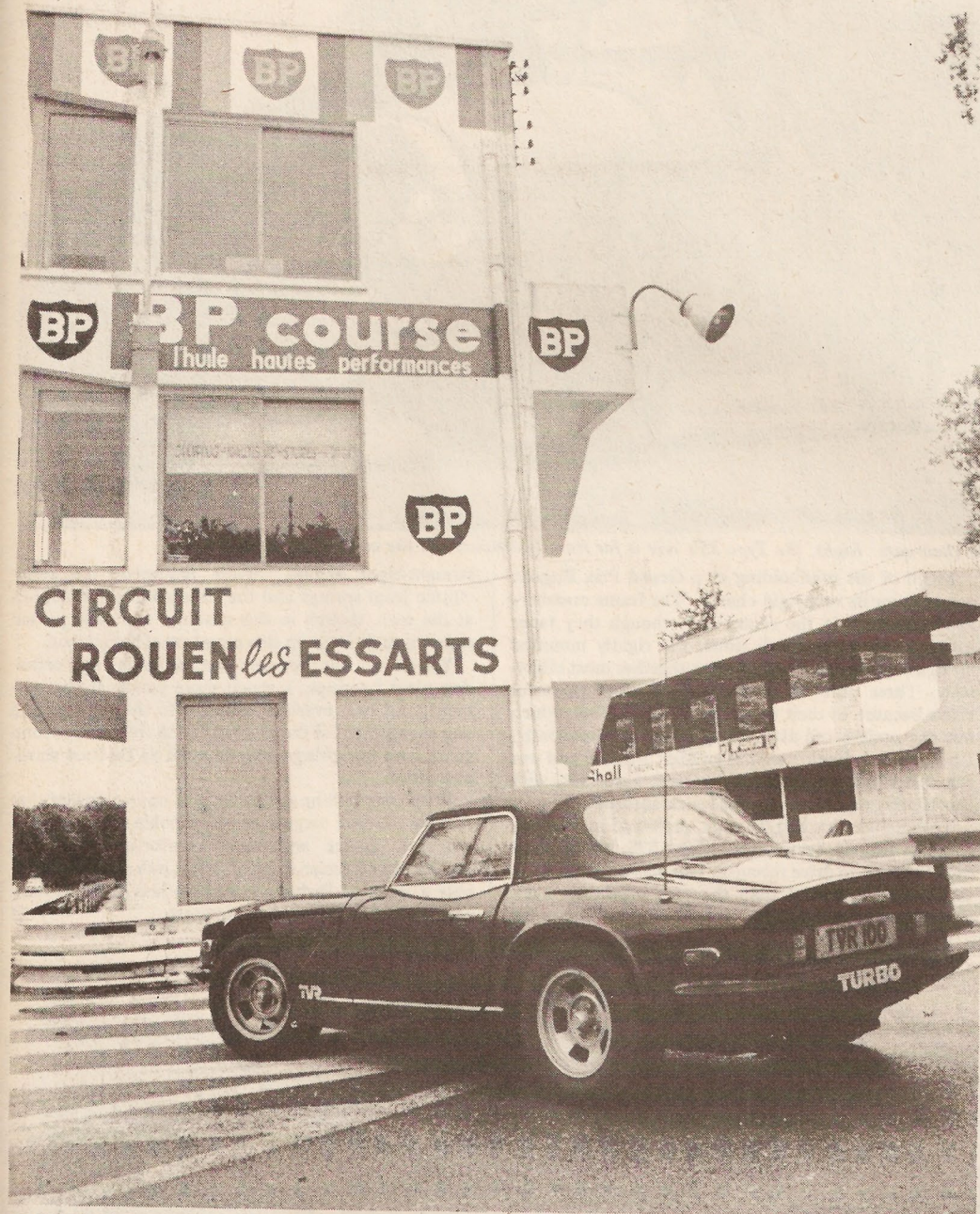
With over 180bhp available, it is not surprising that this big 3.3-litre two-seater was capable of 126mph. It was far quieter and more comfortable than its ancestors and easier to drive, but it was still unmistakably a Bugatti. Perhaps it was the last of the vintage cars but certainly one of the greatest. ■

Six examples of the marque — from foreground: Type 35, Type 23 Brescia, Type 55, Type 43, Type 57, Type 57 Ventoux.



TVR to Europe

Which car would you choose to drive to Monaco for the Grand Prix? JEREMY SHAW settled for a TVR Convertible Turbo.



TVR 100 sits purposefully in front of the control tower at Rouen les Essarts.

I had planned a two-week holiday on the Continent, taking in two classic motor races. The idea was to drive through France to Monaco for the Grand Prix, and then continue the journey across the Alps, through Switzerland and Germany to the Nürburgring for the 1000kms, and home. I needed a quick car with good roadholding, reasonable fuel economy and a comfortable interior, and of course there were a number of choices. Few of them, also had the advantage that they would not look, shall we say, out of place in Monaco on Grand Prix weekend. . . In Monaco, Porsches and Ferraris are commonplace — I wanted a good British alternative which would also fulfil the requirements of the 3000-mile journey itself. With a powerful and flexible engine, all-independent wishbone suspension, a well-appointed interior, an acceptable amount of space for luggage, stunning performance combined with remarkable economy, and even a convertible body for the best enjoyment of the Côte d'Azur, the TVR Convertible Turbo seemed to fit the bill perfectly.

At £12,730 (including VAT), the TVR Convertible Turbo is no ordinary motor car. Based on the Blackpool manufacturer's familiar tubular backbone chassis and attractive glassfibre bodywork, it features a luxurious interior (including leather-upholstered seats and leather-covered fascia) and, underneath its long and purposeful bonnet, a very potent, Broadspeed-developed turbocharged 3-litre Ford V6. Its claim is that it is the only turbo charged open sports car in the world.

Having decided on the ideal car for my journey, I was fortunate enough to be able to collect a beautiful black example from the Barnet, Herts premises of John Britten Garages and, after TVR's Sales Director Stuart Halstead had explained a few points, I set off on a slightly damp North Circular Road with some trepidation. My immediate impression was that the TVR Turbo was not only a very fast car, but also a remarkably well behaved one, the V6 picking up surprisingly cleanly from low speeds in traffic. The clutch was 'harder' than would be fitted to an ordinary saloon, but easily controlled. Like many quick cars, the TVR took its driver by surprise once I was free of the traffic: a glance at the speedometer (which is inconveniently located on the passenger side) showed that, seemingly ambling along at 3000rpm, we were

travelling at 70mph. The car was immediately impressive.

Around 100kgs lighter than its stablemate, the normally aspirated V6-engined Taimar, the Turbo weighs around 980kgs and is very much more car. The Taimar's engine produces 142bhp at 5000rpm; the Turbo's (boosted at 8.5psi maximum) 230bhp at 5500rpm. As opposed to 172lbs/ft at 3000rpm, the Turbo has 273lbs/ft of torque at 3500rpm. In terms of performance, the results are dramatic. Taking the case of top speed alone, the Taimar runs to about 125mph in fourth gear, the Turbo to a claimed 140mph. This trip I was going to enjoy — as long as the virile Turbo proved to be an easy and relaxing car to drive a long way.

Once onto the Continent, any fears about that faded away. TVR 100 — the perfect registration number for posing in Monte Carlo! — ate up the miles along the *Route Nationales* swiftly and effortlessly. The steering was delightfully precise and the car hardly deviated over the worst Gallic roads. The only annoying point was that the exhaust system tended to 'bottom' noisily over the roughest roads, although the car was admittedly loaded with as much as it would carry.

My objective from the outset was to reach the Principality in time for the Grand Prix, but on the way I just had to visit the superb road circuit at Rouen-les-Essarts which, sadly, is no longer in regular use. The breathtaking downhill sweeps past the pits were thrilling, while the classic, cobbled Nouveau Monde hairpin was guaranteed to bring my 'boy-racer' instinct out to the full. Accelerating out of the corner, the V6 induced a little oversteer but, when the turbo cut in at 3,000rpm, handling the TVR became positively exhilarating.

Up in the Alpes Maritimes, with the 'rag-top' folded down, I enjoyed the controllability of the car to the full. The brakes proved themselves perfectly able to cope with the many hairpins, and there was no indication of brake-fade whatsoever.

Perhaps the best fun, though was to be had in 'Poseur's Paradise' itself. 'TVR 100' was unique to the area, and not only with regard to the registration. The purposeful looks of the car were underlined by its black finish with silver trim and the legend 'Turbo', neatly and fairly unobtrusively mounted below the rear number plate, and especially by the magnificent 6J Wolfraze wheels, fitted with 195 x 14 radials. It certainly drew many admiring glances, questions and comments.

As I lived with the Turbo, I naturally came across its several little vices. The petrol-filler, for example, was irritating in that the fuel tended to 'blow back' over one's hand if not dispensed most carefully, and the fact that either door had to be held open while one extracted oneself from the car was mildly annoying. More seriously, there were also several instances of overheating. If the car was slowed to a crawl in a traffic-jam, which was far from uncommon in Monte Carlo, the temperature gauge was not slow in indicating its disapproval. The TVR's starting capabilities were also reduced, and a change of plugs later in the trip solved the problem for only a day or so. This idiosyncrasy had not been evident in London prior to my departure, and could perhaps be attributed to the French petrol.

Nevertheless, my 'ownership' was both eye-opening and enjoyable. Among the car's many impressive features was the overall fuel consumption I achieved, despite running the Turbo quite hard — a healthy 22.35mpg, and this included a particularly rapid drive from the Nürburgring to Ostend. This meant that, hurrying, the range of the car on a full tank was about 270 miles.

However, far and away the most memorable feature was the acceleration. The Turbo is capable of 45mph in first gear, 72mph in second and 105mph in third, and the manufacturer's figure of 0-60mph in an even 6secs is one that I would certainly not argue about. But where one really notices the effortless speed of this TVR is in its acceleration above 70mph or, more particularly, over 3500rpm. In these mid- to upper-speed ranges, it is undoubtedly one of the fastest cars available in its price range. ■

centre spread

After eight years of trying, TVR have won a production sports car title, for Chris Meek has won the 1979 CAV Lucas Championship in a TVR 1600M.

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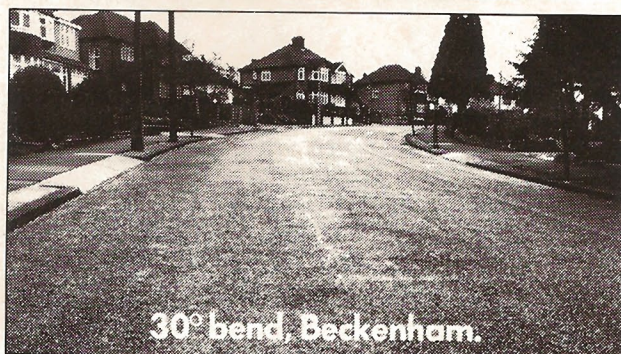
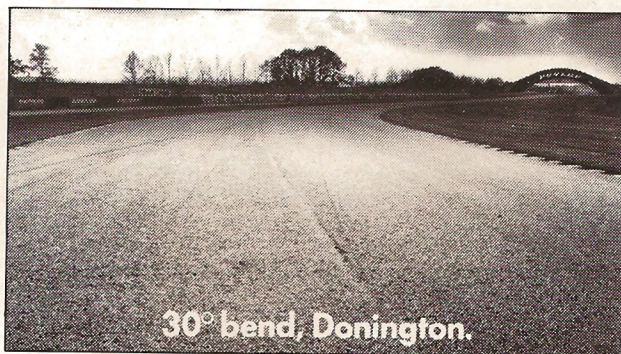
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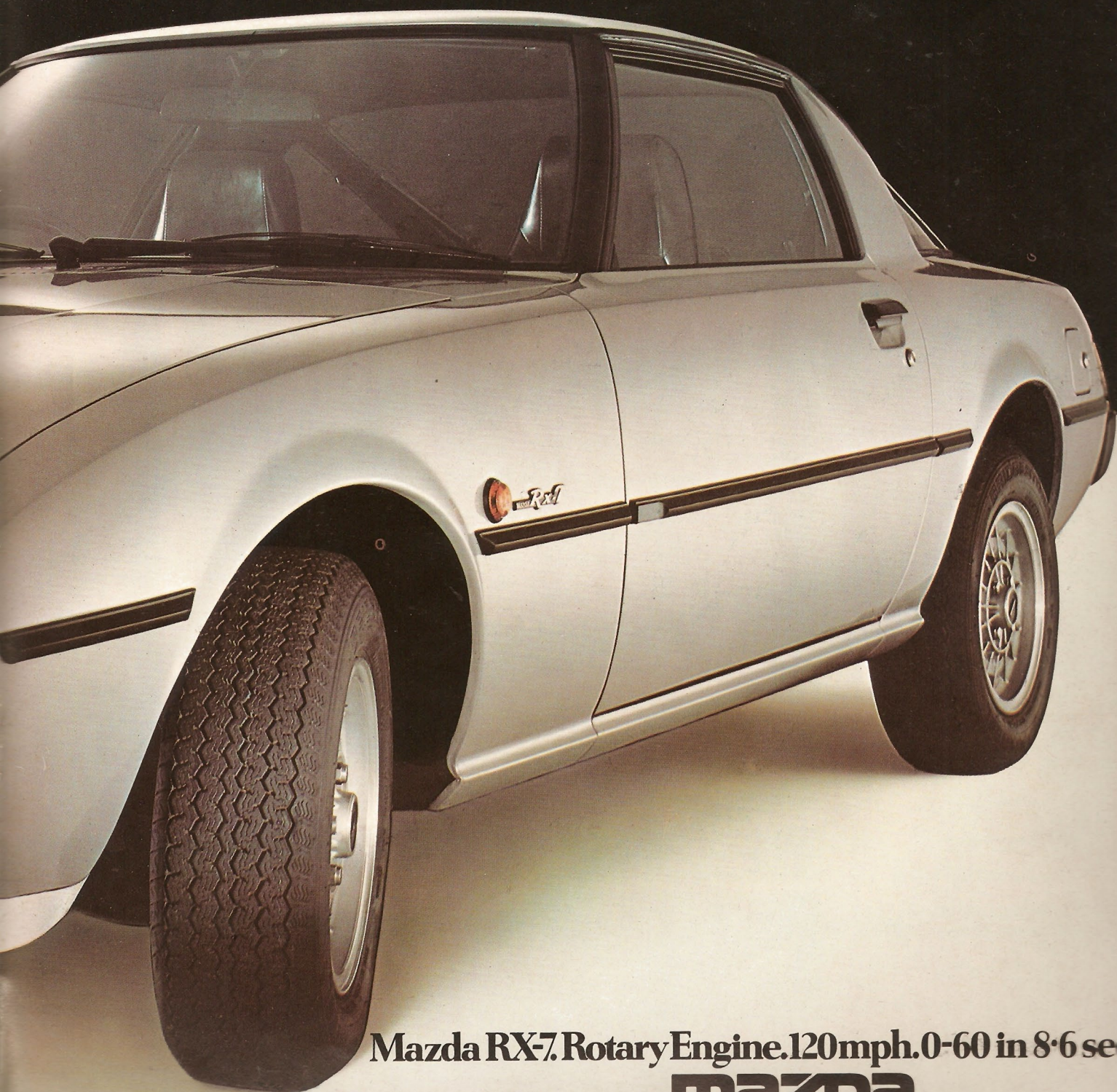
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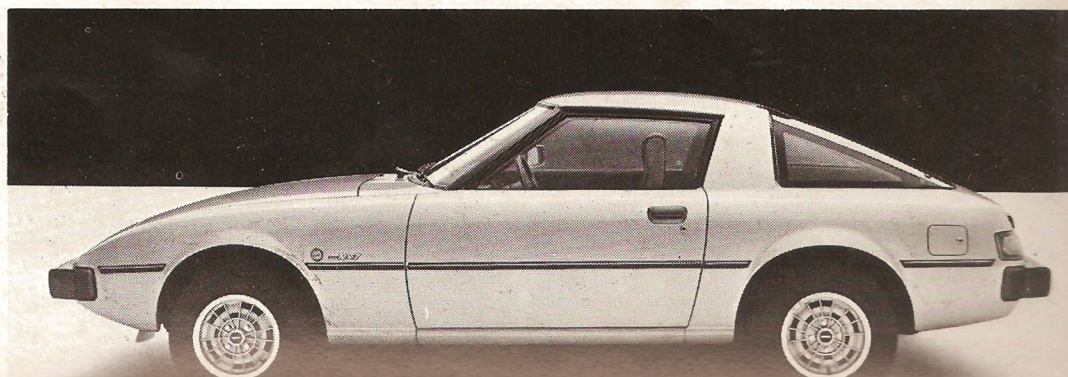
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edited by John Bolster

Front-drive Kadetts

As expected, the front-engine, rear-drive Opel Kadetts have been replaced by a new series of transverse-engined, front-wheel drive cars. A large range of body styles will be offered, including two-door or four-door saloons, three-door or five-door hatchbacks, and three-door or five-door estates.

There are two types of engine, the well known pushrod unit of 1196cc, developing 53bhp, and a new 1297cc design with a belt-driven overhead camshaft, which we saw at the Geneva Show. This engine has a crossflow, light-alloy cylinder head and the camshaft is conventionally located above the valves, not alongside them as in the larger Opels. This unit develops 60bhp in standard form or 75bhp in an 'S' version, with a higher compression ratio and a special camshaft.

The pushrod unit is the basic engine for all models except the sporting SR, with the overhead-camshaft engine as an extra-cost option. The SR has the 75bhp engine and much extra equipment, including Recaro front seats, rev-counter, oil-pressure gauge, and voltmeter. There are 185/60 HR 14 tyres on light-alloy rims and the body carries front and rear aerodynamic aids. Both versions of the overhead-camshaft engine have five main bearings and hydraulic adjustment of



The transverse-engined, front-wheel-drive Kadett is an important addition to the Opel range.

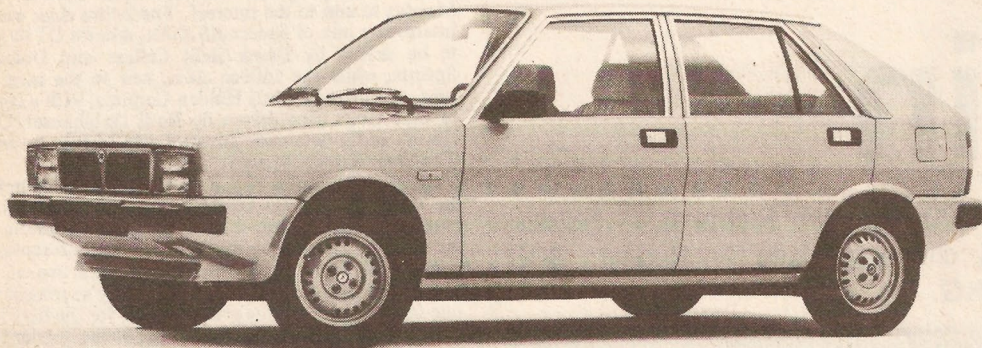
the valve clearance.

The front suspension geometry is MacPherson and the rear geometry is described as 'compound crank'. The transverse engine mounting has saved so much space that although the car is three-quarters of an inch shorter than its predecessor, there is 3½ins more leg room for the rear passengers. They also have 2½ins more shoulder room, thanks to a track increase of 4ins. The new shape confers a drag coefficient that is lower by 15 per cent, giving around 5 per cent reduction in

fuel consumption. Luggage space is considerably increased and the new estate has 27 per cent more room.

Great care has been taken to make the new Kadetts easy to service. For example, the clutch can be changed in 65 mins without disturbing the engine. Much consideration was also given to rust protection, right from the design stage, and Opels have always had a good reputation for freedom from corrosion.

Right-hand drive models of the new Kadetts will be available in Britain next month.



Lancia's small car

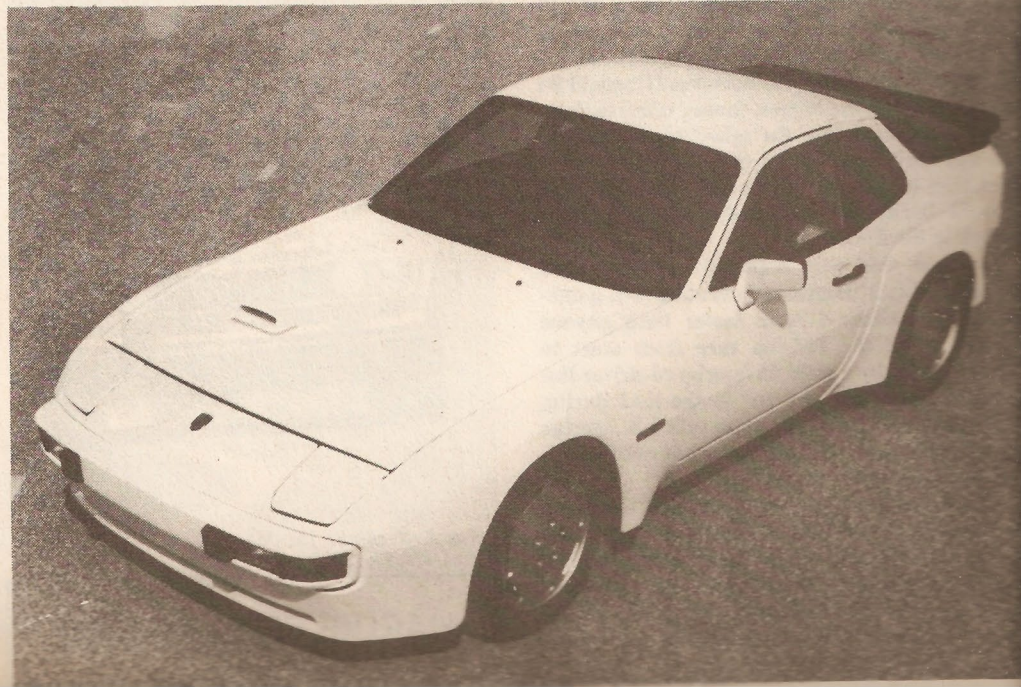
Having been presented at the Frankfurt Show, the new Lancia Delta will be seen in England in Spring 1980.

The Delta is an up-market small car. Although the engine and transverse front-drive transmission come from the Fiat Strada, the body bears no relationship to that car but is an entirely fresh study from the drawing board of Giugiaro. In appearance, the Delta is unmistakably a Lancia, with a large glass area and five doors, the tail gate opening right down to the bumper. There are two alternative engines sizes, 1498cc and 1301cc, rated at 85 and 75bhp respectively, both with a single, belt-driven overhead camshaft. The transmission gives five speeds, but there is also a four-speed version of the 1300, with simplified equipment. Suspension is independent all round, of strut-type with coil springs.

A special Porsche 924 Turbo

In order to gauge the reaction of prospective purchasers, Porsche have developed a special version of the 924 Turbo, which was shown at the Frankfurt Show. If there is sufficient interest, manufacture will go ahead of this model, which would be suitable for racing or rallying at amateur or professional level and capable of further development.

The body has been the subject of aerodynamic studies and the wheel arches will accommodate large tyres. Comfort has been sacrificed to some extent with stiffer suspension, and weight has been reduced by simplified interior trim and light seats, saving 330lbs. The 2-litre turbocharged engine has been up-rated from 170 to 210bhp, there is a limited-slip differential, and larger brakes are fitted. If this machine goes into production, it will succeed the 911 Carrera RS.



As usual, the Marlboro-Holden Dealer Team entered two Toranas, one for Peter Brock/Jim Richards and the other for regular number two John Harvey, with the relatively inexperienced Ron Harrop. Both cars were Torana A9X models which, along with the traditionally rival Falcon GT Hardtops, will cease to be eligible for touring car racing at the end of the year — neither model has been on sale to the public for more than 12 months.

Top opposition was expected to come from this year's touring car champion Bob Morris, partnered by Dieter Quester, whose Torana was prepared by engine expert Peter Molloy. Frank Gardner's protégé, Allan Grice, who has matured considerably under Frank's iron hand, was partnered by open-wheeler star Alfredo Costanzo, also in a Torana, while a similar car was prepared for Charlie O'Brien/Garth Wigston. The Falcon contingent, reckoned to have little or no chance, was led by long-time exponent and four times winner of the race, Allan Moffat, who was to share his car with John Fitzpatrick; Colin Bond had signed to drive with veteran John French; John Goss had again enlisted the aid of Henri Pescarolo, who arrived rather shaken after two of the three engines of his UTA DC10 had gone out during take-off from Jakarta on the way to Australia; and New Zealander's Graeme Larence and Leo Leonard were partnering Murray Carter and Ron Wanless.

The only other type of car in the over 3000cc class was the Z28 Camaro, allowed in under relaxed rules to brighten up the field. One car was entered for Kevin Bartlett/Bob Forbes and the other for Dick Barbour/Ron Dickson, but both were only declared eligible with drum back brakes, although the 350cu.ins engines were OK. They were allowed to go, but not stop . . . In any case, various delays held up preparation so much that neither was competitive. Bartlett, who was seriously injured a fortnight ago when his Brabham crashed at Sandown Park, came out of hospital for the weekend to watch the race from a wheelchair. His place in the car was taken by John McCormack, three times national open-wheeler champion.

The 3-litre class was the usual mix of Capris and rotary-engined RX3 Mazdas, with a BMW, a 242 GT Volvo (running on road tyres and piloted by veterans David McKay/Spence Martin) and several RX7 Mazdas to add to the interest. The 2-litre class was an interesting mix of Escort RS2000s, Alfetta GTVs (one to be driven by Derek Bell) Celicas and Dolomite Sprints, while the 1600cc class, new to the race this year, comprised mainly Holden Geminis, with a couple of GTI Golfs (one driven by Rudi Dahlhauser/Chris Heyer) and a twin-cam Toyota Levin (driven by Mark Thatcher/Kiyoshi Misaki).

Unofficial practice began on the Wednesday before the race and general qualifying was decided during over and under 3-litre, three-quarter-hour sessions on the Friday. These were made totally unrepresentative because of rain, but the top eight plus two at the organisers' discretion went into Saturday's series of two one-lap dashes to decide grid positions for the first 10.

But from the start, it was a matter of the hurrier they went, the behinder they got for many of the teams. Moffat was plagued with holed pistons in his engines, destroying two before a faulty distributor was blamed for causing combustion chamber detonation. Fitzpatrick stood around and waited, eventually doing only nine laps of practice, only three more than the minimum qualifying requirement (although he turned in a creditable 2m 26.9s lap, fairly close to the pace which as usual was being set by Brock).

Goss succeeded in putting his Falcon into the crash barriers after only a handful of laps on Thursday, so it was back to the workshops for him, the car eventually missing qualifying and having to start from the back of the grid. It did only a handful of laps after having been repaired, arriving at the track during Saturday's untimed practice, and Pescarolo had a total of two laps of practice!

Neither of the Camaros made official qualifying, and they too started from the back of the 62-car grid.

Putting in strong early laps were Morris, a 2:22.4 with Quester around the same time, Charlie O'Brien with a 2:22.4, Dick Johnson in his Falcon with a 2:22.2. As time progressed, so the pace improved with O'Brien knocking a second from his time and Bo Seton, in his Torana, looking smart with a 2:22.9.

The rain made official qualifying on Friday a bit meaningless, but in the classes the competition was becoming interesting. Barry Jones and Terry Finnigan led the 3-litre class in their Mazda RX3 with a 2:50.8 from last year's class winner Steve Masterton partnered by Phil Lucas, in a Capri, with 2:54.1. The 2000cc class was led by Derek Bell in the Brian Foley Alfetta GTV with a 2:53.6, well clear of the fancied twin-cam Celica of Peter Williamson/Michael Quinn who managed a 2:58.2. Mark Thatcher had shown a liking for the difficult track in the Levin, managing a 2:43.7 in the dry while Misaki did a 2:42.6 on sticky tyres, but a lack of communication in the team left the car on dry settings for the wet qualifying session, with a disastrous effect on its handling. The class was led by



Climbing out of the Dipper, Peter Brock is about to lap the Fitzpatrick Falcon (at that time in third place), who in turn is about to lap John Wright.

King of the Mountain

Peter Brock dominates Hardie-Ferodo 1000 with Jim Richards — Holden Toranas in first eight places as Ford challenge fails — Report: BOB JENNINGS — Photography: MIKE HARDING.

Peter Brock, the relaxed, effervescent idol of the Australian touring car fans, capped his extraordinary year of motor sport when he totally dominated the 1000kms Hardie-Ferodo 1000 race at the demanding Mount Panorama circuit at Bathurst on September 30.

The win follows his victory in the 20,000kms round-Australia Repco Reliability Trial and in the Hang Ten 400 touring car race, and makes the Marlboro-Holden Dealer Team look almost invincible in anything it undertakes. It would be facile to say that the biggest money wins; to do so would be to denigrate the talent of this driver, who not only matches the pace of the chargers when they have a go, but knows when it is time to hold back, look after the car, and pace himself to the finish.

Not that this was required in this year's Bathurst. Brock dominated practice with a one-lap dash qualifier 1.9secs faster than anyone else, then led the 163-lap race from start to finish, backed by a solid 45 laps by co-driver Jim Richards, who kept the car in the lead during the difficult middle stages when rain fell, enough to make the track very slippery, but not enough to demand a stop for wet tyres.

All the fancied opposition dropped out in an unexpectedly tedious spectacle at the 'Mountain'. Second place went to the underrated Peter Jansen, partnered by Larry Perkins, and third to the un-rated team of Ralph Radburn and young open-wheeler star John Smith, in his first long-distance event.



Derek Bell climbs the Mountain in the Alfetta he shared with Phil McDonnell.

HARDIE-FERODO 1000



No one was more spectacular through the Dipper than Larry Perkins in the second-placed Torana.

the Alan and Kel Gough Gemini with a 3:07.0.

Although the weather began looking doubtful for Saturday's series of one-lap dashes, the track was dry if somewhat abrasive in some parts, and slippery with dust washed across the track in others. The pace was slow for the first few runners. Garry Cooke in his Torana ran an unimpressive 2:30.8 while O'Brien looked better with a 2:26.1. Bond was off the pace in his Falcon with a 2:30.0, and he was followed by Moffat with a clean 2:26.0. Morris and Brock had drawn eighth and ninth in the running order, and Morris's chances for the race took a turn for the better when he slashed the time to 2:23.9. But his glory was short-lived when Brock went out to pull a 2:21.2, looking very clean at the same time.

Everyone except Bond improved on the second run through, then Brock gave an indication of what was to happen during the race when he pulled out a screamer of 2:20.5, fully 2secs faster than Morris, who in turn was a second quicker than Grice. Moffat was the fastest of the three Falcons in the 10 with a 2:24.3, O'Brien ran a 2:24.6 and Garry Rogers a 2:25.9. Larry Perkins showed a lot of verve in the Janson car to run a 2:26.2, Cooke settled for a 2:27.0, and Johnson was the second Falcon in with a 2:27.6, ahead of Bond's first run of 2:30.0.

It was an indication of the spread of the capabilities of the outright runners that there was a 10secs difference in lap times under identical conditions of the leading 10. The difference was to be amplified during the race.

Sitting in the sidelines unhappily was John Harvey, who had been ninth fastest during the wet practice, ahead of Morris, but who had been dropped out of the dashes at the organisers' discretion to give Moffat a run, his Friday qualifying being curtailed by one of his engine blow-ups.

RACE

Despite the bald fact of Brock's supremacy during practice, it was generally expected that the pace would be made hot for at least the first hour as the petrol-

Mike Quinn three-wheels the class-winning Peter Williamson Toyota Celica through Skyline.



heads vied for their share of exposure on the nationwide telecast, one of the highest rated TV shows in the country. Morris, Grice, O'Brien and Moffat were all expected to be making the pace with Brock, but it was not to be.

The closest anyone got to Brock was on the starting grid. After one lap he had a 5.2sec lead over Morris with Moffat tight in third place and then Grice, O'Brien and the Torana of Garry Rogers.

After nine laps, Brock had a 10secs lead and was still going away, and the pattern for the race was set. Meanwhile, team-mate Harvey, who has been on top form recently, had picked his way through the top 10 to be running third after a dozen laps, and displace Morris for second place after 22 laps.

Meanwhile, down the back of the field, Goss's Falcon and the Camaros of Dickson and Forbes were shouldering their way through the small capacity cars, but none was to make much of an impression on the race. The Forbes McCormack car was in the pits early to change a clutch which had been slipping in a recurrence of a practice problem; this car and the Dickson Barbour entry both went out with blown engines in the middle stages.

The outnumbered Falcons also began retiring early. Bond's car seized in fourth gear, Goss's made the first of several stops, low fuel pressure being the first problem, and the Rusty French Graham Moore car broke a valve. To add to the Ford woes, Dick Johnson smote the Armco at the Nipper when a ball joint let go, the car being repaired in the pits and rejoining considerably later.

The attrition rate was high, and the Warren Cullen/Graham McRae Torana had "a piston resting on top of the starter motor."

After an hour and 39 minutes racing, the first pit-stops began at the same time as the first shower of rain. Moffat came in and, according to plan, stayed in the car while his crew made a slow refuel and tyre change, taking 1min 18secs. Morris pitted and also stayed in the car as his crew showed how it ought to be done with a 45secs stop for fuel and tyres, and Grice followed with a 41secs break for fuel only.

Meanwhile, with the shower of rain gone, Brock was merrily lapping at Moffat's old record of 2:22.0, eventually coming in 10mins after Moffat, handing over the wheel to Richards and getting the car out with fuel and tyres in 45secs. Brock's team-mate, Harvey, was in on the next lap and handed over to Harrop in 52.7secs and shortly afterwards the rain began again, Richards taking things very gently at the front.

Only 2½ hours after the start, Morris's challenge wilted when the car trailed a plume of smoke while he was holding third place. The problem was in the gearbox, and while the car was got going later, it was more a publicity exercise than anything else.

And barely had the smoke cleared when the M-HDT one-two formation was broken when Harrop ran out of brakes and crashed into and over one of the new concrete barriers at the top of the track, fortunately without injuring himself, but wrecking the Torana.

It was not a good day for co-drivers, for a little later Costanzo nudged a barrier in the Grice Torana, damaging a steering arm which was repaired after an

3mins pitstop; but, with Grice back at the wheel, the car was found to be using up its front brakes at an alarming rate.

Meanwhile, the Ralph Radburn/John Smith Torana was circulating regularly but unspectacularly, as was the similar car of Perkins/Janson, who were finding that a front-end rebuild the previous night was causing the front tyres to wear at an accelerated rate. Radburn had started from the 17th grid position, moving into 10th spot on lap 33 and gradually edging up as the faster cars wilted.

These included the O'Brien/Wigston Torana which had been holding second and third places for much of the race, only to slow with both gearbox and differential trouble. Perkins had a nasty moment when a deflating tyre caused him to spin on the top of the mountain and he returned to the pits with the right rear rubber in shreds, but the car was under way again in just over a minute and running strongly.

With the demise of the O'Brien/Wigston Torana, the big black Falcon of Moffat/Fitzpatrick boomed into second place, and the outside possibility of them actually winning if something happened to Brock/Richards caused a stir of enthusiasm among the Ford people. But when Fitzpatrick took the wheel for the third stint, the Falcon was beginning to show signs of the strain. "We were having to nurse the car home," Fitzpatrick said. After only a couple of laps and alarmed at the fluctuating oil pressure on the corners he brought the car in for an oil top-up and things were made more difficult when the gearlever knob dropped off, and he had to shift gears with the raw end of the lever. The end was near for the car, which expired with a rod through the block 22 laps from the finish. Moffat said later that it was obviously necessary for him to make some new plans for his motor racing: "We are not going to race just to provide the others with a boy to be whipped. We have got everything we can out of the car, and it's still not quick enough. After two laps, when I couldn't even see Brock on Conrod Straight, I knew I had to come up with something else. My immediate plan is to start thinking up some plans..."

Moffat's demise let Janson into second place and shifted the Radburn Smith Torana into third, but posing no threat to Brock who was half a dozen laps in front.

Meanwhile, Grice was putting in a mighty effort with his highly suspect brakes, and at the finish was on the same lap as Radburn, both with 155 laps, to Janson's 157 which he accomplished as Brock crossed the finishing line on the final, 163rd lap.

Meanwhile, the 2000cc class was coming to its climax with the accomplished Williamson, partnered by Quinn, bringing his very quick twin-cam Celica over the line in ninth place overall, the first non-Torana entry home, shadowed a lap behind by the Bell/McDonnell Alfetta GTV which had been out-paced but had been driven with tremendous determination.

The 2-litre cars were faster and more reliable than the 3-litre entries, the Barry Lee/David Clement Mazda RX3, the eventual class winner, outlasting some of its faster rivals such as the Capri of Steve Masterton/Phil Lucas, the similar car of Lawrence Nelson/Tony Farrell, and the RX7 Mazda of Terry Shiel/Ross Burbidge.

Mark Thatcher had led the under 1600cc class in the twin-cam Levin from lap 12 until about lap 32, dropping out after 38 laps with a sheared distributor drive. Japanese long-distance ace Kiyoshi Misaki did not get a drive in the race, and the class was won by the Holden Gemini of Alan and Kel Gough.

Brock said after the race that it had been an easy win; he couldn't believe how easy. Everything went right, but the expected opposition didn't materialise. Just to rub salt into everyone else's wounds, he went for a record on the last lap, lifting wheels down through the Esses and into the Dipper to put in a 2m 21.1s lap, nine-tenths better than the record!

Although there are still a couple of long-distance races left on the calendar this year, Brock said the team's main effort would now be concentrated on getting the Holden Commodore, the Torana's racing replacement, into racing trim.

Hardie-Ferodo 1000
Mount Panorama, Bathurst, Sydney, NSW, Australia, September 30
1000kms — 163 laps

- 1, Peter Brock/Jim Richards (5.0 Holden Torana A9X), 163 laps;
- 2, Peter Janson/Larry Perkins (5.0 Holden Torana A9X), 157 laps;
- 3, Ralph Radburn/John Smith (5.0 Holden Torana A9X), 155 laps;
- 4, Allan Grice/Alfredo Costanzo (5.0 Holden Torana A9X), 155 laps;
- 5, Garry Rogers/Bob Stevens (5.0 Holden Torana A9X), 152 laps;
- 6, Allan Taylor/Kevin Kennedy (5.0 Holden Torana A9X), 151 laps;
- 7, Barry Seton/Don Smith (5.0 Holden Torana A9X), 148 laps;
- 8, Charlie O'Brien/Garth Wigston (5.0 Holden Torana A9X), 147 laps.

3001-6000cc: As above.
2001-3000cc: 1, Barry Lee/David Clement (2.3 Mazda RX3), 138 laps; 2, Lynn Brown/Brian Boyd (3.0 BMW), 138 laps; 3, Terry Daly/Eric Boord (3.0 Ford Capri), 133 laps.

1601-2000cc: 1, Peter Williamson/Michael Quinn (2.0 Toyota Celica), 146 laps; 2, Phil McDonnell/Derek Bell (2.0 Alfetta GTV), 146 laps; 3, Frank Porter/Tony Novanni (2.0 Alfetta GTV).

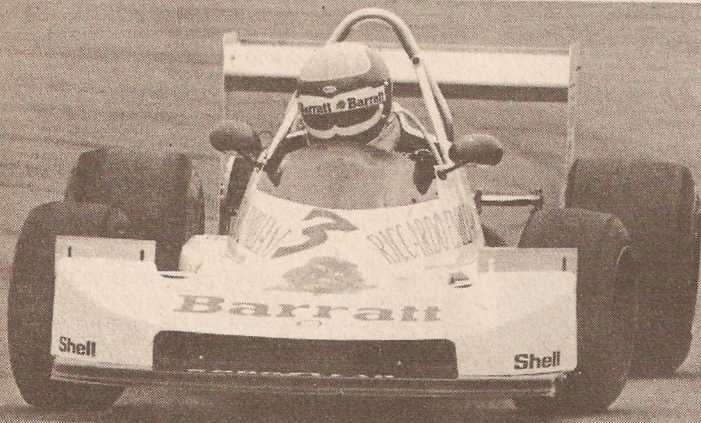
Up to 1600cc: Alan Gough/Kel Gough (1.6 Holden Gemini), 133 laps; 2, David Seldon/Gary Leggatt (1.6 Holden Gemini), 129 laps; 3, Bernie McClure/David Langman (1.6 Holden Gemini), 128 laps.

Results provisional.

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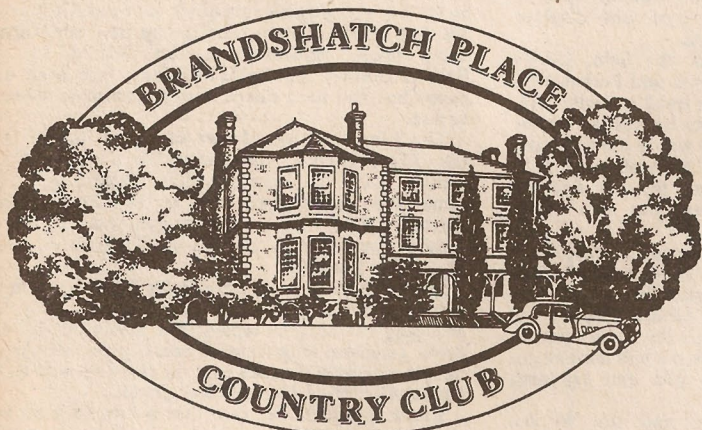
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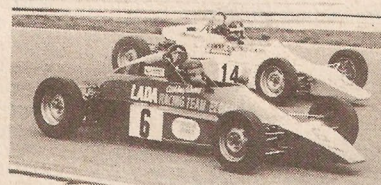
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The decider

Once again, Carse Hill at Doune hosted the climax to the British Hill Climb Championship, with the odds on Martyn Griffiths, but the issue remained in doubt until the second last climb, when, in his Pilbeam MP40, the Bewdley driver reeled off a new hill record (41.72s), which Chris Cramer had held briefly on his first climb of the day, in 41.74.

With a lengthy entry list, and sponsorship

RAC BRITISH HILLCLIMB CHAMPIONSHIP **13**
DOUNE

from Lancia, the Lothian Car Club were fortunate to have few delays and enjoyed ideal, but dull, hill climbing weather, which was conducive to record breaking since several class records were lowered.



On his way to a new class record, that 'old man' of the hills', John Meredith.

That 'old man of the hills', as proclaimed on his Chrysler-powered Mini, John Meredith was first to demolish the class record with a fine 49.78, which was 5secs ahead of John Tulloch's Mini 'S' and earned him the British Haynes Leaders Championship.

In the following class, Barrogil Angus, virtually straight off his combine harvester in the early hours, shot the Ford-engined Davrian Stiletto up in 49.18 to a new record. Sharing the wheel was Jimmy Jack, who had the tables turned on him from practice, but climbed the bank on his way to Junction, deftly removing a front corner. The nearest opposition came from the Chrysler Stiletto of R. Hand who also got his car off course, but with less disastrous results.

With Martin Bolsover in the sparse Modsports classes, the record went as he fought his Mallock clear of locals Kenny Allen and John Barr; the home team of Tom McMillan in his Tokheim Ginetta lowered

their time, followed by the Scoop-Vixen of David Milne, ably backed by Andrew Houston (Ecosse Imp), who kept the Terrapin of Iain Sword at bay.

John Barratt got his March/Pilbeam MP28 down to 45.39, the closest to Peter Kaye's record, with Jim Johnstone (45.75) just holding off Kaye in the Johnstone Insulation Brabham.

Chris Cramer gave his own hill record a nudge with 41.74 to lead the over 1600cc single seaters in reply to the 41.90 of Martyn Griffiths in his opening climb. Everyone else was at least 2secs in arrears, led by Rob Turnbull, his B&W Motors March setting 43.12 followed by an on-form Jim Campbell 43.45, Malcolm Dungworth (43.92), Roy Lane (43.94) with Alister Douglas-Osborn just scraping under the 44s.

The tempo relaxed as Paul Nickalls scuttled his pristine Lagonda Rapier to a new Pre-war sports record in a handsome 62.1. P. H. J. Whyman (Frazer

Nash Patience) set 63.4, also being 2secs faster than the previous record, leaving local Frazer Nash wizard Brian Hopkins also below the previous best.

David Fyfe, now fielding a Cooper Mk8 JAP, to such purpose as to demolish the Historic racers' record by 5secs, John Shapely just failing to get below with the Cooper Mk10, chased hard by the locally-built JP F3 of Tom Irvine.

Mike Wakefield-Brand waited until his final run to establish the Mini's supremacy over Harry Simpson's Imp, being the only car in his group to break the 5secs barrier and lower his previous record to 55.36.

The next gaggle of Road saloons proceeded to thrill the East Brae spectators with their agricultural antics, although Ronnie Somerville earned the wooden spoon and loudest applause by see sawing his errant Escort from field to track and back again up East Brae. However his earlier attempt earned him the class with the tidy RS2000 of Allan Gray 0.5sec slower.

The road sports class fell again to the Mini Jem Alex Graham, emulating his Strathclyde Park success and annihilating the record by 5secs. Graham Brown continued his winning way in the Lotus Seven, again setting a new record, but Russell Johnston eased his beautiful new Porsche 911 to the top, leaving Brian Frazer (Lotus Elan) second in class, the Porsche sneaking third place from the V8-engined Triumph TR7 of Jack Coulthard.

For the Top ten runs, the weather had become duller and colder, but it did not deter Norrie Galbraith, who shot his Clydesdale Retreads March-BMW 772 P along, in a sensational 43.51 which kept him in third place on the first climbs until Martyn Griffiths posted 41.99. Cramer answered with 41.93, Jim Campbell ably backed his fellow Scot with 44.02 in his Modus M4 ahead of ADO, Roy Lane, Mike McDowel and Godfrey Crompton. Rob Turnbull got a slight tweak out of the junction, while Malcolm Dungworth squandered time somewhere.

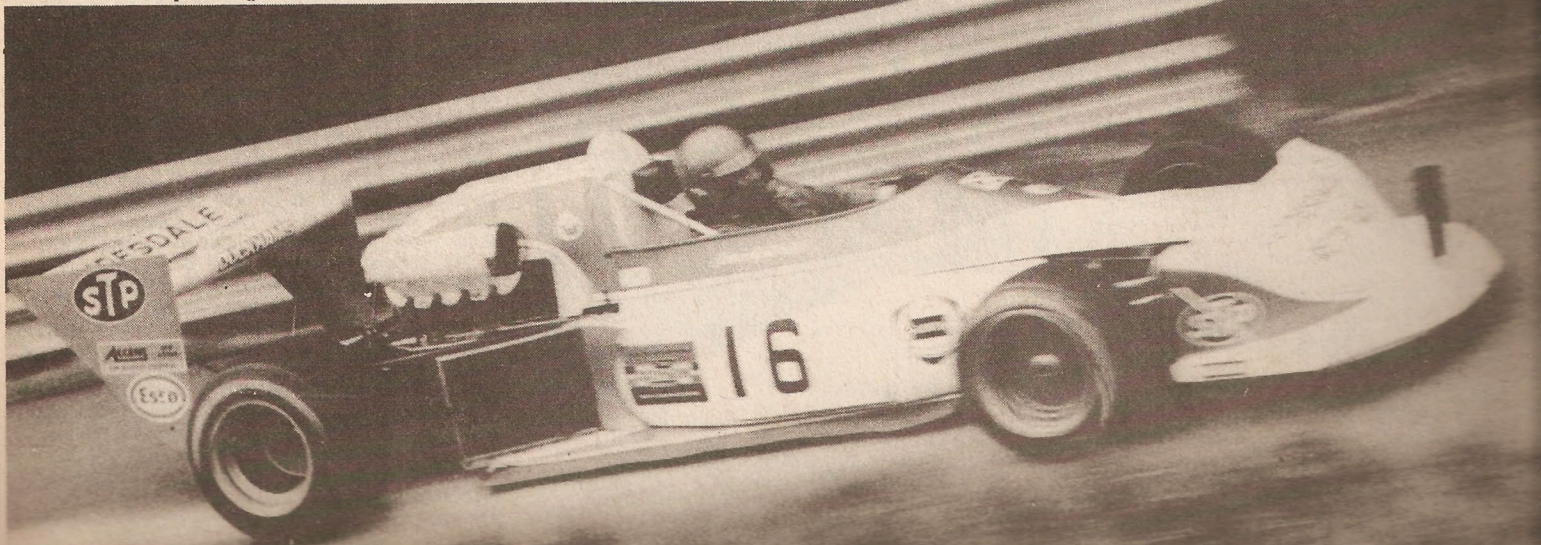
Come the second climbs, and Mike McDowel rolled the Coogar RT1 to a halt after the start with a recurrence of earlier gear troubles. Norrie Galbraith had a moment at East Brae, but Jim Campbell kept in contention 0.01secs quicker than the Douglas & Gavis March of Godfrey Crompton (43.64) followed by ADO while Dungworth improved to 43.90.

Then a jubilant Griffiths brought his Pilbeam to the start, knowing the 1979 title was his, but he did not take things easily, although the car sounded subdued and smooth on the lower slopes, bursting out of the trees at Junction, arcing around and over East Brae, a pause, and the commentator announced a fantastic 41.72, a new hill record which could not be equalled by Chris Cramer, who made a slight error at East Brae.

BILL HENDERSON

BTD: Martyn Griffiths (2.2 Pilbeam MP40), 41.72s (record);
Class Winners: John Meredith (110 Mini Chrysler), 49.78 (record); Barrogil Angus (2.0 Davrian Stiletto Ford), 49.18s (record); Colin McGhee (1.3 MG Midget), 60.06s; Tom McCallum (2.0 Jaguar), 55.96s; Martin Bolsover (1.6 Mallock 18.20), 45.18 (record); David Garnett (3.0 BMW Chevron), 46.92 (record); Tom MacMillan (1.1 Ginetta), 46.84s (record); Mike Wakefield-Brand (1275 Mini), 55.36 (record); Ronald Somerville (1.6 Escort), 57.42s; Alex Graham (1.3 Mini-Jem), 51.11s (record); Graham Brown (2.0 Lotus Seven), 54.22s (record); John Barrett (1.6 March/Pilbeam MP28), 45.39s; Chris Cramer (2.2 March 79B), 41.74s (record); Paul Nickalls (1.2 Lagonda Rapier), 62.1s (record); David Fyfe (1.0 Cooper Mk8 JAP), 55.18s (record).
Top Ten: 1, Griffiths 41.72s (hill record); 2, Cramer 41.93s; 3, Norrie Galbraith (2.0 March 772P), 43.51s; 4, Jim Campbell (2.0 J.V. Modus), 43.63s; 5, Godfrey Crompton (2.2 March 79B), 43.64s; 6, Alister Douglas Osborne (3.0 Pilbeam MP31), 43.83s; 7, Malcolm Dungworth (3.0 Pilbeam MP22), 43.90s; 8, Roy Lane (3.0 March 771), 44.22s; 9, Rob Turnbull (2.1 March), 44.34s; 10, Mike MacDowel (3.3 Coogar RT1), 44.55s.

Norrie Galbraith, powering his March 772P up from Junction, excelled to finish third in the Top Ten run off.





Ger Buckley drove his G5 car neatly and quickly to victory.

Home and wet

Ger Buckley wins his local International — Airikkala retires with electrical failure — Brian Nelson takes Tarmac Championship lead — Wet, slippery stages claim many victims — Report: RUPERT SAUNDERS — Photography: COLIN TAYLOR PRODUCTIONS

Ireland belongs to the Irish — and that's not intended as a political slogan — it's meant to reflect the results of this weekend's Haltone Cork 20 Rally. Despite the presence of both Pentti Airikkala and Bror Danielsson, the local rally was won by a local, driving a locally prepared car. Ger Buckley and John Caplice came home the clear winners and netted, not only the first prize of £1,000, but also a special £1,000 for being fastest over certain sponsored stages. A good weekend indeed for Buckley, and Cork rallying.

The rally was a round of the Tudor Tarmac Championship and second place overall on the event was enough to give Brian Nelson the series lead by a mere four points from Bertie Fisher. Fisher himself finished third, both drivers

benefiting from the fact that Buckley was driving a Group 5 car and is, therefore, not eligible to score points.

Billy Coleman holds third place in the championship, despite not finishing this event after engine failure. A similar problem put Pentti Airikkala out of the rally and a promised Group 1 battle never materialised when both protagonists, John Lyons and Alan Carter dropped out in the first six stages.

The Cork 20 was held over superb stages, in cold and wet conditions. Although some of the marshalling left a little to be desired in places, this was a good rally, enjoyed by virtually everybody. On the day, the fastest man won — and there can't be any fairer result than that.

Pentti Airikkala started the rally suffering from flu and never looked on the pace.



The Cork 20 is one of those Irish rallies which is still trying to find its true identity. Wins in recent years by Cahal Curley and Ari Vatanen have broken the dominance of the rally by local cousins Billy Coleman and Ger Buckley, but there is still a feeling that this is a rally which belongs to the Cork people and which will always be their domain. The event has grown quickly in recent years, moving away from the little town of Kinsale to the city of Cork last year and this year promising to be even bigger and better than before.

The arrival of a major new sponsor, Haltone, has helped the finances of the event enormously. With a prize fund of over £9,000, the Haltone Cork 20 was certainly in a position to attract over some big names. There is the attraction of the stages too. This year the rally moved into new territory at the eastern end of County Cork, known locally as West Waterford, an area which has previously been unrallied. The stages down here were superb and it remains to be seen whether, following the event, the Waterford Council are more kindly disposed toward rallying than they were before it.

These stages were run on the Saturday, the longest day of the rally, starting at 9am and not finishing until about 6pm. The Sunday was more traditional stuff with the stages in the mountains to the west of Cork, centred on the town of Macroom. The contrast in the two days couldn't have been greater. Saturday was fast, sweeping, farm road stuff. Sunday was tight, narrow mountain roads.

As rallies grow they begin to mushroom and there is always a very grave danger of them growing out of control. The Cork 20 is now at that vital stage. It has grown to international status but it must now start to control that growth. On this year's rally some small weaknesses did start to show. The marshals were rather haphazard in their methods and several of the stages ran to a very tight margin of error. Clerk of the Course, Leo Whyte and his team are aware of the problems. Now they must find the answers for next year.

ENTRY

The Cork 20 always manages to attract one or two star names in addition to the regular Irish contingent. This year it looked for a while as if the list was going to be even better than ever. Unfortunately it didn't live up to that initial promise. The much billed tarmac battle between Pentti Airikkala and Ari Vatanen was a non-starter when Ari was sent away to do a German championship round for Ford. Neither Malcolm Wilson nor Derek Boyd had cars suitable for the event available and Terry Kaby, who does at least have a car, found himself too busy with Castrol/AUTOSPORT commitments.

There was one consolation, the arrival of little Bror Danielsson from Sweden driving an Escort on hire from Tony Maslen. Bror has done a couple of rallies now in Maslen Escorts, with David Booth co-driving, and was keen to gain some more tarmac experience. With his quiet, friendly ways he gained a lot of fans over the weekend, even if some of the stages weren't quite to his liking.

The rumoured new engine for Airikkala's Chevette simply didn't happen though the team had been testing the fuel-injection system during the week before the rally. As it was the Finn arrived with his ex-Circuit of Ireland car; the old shape bodyshell and the old engine. There was a minor modification to an exhaust cam and that was it. More importantly from the team's point of view, Pentti arrived on the rally suffering badly from flu, and looking and feeling rotten. He never really got into his stride because of it and, when retirement came, it was probably a relief.

Local hero Billy Coleman is having a new car built too, but once again it wasn't ready for this event and so the old Motorcraft machine, which has done so many miles was used. Billy had Brendan Neville co-driving for him and, of course, the Coleman family servicing. With some of the Sunday stages passing within a few miles of his home of Millstreet he didn't have to worry too much if he wasn't in the lead by Saturday night.

Before this rally Coleman was leading the Tudor Tarmac Championship series and it was the prospect of scoring more points in this which lured most of the leading Irish drivers to the rally. Brian Nelson/Rodney Cole in their Tuca Tiles Escort, Dessie McCartney/Peter Scott and John Coyne/Christy Farrell in the two Talbot Ireland Sunbeams, and Bertie Fisher/Austin Frazer in their Castrol/Bush Performance Centre Escort were all in the hunt for points.

Ger Buckley on the other hand wasn't worrying about points. His Escort was a full G5 car designed purely to win this, his most important local event. The engine was a 2.1-litre BDA and the car had a number of lightweight panels, including the boot and bonnet. Apart from his cousin, Billy Coleman, the other local opposition consisted of the husband and wife team of Mick and Anne O'Connell back in rallying after an eight month lay-off.

CORK 20 RALLY

RALLY

Saturday morning dawned grey and murky. It had been raining for most of the night and there was yet more water to come. The stages were awash and the roads incredibly slippery as the drivers fought to get some measure of control. Nobody settled in to the rally properly and there were endless little complaints about things which weren't working out just right. Most people blamed the tyres, others found that, with the roads so nasty, any handling problems on the car were magnified tenfold.

Buckley was quickest on the first stage and, for those first few tests, it was a fight between him, Bertie Fisher and Mick O'Connell. The superstars were in trouble. Coleman had the back brakes locking on which caused some terrible moments on the slippery roads and neither Brian Nelson nor Pentti Airikkala had settled to the task. Pentti found out how slippery it was on the fourth stage.

He lost the Chevette under braking for a T-junction and the car spun and slithered backwards into the ditch. Damage was slight and the spectators were there to help but even so he dropped four minutes and out of the top ten. Pentti was enjoying the stages very much and even looked quite cheerful despite feeling rotten, but it was obvious that this wasn't going to be his best performance.

Danielsson was also having trouble in those early stages. He lost the clutch on the second stage but bleeding the system in the service area soon solved that. Then, a couple of stages later, he too ended up travelling backwards rather than forwards. In his case the progress was halted by a very solid wall which effectively destroyed the boot of his hired Escort. With true rally driver determination, Bror simply stuck the car in first gear and drove off, losing only about 30 secs.

So, after four stages the rally was already beginning to look rather like an Irish walk-over. The O'Connells, Buckley, Fisher and then Brian Nelson were separated only by seconds. The rest were struggling to stay in touch. In the G1 category, there had already been dramatic developments. Before the event started there had been much excitement over the prospect of a battle between John Lyons and Alan Carter. Lyons had started badly, not happy with his car and with no back brakes to help him keep it sideways. On the fifth stage the inevitable happened. He came over a crest too fast, the car bounced off the wall and rolled into the road.

One of the first people on the scene was Alan Carter, the New Zealander having to stop to move his rival's car out of the way, and then carrying on knowing now that he could ease back and take things at his own pace. On the very next stage though a bolt from the air-filter box was sucked into the carburettor and the engine was gone. Group 1 was left to the local driver, Austin McHale, with one of his only rivals, John Scallon, retiring with electrical failure.

Six of the stages on the Saturday were more important than any others; not because they counted for more in the results but because there was £1,000 at stake. This very generous prize was put up by Radley Engineering for the fastest driver over the West Waterford stages; not surprisingly, it attracted a lot of attention. By now Coleman's car was sorted out and he was going well. Cousin Buckley was going just that little bit better though. He won the prize by 1 second to swell the growing coffers.

There was no sign of any let-up in the weather as the rally paused slightly to allow the stages to be used for a second time. The Donegal brothers Vincent and Michael Bonner had had a huge accident in their Sunbeam when a brake caliper fell off and this gave some delay and a little bit of breathing space.

Pentti started to go quicker as the rally turned back towards Cork but then the surface got the better of him again. "There was this gate half open. Now it is fully open and I'm afraid that I didn't have time to go back and shut it again. I think we need a new driver. That was our best accident so far."

He'd dropped another 30 secs in the field and all the hard work of the day was almost lost. By the end of the leg he was in sixth place, poised to strike. Danielsson was further back having 'been fishing' on the last stage of the day. He had put the Escort off the road and down into a river where the main problem was persuading locals to wade out and push him. After five minutes a few reluctantly agreed and, with water over their ankles, helped him back onto the road again. "Next time I catch fish quicker," commented Bror.

At the end of that first day Buckley had eased out 30 secs on Bertie Fisher with Coleman moving up, just another 20 secs behind. The O'Connells had clouted a wall which in itself lost them little time but the resultant bad handling was to cause trouble for the whole of the next leg.

Brian Nelson headed them, he also having been delayed; in his case by a doubtful gearbox. In fact the only people who didn't seem to have had any serious trouble were the Team Talbot Ireland cars. Both John Coyne and Dessie McCartney had had good runs and only lost little bits of time. They lay sixth and tenth and, like everybody else, looked forward to a drier day.

It wasn't to be. Sunday was almost as wet as Saturday, though the mountain stages did clear of water



Group 1 man Austin McHale almost gets a hairpin all wrong.

quicker than the previous day's tests. Coleman was determined to push Buckley and started the first stage just 30 secs behind him to try some needle. It may well have worked but Billy would never find out. Halfway through the stage his fan belt came off the engine, taking the timing belt with it. The rally was run.

The next challenge should have come from Airikkala but he too was out of luck. On the second stage of the day the car stopped with a loose HT lead. The Finn couldn't find the fault in time and the car just sat there, frustratingly undamaged but unable to move. A disconsolate Pentti went off in search of a cure for his flu, leaving the rally rather bereft of any excitement.

Buckley seemed to be in the clear. He was on home ground and the car was performing beautifully. Around him the others seemed to be having niggling little problems. Bertie Fisher found himself on the wrong tyres, then picked up a puncture and spun, losing another 30 secs. Brian Nelson was driving the quickest of all and making up ground but the slave cylinder on the clutch came adrift for a couple of stages and that put him out of touch with the leader.

Ernest Kidney found these stages more to his liking and moved up well but the final drama of all belonged to Dessie McCartney. On the final bend of the final stage, with a rear tyre slowly deflating, Dessie lost the little Sunbeam and banged it against a wall. Amazingly, damage was slight but it was the kind of near miss that everybody had been having all weekend.

And so Ger Buckley and John Caplice came home winners of their home event. It is all too easy to suggest that they did well just because this was local ground but that would do no justice to Buckley's driving skill or the excellent car preparation. On nasty, slippery stages, he never put a foot wrong. The car never missed a beat. That's the kind of performance that wins.

Local hero Billy Coleman was poised to strike when his engine failed.



Haltonne Cork 20 Rally

6-7 October, 1979

Tudor Tarmac Championship, round 5

- 1, Ger Buckley/John Caplice (Escort RS), 16419s;
- 2, Brian Nelson/Rodney Cole (Escort), 16539s;
- 3, Bertie Fisher/Austin Frazer (Escort RS), 16567s;
- 4, Mick O'Connell/Anne O'Connell (Escort RS), 16601s;
- 5, Ernest Kidney/Paul Phelan (Escort RS), 16904s;
- 6, John Coyne/Christy Farrell (Talbot Sunbeam), 17023s;
- 7, Dessie McCartney/Peter Scott (Talbot Subbeam), 17140s; 8, Bror Danielsson/David Booth (Escort RS), 17145s; 9, Willie Crawford/John Brown (Escort RS), 17212s; 10, Ian Corkhill/Mike Bryon (Escort RS), 17345s.

Class 1, G1 up-to-1300cc

- 1, F. Fennell/H. Lauder (Avenger), 19279s;
- 2, J. Armstrong/W. Hudson (Mini 1275), 19417s;
- 3, S. Crowe/J. O'Brien (Fiat 128), 19932;

Class 2, G1 up-to-1600cc

- 1, J. Boyce/G. McGettigan (Avenger), 18368s;
- 2, P. Jones/M. Barry (Avenger), 18770s;
- 3, R. McBurney/N. Smith (Golf GTI), 18885s;

Class 3, G1 over 1600cc

- 1, J. Logan/K. McMillian (Escort RS), 18168s;
- 2, G. Browne/J. Breen (Avenger), 18921s;
- 3, D. Hoare/J. McCabe (Escort RS), 19337s;

Class 4, G2 up-to-1600cc

- 1, C. Kenneough/J. Dodsworth (Escort), 18413s;
- 2, P. Kiely/O. Kiely (Escort), 18910s;
- 3, B. Dickson/L. Reavy (Sunbeam), 19325s;

Class 5, G2 over 1600cc

- 1, J. Coyne/C. Farrell (Sunbeam), 17023s;
- 2, D. McCartney/P. Scott (Sunbeam), 17140s;
- 3, J. Royce/J. Lidieth (Escort), 18653s;

Class 7, up-to-1600cc

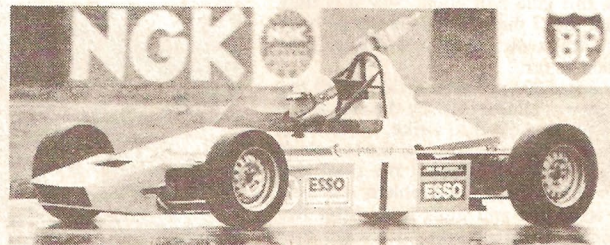
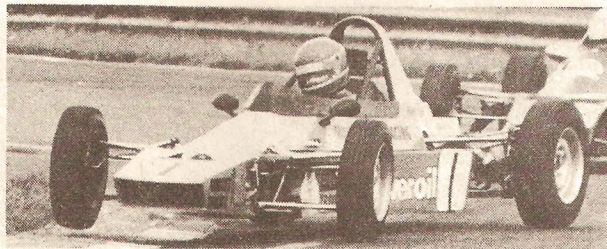
- 1, M. Dunning/A. Cavanagh (Avenger), 19168s;
- 2, F. Hogan/B. Kelly (Golf GTI), 19535s;
- 3, W. Benskin/J. O'Shea (Escort), 20104s;

Class 8, over 1600cc

- 1, B. Danielsson/D. Booth (Escort), 17145s;
- 2, W. Crawford/J. Brown (Escort), 17212s;
- 3, I. Corkhill/M. Bryon (Escort), 17345s;

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by Chris Mason

An Irish yarn

The story of how the Irish Land Speed Record was broken.

Picture the scene. A dullish August Monday morning in Phil Bennett's garage, tucked away in the outer environs of Leeds, when the slightly 'hung over' tranquility is smashed by the telephone ringing. An unmistakably Irish voice announces a wish to break the Irish Land Speed with Phil's ex-Tom Pryce/Mike Wilds Formula 1 Shadow DN3B. Not surprisingly, Phil's initial reaction was that this was someone's idea of a joke. Not so. The Irish voice belonged to Formula Atlantic ace Vivian Candy and, within a couple of weeks, the primrose yellow Shadow was the holder of the ultimate Irish speed record after a light-hearted saga which should reassure those who think that all the fun has gone out of motor racing.

The idea was for Candy, sponsored by Ingersoll-Rand (Ireland) and B & I Ferries, and with the enthusiastic support of Captain America's Cookhouse (his regular co-sponsor), to have a crack at the Irish Land Speed Record in the early hours of Tuesday, August 21, on the specially closed 3-mile straight in Cork which once formed part of the old Carrigrohane Circuit. The attempt was to be made under the auspices of the RIAC, and would also take the form of a 'match' with Danny Keaney's mighty 750cc Yamaha motorcycle.

Since first campaigning a Triumph TR2 in 1966, Bennett has been a regular club driver in racing and hillclimbing, at the wheel of various Jaguars and the one-off Formula 2 Scott before fulfilling a long-held ambition to race a Grand-Prix car, albeit in club *Libre* races. But this was quite different! The Saturday following the fateful 'phone call found Phil at Yeadon (Leeds/Bradford Airport) awaiting Candy's arrival to discuss the venture. That the 40 mins flight from Dublin contrived to be 90 mins late should have been taken as an omen of things to come.

Hilarities

Anyhow, a deal was done whereby Viv, backed by Ingersoll-Rand, would demonstrate the car at Mondello Park on the Sunday (August 19) and then proceed down to Cork. All of which left very little time to fit the relatively diminutive Viv into the absolutely lanky Phil's car, attend to pre-attempt Irish publicity, and generally prepare the car in respect of gear ratios and aerodynamic appendages. The affair of the anonymous American lady who was cajoled into bringing over sponsor decals by air, and who succeeded only in losing them was just one of the minor hilarities which ensued.

Somehow, by the Friday, Phil, his fiancée Jan Walker (Staff Secretary of BARC Yorkshire Centre) and the Shadow were ready to go. Deftly side-stepping

the problem of a cancelled ferry, the *équipe* found themselves on a very comfortable B & I cargo ferry at Fleetwood. The only snag was that at the scheduled time of departure there was no water under the ferry — really! Some 2½ hrs late the ferry at last cleared Fleetwood harbour.

The arrival in Dublin at about 01.00 hrs on Sunday morning was inauspicious, due to the lack of a temporary import licence. As Phil puts it: "Oddly enough, we just didn't have £15,000 in cash with us to provide a bond." The resulting *impasse* required the Chief Customs Officer to be roused from his slumbers at 04.30 hrs to sort things out. Of course, by now hotel bookings had been lost, but the legendary Irish hospitality of the 'reception committee' headed by Bob Howlings (Irish?) sorted out some accommodation for a snatched sleep. "We had to be up at seven to go to Mondello. It was so short my trousers were still warm", quoth Bennett.

By now all concerned were feeling a touch jaded, but all went well for the demonstration laps at Mondello with the Shadow, despite another panic when the gearbox blew on Candy's Atlantic Chevron. Phil and Jan were amazed to encounter massive Irish media interest in the record attempt, and found themselves positively fêted. After post-Mondello refreshment, the journey down to Cork occupied most of Monday. Once the next hurdle of a champagne reception was cleared it seemed pretty desirable to go and have a look at the road where the record attempt was to be made. Phil's reactions were somewhat mixed: "The road, about two miles from Cork itself, was magnificent, a three mile dead straight stretch. Unfortunately, just a few hours before we were due to start, it was occupied by a band of itinerant tinkers."

The conversation which ensued ran something like this:

Bennett: "Haven't you been told that there's a record attempt here later tonight?"

Tinker: "Oh yessh. We'll shtep back when t'e car comes."

Bennett: "But it'll be doing about 180 mph!"

Tinker: "T'ey never to'd ush t'at."

After further stimulating dialogue in the same vein, and a little financial encouragement, the travelling folk were escorted from the line of fire.

The actual record runs were scheduled for just after dawn to cause the minimum inconvenience to traffic which would otherwise be using the road, but at 03.00hrs Phil was on the point of calling everything off. The timing gear was in place and the car was ready but a total lack of crowd control — very necessary even at the hour after all the local publicity — looked like

making the runs appallingly hazardous. Happily, the RIAC Stewards were persuaded to take the necessary action.

So, amid mounting tension, Phil took the car out for a warm-up run to check all was well. The Shadow was fine but the bank of early morning fog after the measured kilometre was distinctly scary! Viv Candy took over and played himself in with a couple of runs around the 160 mph mark. Now it was the real thing. Viv took off for the downwind run and hit 9750 rpm, fifth through the kilo., a speed of 184 mph. The return trip was little slower at 179 mph. The record was in the bag.

No it wasn't. After the return run the timekeeper innocently enquired whether Viv was ready for his official runs. The timing hadn't been switched on. Frustration mounted as a strong breeze blew up, the timer broke down, and finally the road closure order looked like running out. In the nick of time Viv squeezed in a pair of timed runs at an average of just 168.380 mph. Success. It was well below the car's potential, but it was a new Irish record and it did beat the 'bike. All concerned were promptly overwhelmed by liquid hospitality, which celebrations continued until mid-morning.

By this time, the days were simply merging into each other, such as the general fatigue after all the rushing about. Jan and Phil set off back to Dublin to catch the night ferry, only to find they were not booked on it. By now, the slightly bizarre character of the whole trip were taking on a positively dreamlike quality. With nothing for it but to catch the following night ferry (with B & I's helpful assistance), a fairly riotous night out in Dublin ensued masterminded by Viv, Mark Kavanagh of Captain America's Cookhouse restaurants and Brian Archer of Marlboro Tea Ireland.

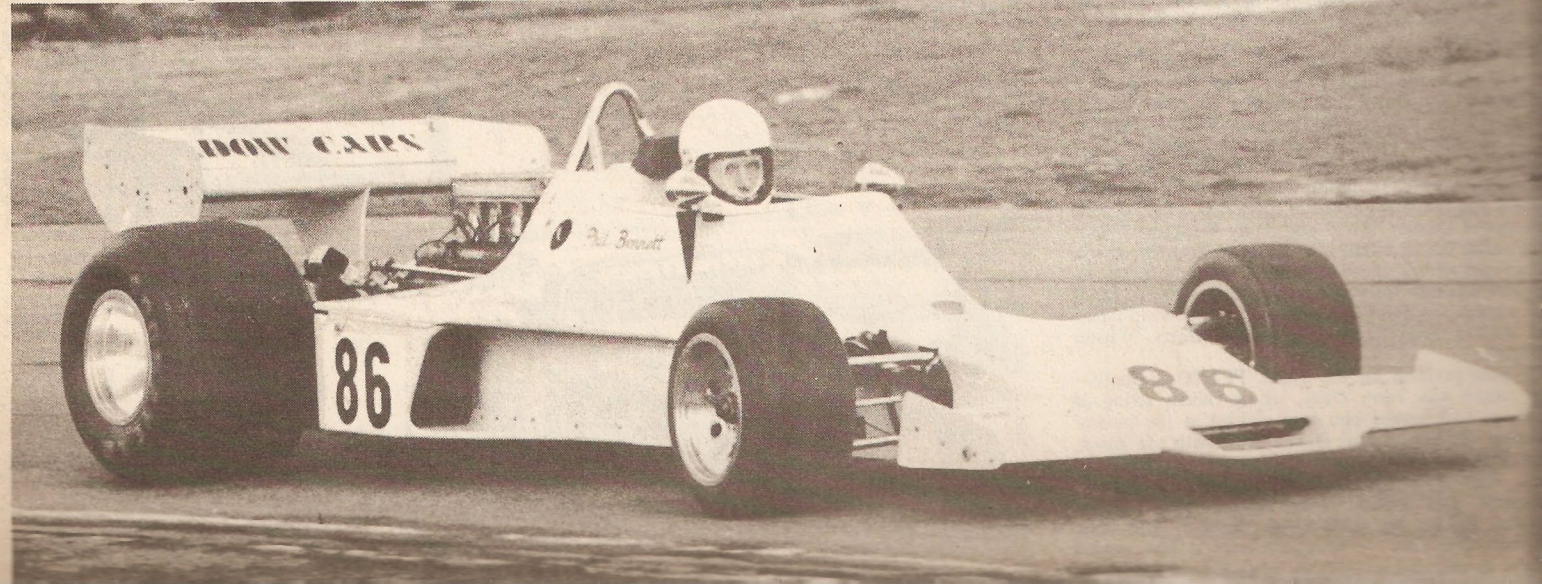
Meanwhile, Phil's road car had been stolen from outside their hotel, complete with all Phil's and Jan's luggage and documentation. The police eventually recovered the car (it had been involved in a robbery and was found full of Mars bars!) but of the luggage and documents there was no sign.

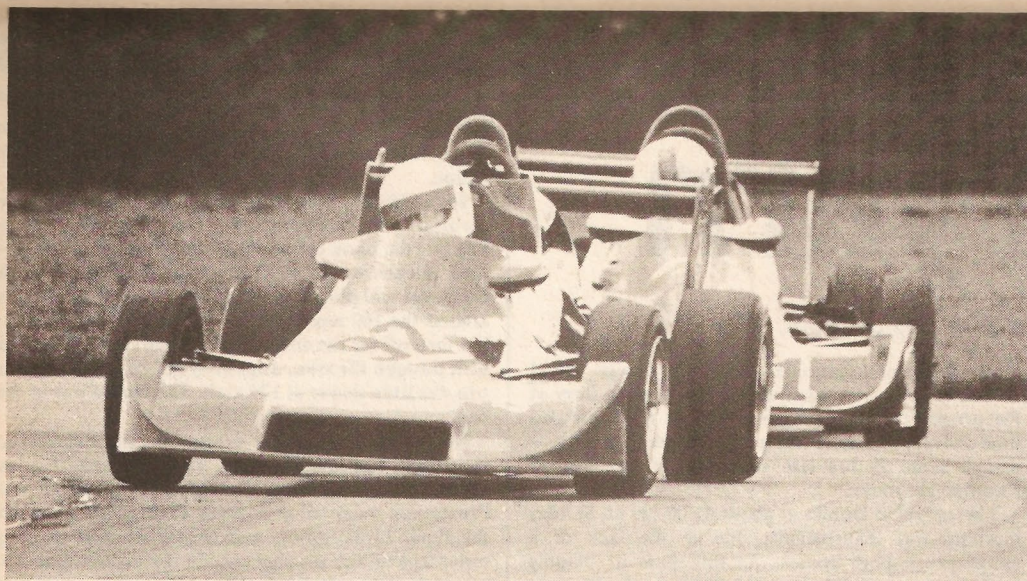
Come Thursday morning an utterly exhausted Phil Bennett, still imbued with a feeling that the whole affair was just unreal, staggered ashore at Fleetwood rehearsing his speech of explanation to the Customs people as to how he proposed to land a Grand Prix car with no documentation whatsoever!

Somehow it was all sorted out, and since the whole deal — in true Irish fashion — involved selling Phil's ex-Opert Chevron B42 to Candy for Atlantic racing the affair could only be regarded as successful. Phil was most appreciative of the efforts of Dennis Campbell of Ingersoll-Rand who made it all possible and of Viv Candy and everyone else involved who shrugged off every disaster with good humour — and another drink. No wonder the rally men like going to Ireland.

Oddly enough, among all the hitches and catastrophes which marked the trip, the one that which ran like clockwork was Phil's meticulous rebuilt Shadow.

The record-breaking car — Phil Bennett took his Shadow DN3B over to Ireland for Vivian Candy to attack the Irish Land Speed Record.





Mike White scored his third Ford 2000 win in two weekends with the Auto Windscreens Delta.

SNETTERTON

Hat-trick for White

Two single-seater events, for the Ford-engined categories, contained most of the interest and excitement (and, incidentally the majority of the cars) at Snetterton last Sunday. The FF1600 event, a round of the BARC series, provided a convincing win for Terry Gray in a works Van Diemen but David Sears, who annexed second spot, secured the championship — his second this year — at the wheel of his Rushen Green Royale. Similarly, the feature event saw Mike White (Delta) achieve a hat trick of Ford 2000 wins in two weekends while David Leslie, with a fighting runner's up position in this Computacar round, moved a step nearer his second title of the year for Reynard Racing. The BARC were in charge and on a sunny afternoon once again kept the programme flowing smoothly at a pace that other clubs find difficult to match at this circuit.

On race day morning, a Ford 2000 qualification event, to determine grid positions for the championship round, was scratched; allegedly because the drivers did not want it. An Oceanair Clubman's sports qualifier thus opened the racing. In the absence of the new champion, Phil Martin-Dye, it was a triumph for local driver Glenn Eagling. Nigel Butcher (Mallock Mk 20) made the best of the good starts by all three front row men to go around the outside of Eagling at the first corner and lead. It was a brief advantage, though, as Eagling went ahead at the end of Revett Straight and thereafter pulled away in his Mallock Mk16 to win by over 10secs, his fifth victory this season. Nigel Butcher was a constant second, well clear of the only dice of the race between the Phils Matchwick and Brown for third in their Mallock Mk18s. Brown appeared the faster and was looking for a way through all the time, but Matchwick had the race-craft to keep his rival behind for all 10 laps.

The STP modsports event was won by Jon Fletcher and his venerable Elan. Initially Paul Berman, in a similar car, led but Paul, racing a car that he has borrowed and is still sorting, was unable to consistently match the speed of Jon, and the Northerner finally pulled clear. Into third came the troubled Davrian of John Pugsley which none-the-less very comfortably won its class and remained ahead of the larger class Porsche Carreras of Dudley Wood and Tony Wingrove. Wingrove, after an excellent start, was confronted with a wall of cars and nowhere to go, and backed off, but by the close was into his stride and catching Wood. Final class winner was Steve Roberts (Mini Marcos) in sixth, who inched away lap by lap from Garry Wilson (Midget).

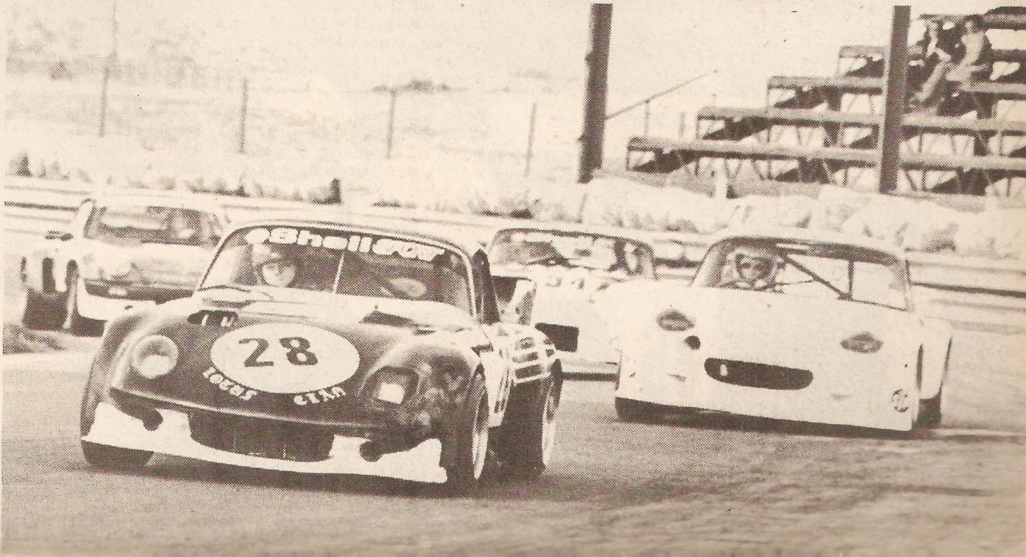
On pole position for the BARC FF1600 championship round was Terry Gray, whose recent string of successes had moved him into second in the points' standing. Beside him sat David Sears with the knowledge that, by winning or finishing second, he could clinch the series with two rounds still remaining. Alongside and behind were ranged Marc Smith (Royale) Bolivar de Sordi (Van Diemen) and Rick Whyman (Royale). — Gray, despite a few engine

bothers in practice, got cleanly away to lead Smith, de Sordi, Whyman and Sears into Riches and, by the end of the first lap, had worked himself clear. Sears was up to fourth. Gray continued to extend his lead as the others delayed themselves and, at the height of this four car battle, at half distance, when they swooped across the line and headed for Riches all abreast of each other, the race appeared to be Terry's, barring mechanical misfortune. Nothing broke on the works Van Diemen, of course, and Gray won comfortably; the fight for second spot was then between two cars, the Royale of Sears and the second works Van Diemen of de Sordi. By many descriptions it was fraught. It was very close and only on the last lap, after the two had emerged side by side from the Esses, did Sears nose in front at Coram. Bolivar tried again into Russell but David passed under the chequered flag, hand aloft in second spot with the knowledge he had secured another title.

The Wendy Woods Special Saloon thrash was poorly supported with only one car, a 1071cc Mini, starting from the two larger classes. Peter Jurgens (Hiorns A40) and David Enderby (Singer Chamois) began a fine scrap for the lead and, at the same time, outdistanced everyone else. Jurgens was just in front until lap 8, when he had the first of two moments that were to drop him out of contention and leave Enderby to win unchallenged. Behind these two, an equally close battle for third and the up to 850cc honours was waged between Roger Gill and Chris Roberts, both in Imps, until Gill did a Jurgens and dropped to fifth behind Doug Fairbairn's larger Imp.

A full grid of cars assembled for the Computacar Ford 2000 race. The first two laps belonged to Simon Kirkby, who led in his Reynard until an unfortunate touching of wheels with David Leslie forced the Lincolnshire driver to retire to the pits. Leslie took over out front for just two laps himself, before Mike White went ahead at Riches and then followed an interesting chase to the end. Last year's champion, out to revive his reputation after a season of very little racing, and

Paul Berman initially led the modsports race, until the white Elan of Jon Fletcher passed him.



behind him the man who has made the biggest impact this year. White stayed ahead, Leslie was less than 1sec behind; the lap times of both had been almost 1sec better than everyone else.

Everyone else included an excellent two car scrap for third spot between Tim Wallwork and Mike O'Brien both in Reynards, and both with a season of continued improvement; Wallwork, the more experienced of the two, held off his rival to salvage something for Lincolnshire and Richard Dutton racing. Ray Edge (Lola) was a consistent fifth ahead of the tigering Tim Davies (Crosslé) and Thomas Lauda (Reynard), the Austrian subdued by a flu bug. Championship challenger Peter Morgan was right out of luck struggling in mid field with his Lola.

Final race of the day was a combination of a Varley Batteries Monoposto round and a VW Silver Cup qualifier; the VW-powered cars not surprisingly held sway. Olly Hollamby, in his Volkspares March, led throughout and consolidated his points' advantage. Bruce Venn (Argo) shared a new lap record with Hollamby, but could not get close enough to challenge, while Dave Greenwood was a distant third. Into fourth came the first Monoposto, Alex Lowe's Chevron, which also set a new lap record as it fought to stay ahead of the smart Shannon FSV of Ed Jones. Bill Burley, who was vying for Silver Cup points with Hollamby, unfortunately collided with a back-marker and then a marshal's post and was removed to hospital.

ANDY LEEDER

Oceanair Clubmans Sports Championship race (10 laps): 1, Glenn Eagling (Mallock-CES Mk16), 12m 08.6s, 94.72mph; 2, Nigel Butcher (Mallock-Nelson U2 Mk20), 12m 19.0s; 3, Philip Matchwick (Mallock-Minister Mk18C), 12m 25.5s; 4, Phil Brown (Mallock-Minister 18CW), 12m 25.8s; 5, Colin Fisher (Gryphon-Davron C74), 12m 35.3s; 6, Gareth Chapman (Stallwood-Vegantune R79), 12m 39.2s. Fastest lap: Eagling, 1m 11.8s, 96.12mph.

STP Modified Sports Championship race (10 laps): Overall: 1, Jon Fletcher (1.8 Lotus Elan), 12m 14.7s, 93.53mph; 2, Paul Berman (1.8 Lotus Elan), 12m 18.8s; 3, John Pugsley (1.2 Davrian Mk6), 12m 47.3s; 4, Dudley Wood (3.0 Porsche Carrera), 12m 52.7s. Over 2000cc: 1, Wood, 89.31mph; 2, Tony Wingrove (Porsche Carrera). Fastest lap: Wingrove, 1m 15s, 92.02mph. 1501-2000cc: 1, Fletcher; 2, Berman; no other finishers. Fastest lap: Berman, 1m 11.3s, 96.79mph. 1151-1500cc: 1, Steven Roberts (Mini Marcos), 13m 17.6s, 86.52mph; 2, Garry Wilson (MG Midget); 3, Allen Tolchard (MG Midget). Fastest lap: Roberts, 1m 18.1s, 88.36mph. Up to 1150cc: 1, Pugsley, 89.95mph; 2, Pat Longhurst (Davrian Mk7). Fastest lap: Pugsley, 1m 13.9s, 93.39mph.

BARC Formula Ford 1600 Championship Race (12 laps): 1, Terry Gray (Van Diemen-Auriga RF79), 14m 39.4s, 94.17mph; 2, David Sears (Royale-Minister RP26), 14m 43.9s; 3, Bolivar de Sordi (Van Diemen-Auriga RF79), 14m 44.3s; 4, Marc Smith (Royale-Titan RP26), 14m 51.2s; 5, Rick Whyman (Royale-Titan RP26), 14m 54.8s; 6, Allen Crawford (Royale-Scholar RP24), 15m 22.6s. Fastest lap: Sears, 1m 12.1s, 95.72mph.

Wendy Woods Special Saloon Championship Race (10 laps): Overall: 1, David Enderby (1.0 Singer Chamois), 12m 53.9s, 89.17mph; 2, Peter Jurgens (1.0 Hiorns A40), 13m 11s; 3, Chris Roberts (850 Imp), 13m 46.1s; 4, Douglas Fairbairn (1.0 Imp), 14m 11.7s. 1001-1300cc: 1, Ivan Kilbee (Mini Cooper), 13m 18.7s, 69.12mph. No other starters. Fastest lap: Kilbee, 1m 36.9s, 71.22mph. 851-1000cc: 1, Enderby; 2, Jurgens; 3, Fairbairn. Fastest lap: Enderby, 1m 15.4s, 91.53mph. Up to 850cc: 1, Roberts, 83.54mph; 2, Roger Gill (Imp); 3, Tony Crudgington (Mini). Fastest lap: Roberts, 1m 19.8s, 86.48mph.

Computacar Ford 2000 Championship Race (15 laps): 1, Mike White (Delta-Neil Brown T79), 17m 08.6s, 100.64mph; 2, David Leslie (Reynard-Titan SF79), 17m 09.4s; 3, Tim Wallwork (Reynard-Neil Brown SF79), 17m 18.7s; 4, Mike O'Brien (Reynard-Titan SF79), 17m 19.0s; 5, Ray Edge (Lola-Titan T580), 17m 28.9s; 6, Tim Davies (Crosslé-Auriga 33F), 17m 29.1s. Fastest lap: White, 1m 07.3s, 102.54mph.

Combined Varley Batteries Monoposto/VW Silver Cup Formula Super Vee Championship Race (10 laps): Overall: 1, Olly Hollamby (March/Brabham), 11m 19.8s, 101.52mph; 2, Bruce Venn (Argo), 11m 25.2s; 3, Dave Greenwood (Reynard), 11m 39.2s; 4, Alex Lowe (Chevron B20), 11m 46.4s. Super Vee: 1, Hollamby; 2, Venn; 3, Greenwood; 4, Edward Jones (Shannon 79). Fastest lap: Venn & Hollamby, 1m 06.0s, 104.56mph (record). Monoposto: 1, Lowe, 97.70mph; 2, David Dudley (March 708M), 12m 02.6s; 3, Peter Hughes (Brabham BT21B), 12m 02.9s. Fastest lap: Lowe, 1m 08.4s, 100.89mph (record).

No business like Showbiz

Warm sunshine did its best to delay the onset of autumn, but the pleasant conditions still did not attract a particularly large crowd to the Showbiz Car Club meeting at Brands Hatch on Sunday. This was a pity because, unlike a number of past celebrity meetings, this one was bristling with famous faces and well-known voices, who were there both to compete and to put in guest appearances. The various diversions caused the programme to fall somewhat behind schedule, but the races were run off briskly by the BRSCC and ended just before dusk, having failed in a number of cases to live up to their promise.

Mike Smith was naturally a hot favourite to take the Sunbeam celebrity race which opened the proceedings, but the Capital Radio disc jockey held back to make it an exciting race, and placed himself in constant danger of being taken off by a very aggressive Caro Greenwood. The Sale of the Century girl nevertheless showed considerable flair, and was a popular winner when Mike Smith allowed himself to be pipped by a length. Nicholas Young and fast girls Françoise Pascal and Pippa Page were next, but most of the others, who included Richard O'Sullivan, David Jacobs, Shaw Taylor and Status Quo drummer John Coughlan, were content to complete the distance at a fairly sedate pace.

Spartans dominated the FF1600 consolation race, from which just one car would go forward to the Kent Messenger championship qualifier. Paul Jackson, now more often seen in FF2000, stepped down a class to win this one after Jeff Williams had set the early pace. Peter Lawrence (Royale) claimed second and newcomer Tim Davey (Royale) was third (see *Sports Extra*) after biffing Williams out of the way at Clearways on the last lap.

A 20-lap Super Round for the Gunk Renault 5 Elf Challenge rather fell apart after half distance, but the little cars' usual entertaining antics kept the crowd amused. Jim Edwards is already confirmed as this year's champion, and he proved why yet again by dominating the event. Although never far ahead, Edwards did not look like being caught. Roger Jones started from the third row, and had to work very hard for his second place. Martin Powell led the chase in the early stages until some of the others got into their stride, but he stayed with the pace and fourth place was his reward, despite a late brush with Dave Loudoun, which resulted in Loudoun suffering a flat tyre.

More saloon car entertainment was provided by the Debenhams Escort contenders, but here again one driver showed the rest a clean pair of heels. Former hot rodder George Polley was the man, a hairy moment by Stuart Cole on the first lap in front of the main pack helping Polley to make the vital break. Derek Speight then seemed to be holding the others back, and by the time John Bishop, David Grimshaw and Fiona Butterfield had passed Speight, Polley was long gone. Mike Smith drove the Debenhams guest car and emerged as seventh finisher after featuring in the race's

Carlos Abdala leads Irishman David Griffin and fellow Brazilian Roberto Moreno down Graham Hill.

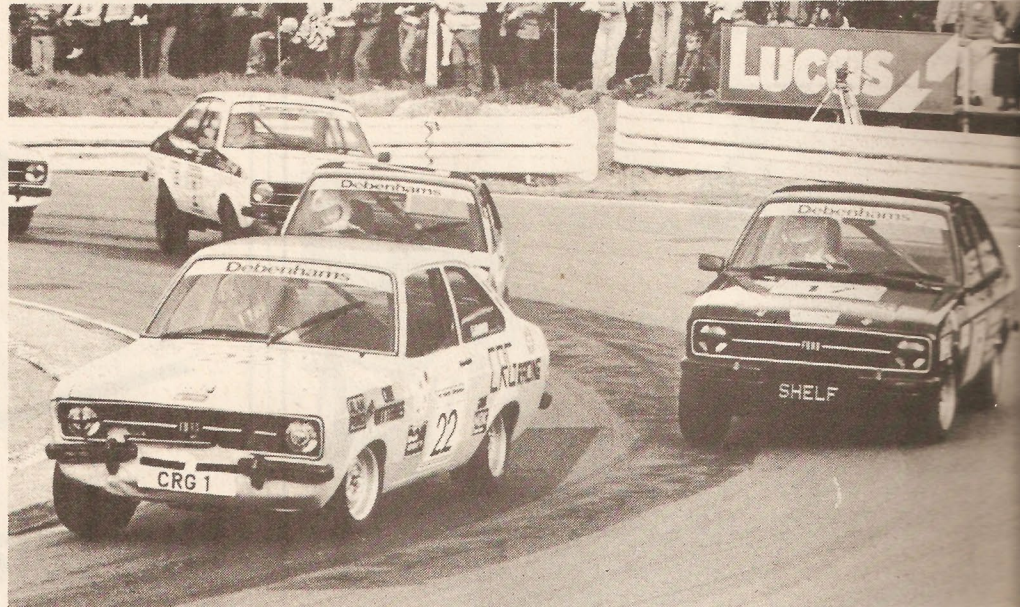


Paddock for the last time in line abreast with Keith Sheller and championship leader Billy Burke. Somehow they rounded the bend three abreast, but only Smith emerged unscathed as the other two teetered on the brink of disaster.

Fireworks of a more controversial kind came in the ShellSport Derwent TV 25-lapper. Andy Rouse had his Opel Commodore on pole position, but only a fraction ahead of Tony Lanfranchi's Commodore. Rouse led fairly comfortably while Lanfranchi strove to make up for a bad start, but by lap 10 Lanfranchi was close enough to make a passing attempt at Druids. He tried again at the hairpin on lap 14, but it all went wrong at Surtees, where they had to lap small class leader Nicholas Baughn. Lanfranchi dived for the inside line as Rouse swung round the outside of the Alfasud, but somehow they met on the apex and Rouse's car was barged on to the infield, where Andy abandoned it in disgust and sat on the grass to watch Lanfranchi race on to a subdued victory. After Rouse's demise, second overall was taken by Gerry Marshall's excitingly driven Dolomite, but Pete Hall was making a dramatic charge and only just failed to wrest the place from the 2300 class winner, who was shown the black and white warning flag during his spectacular progress. Small class men Neil McGrath (Rebuilt 5) and Baughn won as usual in their neck-and-neck chase for the title, but the point for fastest lap in Baughn's class this week went to Andrew Thorpe who, like Lanfranchi, set a new lap record.

The Kent Messenger FF1600 race for once failed to live up to its promise, but Carlos Abdala at least will be more than happy with the outcome, which was a victory for him and further reinforcement of his place at the top of the table. Fellow Brazilian Roberto Moreno (Royale) was the main challenger to Abdala's Van Diemen, but Dave Griffin interposed his Van Diemen between them for a couple of laps and helped Abdala to establish a winning advantage. The Irishman slewed across the grass at Surtees and lost second to Moreno, but regained the tarmac without further delay and stayed ahead of Ashley Ward who borrowed Chris Creswell's smart Ray in place of his usual Elden and looked very competitive in this exalted company. These four finished well ahead of Martin Holman (Royale RP24), who had to fend off intense pressure from Tom Brown (Van Diemen RF78) and

David Grimshaw's battered Escort set fastest lap in the Debenhams Escort on the way to third place.



Showbiz ShellSport Sunbeam Celebrity Race (10 laps): 1, Caro Greenwood, 11m 01.8s, 65.47mph; 2, Mike Smith, 11m 02.0s; 3, Nicholas Young, 11m 28.8s; 4, Françoise Pascal, 11m 29.4s; 5, Pippa Page, 11m 43.8s; 6, Geoff Simmons, 11m 70.7s. Fastest lap: Greenwood, 1m 04.5s, 67.18mph.

Myson Formula Ford 1600 Challenge Race (10 laps): 1, Paul Jackson (Spartan-Auriga FF79), 8m 46.0s, 82.38mph; 2, Peter Lawrence (Royale-Rowland RP24), 8m 48.1s; 3, Tim Davey (Royale-Minister RP26), 8m 49.9s; 4, Mike Reynolds (Royale-Scholar RP24), 8m 56.6s. Fastest lap: Jackson & Davey, 51.2s, 84.63mph.

Gunk Renault 5 Elf Challenge Race (20 laps): 1, Jim Edwards, 21m 11.2s, 68.17mph; 2, Roger Jones, 21m 13.3s; 3, Steve Hine, 21m 16.2s; 4, Martin Powell, 21m 17.8s; 5, Keith Newland-Hodges, 21m 20.6s; 6, John Bell, 21m 23.0s. Fastest lap: Powell and Dave Loudoun, 1m 02.7s, 69.11mph, (record).

Debenhams Escort Challenge Race (10 laps): 1, George Polley, 10m 25.8s, 69.24mph; 2, John Bishop, 10m 26.3s; 3, David Grimshaw, 10m 26.6s; 4, Fiona Butterfield, 10m 28.6s; 5, Chris Knight, 10m 31.3s; 6, Derek Speight, 10m 31.9s. Fastest lap: Grimshaw, 1m 00.9s, 71.15mph.

ShellSport Derwent TV Production Saloon Car Championship Race (25 laps): 1, Tony Lanfranchi (2.8 Opel Commodore GS/E), 24m 39.6s, 73.21mph; 2, Gerry Marshall (2.0 Triumph Dolomite Sprint), 25m 08.1s; 3, Pete Hall (2.8 Opel Commodore GS/E), 25m 08.3s; 4, Norris Miles (3.0 Ford Capri), 25m 09.9s. 2301-3000cc: 1, Lanfranchi; 2, Hall; 3, Miles. Fastest lap: Lanfranchi, 57.1s, 75.88mph, (record). 1601-2300cc: 1, Marshall, 71.83mph; 2, Chuck Nicholson (2.0 Triumph Dolomite Sprint); 3, David Yates (2.0 Triumph Dolomite Sprint). Fastest lap: Marshall & Nicholson, 59.6s, 72.70mph. 1301-1600cc: 1, Neil McGrath (1.4 Renault 5 Gordini),



Steve Hine finished third in the Renault 5 Super round.

Peter Argetsinger (Royale RP26), who in turn had Robert Coates (Hawke Mk21), Andy Ackerley (Lotus TS40E) and Robert Gibbs (RP26) snapping at their heels.

Tony Dickinson (Skoda) dominated practice and the race for the Rivet Supply special saloon championship but the outright title could still go to Dickinson or his Skoda rival, second finisher Derek Walker, or indeed to Peter Baldwin, winner of the 1300 class on this as on many other occasions. Baldwin, third overall, proved more than a match this time for Steve Pengelly, the other leading Mini driver. First in the unlimited class was Julian Unsworth, who was sixth past the flag in his Mazda-Chevy.

Steve Soper showed why he's at the top of the Dutton Forshaw Mini 1275 points table by taking the final race of the day narrowly but without serious challenge. John Hopwood showed one or two signs of catching Soper but was more concerned with fending off Peter Baldwin, and the fourth was Steve Harris after getting the better of Paul Taft.

PAULINE PHILLIPS

David Grimshaw's battered Escort set fastest lap in the Debenhams Escort on the way to third place.

70.13mph; 2, Colin Crabtree (1.4 Renault 5 Gordini); 3, Doug Bassett (1.4 Renault 5 Gordini). Fastest lap: McGrath, 1m 00.9s, 71.15mph. Up to 1300cc: 1, Nicholas Baughn (1.3 Alfa Romeo Alfasud), 68.14mph; 2, Andrew Thorpe (1.3 Alfa Romeo Alfasud); 3, Brian McCausland (1.3 Alfa Romeo Alfasud). Fastest lap: Thorpe, 51.02.3s, 69.55mph, (record).

Kent Messenger FF1600 Championship Race (15 laps): 1, Carlos Abdala (Van Diemen-Auriga RF79), 12m 47.1s, 84.73mph; 2, Roberto Moreno (Royale-Minister RP26), 12m 47.8s; 3, David Griffin (Van Diemen-Auriga RF79), 12m 53.5s; 4, Ashley Ward (Ray Creswell 79F), 12m 55.4s; 5, Martin Holman (Royale-Auriga RP24), 13m 02.0s; 6, Tom Brown (Van Diemen-Scholar RF78). Fastest lap: Moreno, 50.2s, 86.31mph.

Rivet Supply Special Saloon Car Championship (10 laps): 1, Tony Dickinson (2.0 Skoda 130RS), 8m 14.2s, 87.68mph; 2, Derek Walker (2.0 Skoda LB14), 8m 17.1s; 3, Peter Baldwin (1.3 Mini Clubman GT), 8m 37.7s; 4, Bob Trotter (2.0 Escort-Cosworth), 8m 42.8s. Over 2500cc: 1, Julian Unsworth (5.0 Mazda-Chevrolet RX3), 81.08mph; 2, John Morgan (3.8 Jaguar Mk1); 3, Mike Fell (3.0 Jaguar Mk2). Fastest lap: Unsworth, 52.3s, 82.85mph, 1301-2500cc: 1, Dickinson; 2, Walker; 3, Trotter. Fastest lap: Dickinson, 48.2s, 89.90mph. 1001-1300cc: 1, Baldwin, 83.70mph; 2, Brian Prebble (1.1 Imp); 3, Steve Pengelly (1.3 Mini Clubman). Fastest lap: Baldwin, 50.6s, 85.63mph.

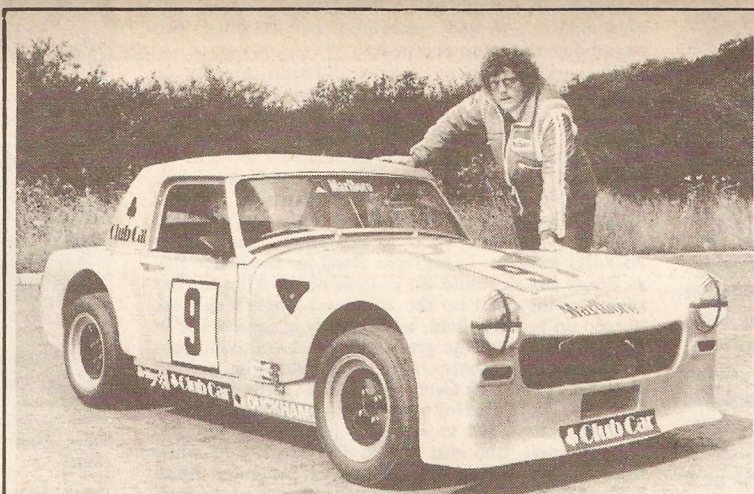
Dutton Forshaw Austin Morris 1275 Challenge Race (10 laps): 1, Steve Soper, 9m 45.7s, 73.98mph; 2, John Hopwood, 9m 46.9s; 3, Peter Baldwin, 9m 48.2s; 4, Steve Harris, 9m 50.7s; 5, Paul Taft, 9m 53.6s; 6, Chris Lewis, 9m 53.6s. Fastest lap: Hopwood, 57.8s, 75.22mph.

Big Time debutant Tim Davey

The name of Tim Davey, a 24-year-old would-be racing driver from Harrietsham in Kent, will become familiar to millions of TV viewers when the next series of Esther Rantzen's *'The Big Time'* is screened. For Tim, an amateur kart racer, was given the chance to appear in a round of the *Kent Messenger* FF1600 championship by the programme-makers.

Sunday's Brands Hatch meeting was Tim's big day, and he repaid the faith placed in him by the BBC with a demonstration of considerable talent. He did not in fact make the KM race, but an impressive third place and joint fastest lap in the qualification event will probably mean much more to uninitiated watchers (and potential sponsors) than last place in a championship round.

A complete newcomer is not often given the chance to make his first track appearance in the latest Royale RP26 with Minister power, but Davey carried the responsibility well and may be forgiven an over-ambitious lunge which sent Jeff Williams's Sparton spinning off on the last corner of his race. A later appearance as stand-in for Juliette Slaughter in her Triumph Dolomite proved less successful, ending against the Paddock Hill barriers after just one lap.



The Club Car racing team is a new venture on the national racing scene, instigated by former Jim Russell scholar Robin Carlisle. Fellow directors of David Earl Associates, manufacturers of the superb custom built 'Club Car' mobile hospitality trailers, liked the idea of being directly involved in motor sport, and decided to back Robin's ex-Nick Ramus MG Midget.

The car is prepared by Tony Lucas of EJL Autos, Wellingborough and is also supported by Britax, Champion, Duckhams and Southern Transport Enterprises. Naturally a Club Car exhibition trailer is a major part of Carlisle's racing entourage. David Earl Enterprises, incidentally, were involved in the production of the incredible BMW Panorama display/hospitality unit and others for Toyota, British Gas and Marks & Spencer are the work of the Northamptonshire firm.

Briefly . . .

● Rumours are rife that Turgis Green motor trader Roberto Seftoni is shortly to embark on a full programme of production saloon racing with the ex Pete Smith/John Tait/Peter Buxtorf Honda Civic. Sponsorship is currently being sought to finance an assault on the major championships in which Seftoni confidently expects to make some impact!

● Examples from the *marques* Lotus, Brabham, Gemini, Terrier, Lola, Elva, Cooper and Merlyn can be seen in Sunday's Chandler Hargreaves Formula Junior championship round at Brands Hatch. Mike Harrison's immaculate Brabham BT2 has already tied up the series.

Exclusive works deal for Rushen

Following the success of the Rushen Green Racing set-up in FF1600 this season Royale Racing Limited have contracted the Wymondham concern to run any works supported drivers in the formula next year. This exclusive agreement takes the Rushen Green Royale partnership into their second year with full factory assistance. Dennis Rushen's major success story this season, of course, has been the running of David Sears's superbly prepared RP26 with which the Norfolk driver has clinched the RAC FF1600 and P&O series. Pat Symonds of Royale Racing will be working with Rushen Green where necessary and may also supervise the running of a Royale development chassis from the works base.

● Delta T79 chassis scooped first, third, fourth and fifth places in the Danish FF2000 championship with Soren Aggerholm earning the title for the Hove *marque*. The interloper in the Delta domination plan was Ole Vejlund with a Lola.

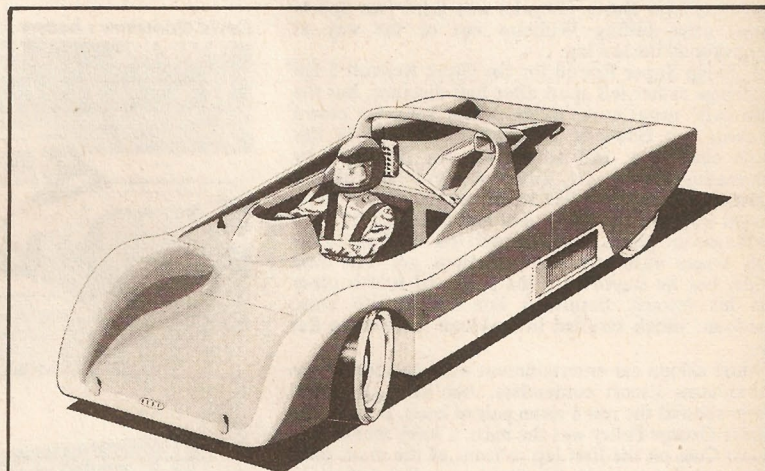


100 per cent champion

By winning the 850cc class in each of the eight Brush Fusegear special saloon championship rounds, 31-year-old Charles Bernstein, a project engineer at BL's Austin-Morris research and development plant at Longbridge, has assured himself of the title. Racing the only Mini in the Chrysler Imp-dominated class, Bernstein has been sponsored for the third year by Patrick Motors of Birmingham.

The chassis itself is one of John Maguire's superbly engineered spaceframe designs fitted with alloy and fibreglass panels. Bernstein has become renowned for his immaculate preparation and his championship winner is no exception, being finished in the eye-catching blue, white and red livery of Patrick Motors (who first came to prominence in saloon car racing by backing the ultra successful Mini of Mike Evans in the Esso Uniflo series several years back and ICI petrol).

It is rare these days to find a very quick Mini powered by a BMC-type engine — many now utilise Ford-BDA units and Ginger Marshall's rapid Countryman featured an Imp engine — but Charles's car is propelled by an 850cc unit built up from a Cooper S block, 970S rods, oversized pistons and a short-stroke crankshaft. An eight port crossflow cylinder head incorporating fuel injection completes the power plant which develops 110bhp at 10,200rpm. Bernstein has been racing since 1972, his other series win being the Esso Uniflo championship in 1973.



The Lola solution?

This is an artist's impression of the sensational Lola T590 Sports 2000 on which the Huntingdon company will be pinning their hopes for renewed competitiveness in the formula throughout the 1980 season. Lola cars dominated Sports 2000 racing in its inaugural year, taking the championship through John Cooper and last season they took major honours too, Frank Sytner winning the title in the face of far stiffer Tiga opposition.

Lola development fell behind somewhat in 1979 — the inherent problems of running a three-year old design taking their toll — Tim Schenken and Howden Ganley securing virtually a clean sweep with their Tiga cars driven principally by Ian Taylor, Richard Morgan and Jim Weaver. To counteract this problem the Lola design team have started afresh. The T590 is narrower, lower and lighter than its predecessor and by repositioning many of the components a significant lowering of the centre of gravity has been achieved. Substantially revised suspension geometry and lengthened wheelbase serve to improve cornering, handling and stability.

A week of intensive study in the Imperial Colleges wind tunnel has dictated the final body shape (which looks not dissimilar to that of Dud Moseley's innovative Motus Mk9) and a considerable increase in downforce with reduced frontal area the result. The chassis is all new and considerably stronger than that of the T490 series with improved footwell protection. The self-coloured GRP body is in three sections (rather than two on the older cars) for cheaper repair; the nose splitter cannot rip-off on kerbs; a central mirror improves rearward visibility; front engine mountings reduce torsional stresses on the block and ducted brakes eliminate fade. The outer chassis members bolt on for easy replacement. Orders are being accepted now with the first batch of deliveries due at the end of December.

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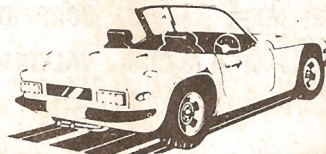
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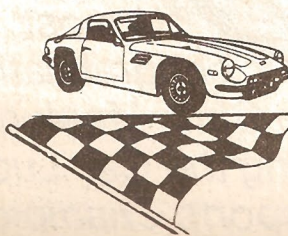


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Winning the Cav Lucas
Prodsports Championship*

Tassin's first big win at Silverstone finals

Aside from the Aurora F1 and Vandervell F3 races at last weekend's Bradford & Bingley Trophy Meeting on the Silverstone Grand Prix circuit, there were seven supporting races, each offering their own excitement and controversy. Four of the races constituted the final rounds of Silverstone-based championships, the highlight of which was a brilliant Esso Formula Ford victory — his first major championship win — by young Belgian Thierry Tassin. Third position was enough for local hero Jim Walsh to clinch the championship, however, while other titles were claimed by Alison Davis (DB Motors Prodsports), Phil Martin-Dye (Tricentrol Clubmans) and Charles Bernstein (Brush Fusegear Special Saloons).

Two Formula Ford heats were run on Saturday afternoon, intermingled with F1 and F3 qualifying. The first of these saw a great battle between five different marques: the Van Diemen of Thierry Tassin, the Royale of Jim Walsh, the Crosslé of Philippe Lambert, the Sark of Donald Macleod and the PRS of Rick Morris. The first three each led the race at some time, although an incident at Woodcote on lap 4 saw Lambert barreling his way through past Macleod, forcing the Sark to go crashing over the kerbs before landing with a rear wheel hanging loose. Tassin and Walsh then fought for the lead with the latter cannily hanging back in second place as they rounded Stowe on the final lap before slip-streaming past in classic fashion at Abbey and scoring the narrowest of victories. Lambert pipped Morris for third place, although a protest from an understandably angry Macleod saw the Swiss driver excluded from the results.

Heat two also began with a five-car tussle for the lead but young Fernando Ribeiro (Van Diemen) then made a break and eventually won by a comfortable margin. A hectic dice between Ian Shaw (Hangars PRS), Martin Boyle (McMahon Crosslé) and Richard Morgan (Drurypowder Crosslé) ended with the three of them embedded in catch-fencing at Woodcote, so Cameron Binnie (Indescon Van Diemen) gratefully took over second place, well ahead of John Booth and Chris Reynolds in

Van Diemen and PRS respectively.

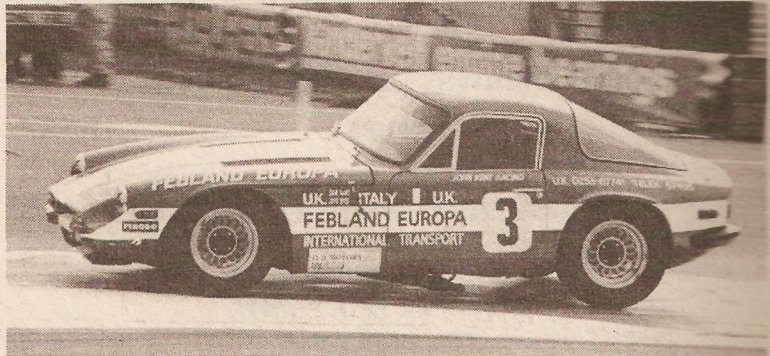
Sunday's racing commenced with the final DB Motors Prodsports round. Rob Wells immediately established himself in the lead with the 'works' Morgan Plus 8, although he came under pressure from the TVRs of Colin Blower and John Kent before being forced to relinquish his lead due to falling oil pressure. Blower was therefore handed the lead in the beautiful TVR Convertible, while Kent made a mistake at the chicane on lap 5 which cost him all hope of victory. Wells needed only one point to secure his position as class champion, so duly limped over the line well down the finishing order, while overall champion Alison Davis did not even need to race her Ginetta, so Chris Meek took a clear class victory and third overall to make it a resounding TVR one-two-three. The Spridget class provided the usual quota of incidents and ended with Chris Hart scoring a clear victory, although John Brigden, late of *Triple C*, set fastest lap on his way to a good second in class having started from the back.

The Brush Fusegear Special Saloon Car Championship race was much more exciting, although flat-out running around the fast Silverstone circuit eventually took its toll on the cars. Mike Parkes (Ring Tread System Maguire Mini), Bill McGovern (Bevan/Maguire Imp) and Tom Shephard (Maguire Imp) put on a marvellous showing for six laps before Shephard's car lost its exhaust pipe and dropped back. On the eighth lap, it "just stopped" altogether, while McGovern's Imp also ground to a halt out on the circuit, so Parkes was left with a clear victory, his hard work of changing the gearing overnight to improve straight-line speed having paid off handsomely. Dick Wallinger brought his strange-looking Imp variation into third place, while BRSCC South-Western Champion Rick Cutting claimed fourth overall in his 850cc class, champion Bernstein winning easily despite a spin at Becketts on lap 2.

The final three races of the day were each shortened by three laps due to the earlier delays, but all of them were close-fought. In the Tricentrol Clubmans event, Mike Dixon (UCI Mallock U2)



Differing TVR styles at the chicane. Above: DB Prodsports race-winner Colin Blower in the Convertible drives round, while (below) John Kent bounces over.



was penalised for anticipating the start and so was credited with only fourth place in the results, having led on the road for the entire seven laps, while an excellent battle for 'second' place was won by the vastly experienced and very popular Welshman Vernon Davies when he brilliantly outraked the Pink Panther/Gryphon C73 of Chris Hodgetts into Woodcote on the last lap. Chris Hill finished right on the tail of Davies and Hodgetts, having led these two for the first five laps, while Malcolm Isaacs was handed fourth place after the rapid Jim Yardley spun his Beagle at the chicane and took off Sam Cleps's Mallock.

Vernon Davies's win thereby assured him of the class title — his first such success despite having been one of the foremost Clubmans competitors for several seasons — while overall champion Phil Martin-Dye (Pages U2) once again 'won' the Formula Ford-engined class on the road but was later excluded for having overtaken the slow-cornering Phantom of Tony Pouyenne under yellow flags at Woodcote. Mike Donovan therefore took the honours, he having also been held up by Pouyenne during the race, while Barry Webb spun off at Cope while also in contention, so Mick Biles took second place, narrowly ahead of David Harrington's similar U2.

Seven cars made the initial running in the Esso FF1600 Final, although a mistake at Woodcote on lap 4 by Rick Morris enabled Walsh, Tassin and Ribeiro to pull clear as well as leaving Chris Reynolds with no place to go but the barriers. Rick then drove extremely hard, setting the fastest lap of the race, and caught up with the three leaders on

the final lap but had to be content with fourth position. Tassin and Ribeiro fought mightily for the lead, banging wheels several times, but the Belgian braked latest on the outside line into Woodcote on the last lap and went through to score a brilliant victory from the Brazilian with Walsh and Morris also in close attendance. Cameron Binnie's race and championship aspirations ended when his exhaust pipe fell off at Woodcote, tangled with his rear wheel and flung his Van Diemen heavily into the catch-fencing. Mike 'Fulmar' Taylor came through very well from the seventh row of the grid to finish fifth ahead of David Wheeler and John Booth, although the latter was adjudged to have missed the chicane on one lap and his resultant 10secs penalty dropped him back to 10th in the final results.

The last race of the day was for Classic saloons and, once again, provided some tremendous entertainment for the crowd. Bill Postins (Zephyr), Bill Pinckney (Jaguar) and Bob Meacham (Jaguar) enjoyed a superb battle for the lead until Pinckney lost control under braking for woodcote and spun on lap 5. Postins thereafter was granted a short breathing-space, winning by 1sec from Meacham, with Pinckney some way back in third place. Alan Mills (Zodiac) ran alone in fourth place, ahead of the amazing class-winning Austin A35 of Phil Wight, while Dennis Carter drove well to keep his lumbering Jaguar Mk VIII ahead of a close scrap between Colin Lane (Jaguar 2.4), Eric Walker (Zephyr) and Peter Trent (Jaguar).

JEREMY SHAW

results

Esso Formula Ford 1600, Heat One (7 laps): 1, Jim Walsh (Royale-Minister RP26), 12m 10.52, 101.14mph; 2, Thierry Tassin (Van Diemen-Scholar RF79), 12m 11.16; 3, Rick Morris (PRS-Minister RH01), 12m 11.28; 4, David Wheeler (Royale-Minister RP26), 12m 31.32. **Fastest lap:** Morris, 1m 42.37s, 103.11mph.

Esso Formula Ford 1600, Heat Two (7 Laps): 1, Fernando Ribeiro (Van Diemen-Minister RF79), 12m 08.33s, 101.45mph; 2, Cameron Binnie (Van Diemen-Minister RF79), 12m 12.31s; 3, John Booth (Van Diemen-Scholar RF79), 12m 20.80s; 4, Chris Reynolds (PRS-CES RH01), 12m 21.07s. **Fastest lap:** Martin Boyle (Crosslé-Minister 35F), 1m 42.31s, 103.17mph.

DB Motors Production Sports Car Championship Race (10 laps) — overall: 1, Colin Blower (3.0 TVR Convertible), 18m 36.76s, 94.52mph; 2, John Kent (3.0 TVR 3000M), 18m 42.11s; 3, Chris Meek (1.6 TVR 1600M), 20m 21.08s; 3, Martin Birrane (2.0 Triumph TR7), 9 laps. **Class A:** 1, Blower; 2, Kent; 3, Colin Luxton (3.0 TVR 3000M). **Fastest lap:** Kent, 1m 50.06s, 95.90mph (record). **Class B:** 1, Meek, 86.44mph; 2, Birrane; 3, David Martin (1.0 Ginetta G15s). **Fastest lap:** Meek, 2m 00.54s, 87.93mph (record). **Class C:** 1, Chris Hart (1.3 MG Midget), 80.39mph; 2, John Brigden (1.3 MG Midget); 3, Trevor Lewis (1.5 MG Midget). **Fastest lap:** Brigden, 2m 09.08s, 81.77mph.

Brush Fusegear Special Saloon Car Championship Race (10 laps) — overall and 851-1000cc: 1, Mike Parkes (Maguire Mini-Arden), 17m 57.72s, 97.94mph; 2, Richard Wallinger (Wallinger Imp), 18m 17.35s; 3, Brian Cutting (Hillman Imp), 18m 51.58s; 4, Bill Barrett (Maguire Mini), 18m 53.37s. **Fastest lap:** Parkes, 1m 45.72s, 99.84mph (record). **Up to 850cc:** 1, Charles Bernstein (Maguire Mini), 90.86mph; 2, David Leaver (Chrysler Imp); no other starters. **Fastest lap:** Bernstein, 1m 52.12s, 94.14mph (record).

Tricentrol Car Clubmans Sports Championship Race (7 laps) — overall and Fully-modified class: 1, Vernon Davies (Mallock U2-Morgan Mk18), 10m 55.89s, 112.65mph; 2, Chris Hodgetts (Pink Panther-Arden C73), 10m 56.09s; 3, Chris Hill (Mallock U2-Miles Mk20), 10m 56.53s; 4, Mike Dixon (Mallock U2-Nelson Mk18B), 11m 04.10s. **Fastest lap:** Jim Yardley (Beagle-Morgan Mk1VB), 1m 30.82s, 116.22mph. **Formula Ford-engined class:** 1, Mike Donovan (Mallock U2-Richings Mk20E), no speed given; 2, Mick Biles (Mallock U2-Minister Mk18CW); 3, David Harrington (Mallock U2-Nelson Mk20B). **Fastest lap:** Donovan, 1m 41.15s, 104.35mph.

Esso Formula Ford 1600 Championship Race, Final (7 laps): 1, Tassin, 12m 09.76s, 101.25mph; 2, Ribeiro, 12m 09.94s; 3, Walsh, 12m 10.14s; 4, Morris, 12m 10.27s; 5, Mike Taylor (Royale-Titan RP26), 12m 18.92s; 6, Wheeler, 12m 19.80s. **Fastest lap:** Morris, 1m 42.02s, 103.46mph.

Classic Saloon Car Championship Race (7 laps) — Overall and 1900-2700cc: 1, Bill Postins (2.6 Ford Zephyr), 14m 46.97s, 83.30mph; 2, Bob Meacham (2.5 Jaguar 2.4), 14m 48.04s; 3, Bill Pinckney (2.5 Jaguar 2.4), 15m 01.34s; 4, Alan Mills (2.5 Ford Zodiac Mk11), 15m 25.20s. **Fastest lap:** Meacham, 2m 04.25s, 84.95mph (record). **Over 2700cc:** 1, Dennis Carter (3.5 Jaguar MkVIII), 78.52mph; no other starters. **Fastest lap:** Carter, 2m 11.74s, 80.12mph (record). **1252-1901cc:** 1, Tim Colman (1.5 MG Magnette ZB), 75.22mph; 2, Anthony Scott-Andrews (1.5 MG Magnette ZB); no other starters. **Fastest lap:** Colman, 2m 16.13s, 77.53mph. **Up to 1251cc:** 1, Phil Wight (1.0 Austin A35), 78.64mph; 2, Bob Buttery (1.0 Austin A35); 3, Tom Hinds (1.0 Austin A35). **Fastest lap:** Wight, 2m 12.36s, 79.25mph (record).

Rent-a-Dibble's Deringate

The first big Midlands Trial took place on Sunday, when the Northampton & Dist CC Deringate Trial was organised by Rent-a-Hill at their familiar Clipston site. After three rounds on the damp grass, it was demon tricker Peter Dibble who came through to a first-ever RAC and Semperit/BTRDA Trials Championship win. It was a desperately close thing, though, for after the first two rounds he was in third spot behind Julian Fack and Roger Bricknell. But he went round in a stunning 1. There was no answer to this and he ran out a four point winner.

These three were a long way clear of

fourth man Neil Bedford, who at last is managing to hang it together in the afternoon as well as the morning as he came through to beat John Benson and Tom Stevenson who made up the top six. Lol Hurt was seventh while, in eighth place, Hugh Pollard only just beat an on-form David Bache. John Ward was in the comparatively lowly (for him) 10th place.

1, Peter Dibble/Gay Smith (Leyspec), 70pts; 2, Roger Bricknell/Richard Uren (Facksmile), 74; 3, Julian Fack/Meg Marrion (Impunity), 77; 4, Neil Bedford/Irene Bedford (Facksmile), 90; 5, Tom Benson/Sheila Benson (Jabs), 92; 6, John Stevenson/Elizabeth Stevenson (Kinraft), 94.

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Close-down for Lydden

Lydden staged its last circuit racing for the year on Sunday. Eight races were run off slickly, as ever, by the efficient Thames Estuary Automobile Club team. Blue skies disguised an October chill that shrouded the circuit though, thankfully, it stayed dry throughout the afternoon.

In the opening Mini Seven qualifying race, Mike Rudd took an early lead from pole and, with Terry Hudson going wide at the hairpin, John Lambe nipped into second spot. Rudd and Lambe pulled clear and Mick Collard demoted Hudson to fourth. In a bold move at Chessons, Lambe slipped inside Rudd on lap 5. Rudd then came under pressure from Collard, eventually being outdone for second place when he momentarily slowed at the hairpin on the last lap. Alan Lawrence slotted into fourth, further pushing back Hudson who headed home the Pure Lard Mini of Robert Bradley.

A promising Formula Vee grid dwindled away soon after the start as Tim Flynn, in Robin Williams's neat Caldwell D13/15, went straight on at the hairpin when trying to outbrake Steve Marks's Celi AC10. Mark Briggs (Roadrunner Express Deliveries/Project 73B) had made a fine start and held off poleman Glenn Hay (Scarab) for a lap until Hay swept past along top straight. Briggs gradually fell back although staying clear of Marks who had an ominous trail of smoke looming in his wake, and was blackflagged with two laps to go. Chris Taylor's smart Grist 79V was therefore promoted to third, having been engulfed at the flag. Next up, one lap down, came Charles Alexander (Celi AC10) and Pete Bodie (Scarab).

Terry Attoe could have secured the TEAC Mini 1000 Championship with a win but, after leading for two laps, the fan belt came adrift and a quick stop to remedy the fault dropped him to eighth having only completed eight laps. Paul Rowland (Capital Shipping Agency) enjoyed a decent lead for the rest of the race over Paul Forster (Swifttune). Forster had earlier dropped the double threat of Keith Clipsham and Graham White, but came under strong pressure in the closing laps from Ron Lowles. Lowles had been allowed to start his free formula car from the back as there was no room for him in the special saloon race. As for the Championship, the final round at Brands is crucial as Attoe, Clipsham and Rowlands share points.

Even though the Marchant & Cox Championship was settled some weeks ago there was no lack of enthusiasm in the final round. Trevor Stiles (Crosslé 32F) stormed away into a lead which became decidedly healthier when the ensuing horde met the hairpin for the first time. David Wigdor (Sark) and John Oxborrow (Rostron CT4) became entangled and delayed everyone. Allen Revell (Royale RP24), Tony Howard (Crosslé 32/35) and Colin Stancombe (Royale RP24) escaped sufficiently, although left with no hope of catching Stiles. A broken rosejoint on the PRO Audio/Hi Fi Saracen T78 of Nick Pearce curtailed the Ealing accountant's practise and he only qualified for a slot on the rear of the grid. Even so Pearce accounted for half the field in the opening hectic laps finally chasing home Glenn Bosch (McGregor FF1) for a good sixth.

Having his first race for over two years, Mike Chalk provided some surprise in the Modified Sports Car and Up to 1300cc Special Saloons race. Chalk led off the line in the ex-Rob Haigh MGA, which still looks magnificent, belying its 21 years! Rupert Flin (Kemo Electronic Filters 1.8 Lotus Elan) had been on pole but got swallowed by the field when the engine spluttered, and he

was third behind John Brick's Davrian Mk7 at the end of lap 1. Chalk, Flin and Brick engaged in a terrific battle changing places all round the circuit before Flin stole the lead along Dover Straight at half distance. As Brick fell back gradually, Chalk stayed with the Elan making an ambitious attempt for the inside line at the hairpin on the last lap. The resultant knock displeased Flin but he regained sufficient composure to take the flag by half a length. Viv West (1.3 MG Sprite) put in another fine drive for fourth overall and a class second having dealt with Barry Smith (1.5 Turner Mk2) on the opening lap. Allan Brooker (1.3 Mini Cooper S) was a class winning sixth ahead of another interesting entry, Dick Whittington 3.8 Jaguar E-Type, which had spurt away any chance at Devil's on the first lap.

Current TEAC Mini Seven Championship leader Roy Finlay was unable to start with a holed piston, so all depends on the final round in a few weeks' time. But Sunday's race positively defies accurate description. Stephen Hall and Jim 'Superfine' McDougall immediately drew away from the pack to have their own private squabble. Honours for the lead were shared, with each engaging in some breathtaking outbraking, particularly on the steep drop from Hairy Hill to Pits Bend. McDougall was in front, just, when it most mattered. Equally close Bob Vanson scraped home ahead of

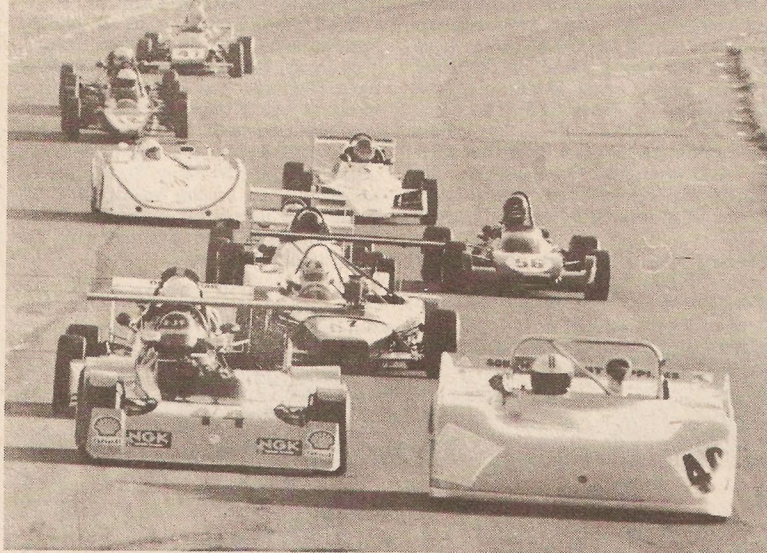
John Lambe, Richard Hamly and Mick Collard while Alan Laurence dropped out of this scrap on the 10th lap.

Even without Dave Rackham's Chevron B42, after engine maladies in practise, the final round of the TEAC Libre Championship had a tremendous field. John Homewood (Tiga SC79) made a welcome return to Lydden and emerged from the tyre smoke to lead lap 1 from Roger Fullagar (1.6 Mallock U2 Mk14), Stewart Phillips (2.0 Sparton SF79) and the pole winning Dino 4 of Melyvn Coon. Homewood extended his lead over the next couple of laps as Phillips succumbed to the charging Alan Humberstone (1.6 March 713), Humberstone grabbed the bull by both horns in the remaining laps, reeling in Homewood and getting alongside on the last lap. But Homewood held on with the exuberant Humberstone taking to the grass on the run from Pits to the finish line, scattering everybody. Coon worked up to third ahead of Phillips and Lorina Boughton (2.0 Sark) held off Fullagar and Don Manley (2.0 CTG).

Eddie Punt (2.0 Ford Escort BDG) came under strong pressure from John Schneider's entertaining and well driven 1.0 Sunbeam Imp in the final race of Lydden's year. Schneider got alongside Punt on several occasions before the BDG power told down the straights, doing enough to set fastest lap and only failing to win by a shadow. Mike Scott (1.7 Ford Anglia) settled into third ahead of the 1-litre Imps of John Dewing and Robert Harman which had earlier been split by Roy Marsh's rapid 850cc Mini.

PAUL HARMER

The packed Libre field is led by John Homewood (right) and Roger Fullagar.



results

TEAC Mini Seven Qualifying Race (10 laps): 1, John Lambe, 9m 17.4s, 64.58mph; 2, Mick Collard, 9m 18.7s; 3, Mike Rudd, 9m 20.0s; 4, Alan Lawrence, 9m 23.4s; 5, Terry Hudson, 9m 23.9s; 6, Robert Bradley, 9m 26.9s. **Fastest lap:** Lambe and Hudson, 54.4s, 66.17mph.

National Formula Vee Championship (12 laps): 1, Glenn Hay (Scarab), 9m 37.8s, 74.77mph; 2, Mark Briggs (Project 73B), 9m 53.4s; 3, Chris Taylor (Grist 79V), 10m 23.6s; 4, Charles Alexander (Celi AC10), 11 laps; 5, Pete Bodie (Scarab), 11 laps; 6, David Harborne (Alpha 73V), 11 laps. **Fastest lap:** Hay, 47.3s, 76.11mph.

TEAC Mini 1000 Race (12 laps): 1, Paul Rowland, 10m 28.2s; 68.77mph; 2, Paul Forster, 10m 37.2s; 3, Ron Lowles, 10m 38.5s; 4, Keith Clipsham, 10m 44.3s; 5, Graham White, 10m 47.7s; 6, Nick Skegg, 10m 52.8s. **Fastest lap:** Terry Attoe, 51.4s, 70.04mph.

Marchant & Cox Formula Ford Championship (12 laps): 1, Trevor Stiles (Crosslé-Auriga 32F), 9m 23.3s, 76.69mph; 2, Allen Revell (Royale RP24), 9m 29.4s; 3, Tony Howard (Crosslé-Auriga 32/35), 9m 30.4s; 4, Colin Stancombe (Royale-Scholar RP24), 9m 32.4s; 5, Glenn Bosch (McGregor-Auriga FF1), 9m 35.4s; 6, Nicholas Pearce (Saracen-Bectune SF78), 9m 38.1s. **Fastest lap:** Stiles, 46.2s, 77.92mph.

Special Saloons & Mods (10 laps): 1, Rupert Flin (1.8 Lotus Elan), 8m 06.7s, 73.97mph; 2, Mike Chalk, (1.8 MGA), 8m 07.0s; 3, John Brick (1.0 Davrian Mk7), 8m 09.3s; 4, Vivien West (1.4 MG Sprite), 8m 26.3s. **Fastest lap:** Chalk, 47.4s, 75.95mph. **ModSports over 1500cc:** 1, Flin; 2, Chalk; 3, Dick Whittington (3.8 Jaguar E Type). **ModSports up to 1500cc:** 1, 73.57mph; 2, West; 3, Barry Smith (1.5 Turner Mk2). **Fastest lap:** Brick, 47.2s, 76.27mph. **Saloons:** 1, Allan Brooker (1.3 Mini) 68.82mph; only finisher. **Fastest lap:** Glenys Atkins (1.3 Mini) 50.9s, 70.72mph.

TEAC Mini Seven Championship Race (12 laps): 1, Jim McDougall, 10m 51.7s, 66.29mph; 2, Stephen Hall, 10m 51.9s; 3, Bob Vanson, 11m 02.3s; 4, John Lambe, 11m 03.7s; 5, Richard Hamlyn, 11m 04.0s; 6, Mick Collard, 11m 08.3s. **Fastest lap:** McDougall & Hall, 53.4s, 67.42mph.

TEAC Formule Libre (12 laps): 1, John Homewood (2.0 Tiga SC79), 8m 58.8s, 80.18mph; 2, Alan Humberstone (1.6 March 713), 8m 59.3s; 3, Melyvn Coon (1.6 Dino 4), 9m 02.9s; 4, Stewart Phillips (2.0 Sparton SF79), 9m 05.5s; 5, Lorina Boughton (2.0 Sark CR01), 9m 11.3s; 6, Roger Fullagar (1.6 Mallock Mk14 U2), 9m 11.9s. **Fastest lap:** Humberstone, 43.6s, 82.57mph.

Special Saloons (10 laps): 1, Ed Punt (2.0 Ford Escort BDG), 7m 56.5s, 75.55mph; 2, John Schneider (1.0 Sunbeam Imp), 7m 56.8s; 3, Mike Scott (1.7 Ford Anglia), 8m 03.9s; 4, John Dewing (1.0 Hillman Imp), 8m 20.5s. **Over 1300cc:** 1, Punt; 2, Scott. **Fastest lap:** Punt, 46.5s, 77.42mph. **851-1000cc:** 1, Schneider 75.50mph; 2, Dewing; 3, Bob Harman (1.0 Hillman Imp). **Fastest lap:** Schneider, 46.2s, 77.92mph. **Up to 850cc:** 1, Roy Marsh (850 Mini) 71.48mph; 2, Pete Daniels (850 Mini); 3, Steve Holland (850 Imp). **Fastest lap:** Marsh, 49.6s, 72.56mph.

A quirk of fate?

The Quirk Trial on Sunday was organised by the Westmoreland MC at their Crossthwaite site for possibly the last time — a real tragedy as it is arguably the best site in the country. Brian Whittaker laid out six hills and they were tackled five times each.

As expected, Robin Jager moved into an early lead which he steadily increased all day. The surprise was the man who was running second: David Morris, who has been learning how to trickle and did it to good effect as he trounced Tony Butterfield. Another to surprise was Betty Sheldon who was delighted to beat a Butterfield for the first time to finish behind John Southern in fifth spot.

The field, which was sadly depleted by the reorganised Derngate Trial, was made respectable by several relative newcomers to the sport. David Fawcett, in his quaintly named Markwun, went well and beat Neil Bainbridge while Gerald Hepplewhite appeared in the ex-Ken Underwood Chitty.

As a result of the day's sport Robin Jager now has a surely unassailable lead in the Northern Trials Championship. He is followed by Stuart and Tony Butterfield while, in the Bouncers section, Graham Hoyle still leads from Margaret Butterfield.

- 1, Robin Jager/Richard Burgess (Facksimile), 64pts;
- 2, David Morris/Paul Sheldon (Facksimile), 88;
- 3, Tony Butterfield/Effie Butterfield (Alberties), 107;
- 4, John Southern/Graham Whitman (Nymph), 125;
- 5, Betty Sheldon/Peter Leeman (Facksimile), 138;
- 6, Stuart Butterfield/Margaret Butterfield (Bitz-a-Tube), 151.

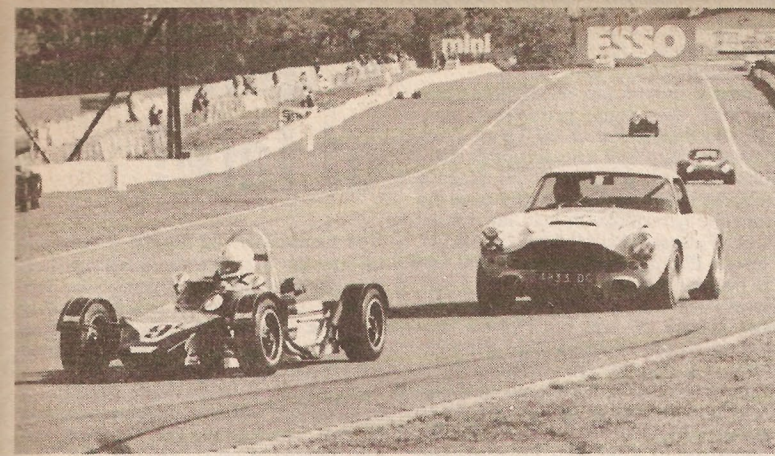
Briefly . . .

● Three new class records were set up at the final BARC (South West Centre) meeting at the Gurston Down hill climb course near Salisbury last Sunday, when competitors and officials bathed in autumn sunshine. First to go was the Charles Barter record in the up to 1 litre special saloon category where John Meredith lowered the Barter colours by two hundredths. Soon after, Iain Work clipped a huge 1.75sec off the pre-1900 MG class and lastly Barter himself clipped a fraction off his own mod sports to 1300cc class with his Davrian.

BTD: David Franklin (March 782), 30.73s. **Class winners:** Tony Lusted (Cooper S), 41.46s; Simon Purcell (Escort RS2000), 40.66s; John Meredith (Mini), 37.26s (record); Bob Firth (Cooper S), 38.42s; Robert Grainger (Chevette), 36.58s; Nigel Bigwood (Clan Crusader), 41.23s; Bob Glasspool (Triumph TR6), 45.40s; Rod Jolley (Alvis Speed 20), 48.27s; Iain Work (MGA), 48.80s (record); Charles Barter (Davrian), 35.63s (record); Roy Tapp (Triumph Spitfire), 39.63s; John Lewis (Mallock U2), 33.49s; Hedley Hutchins (Phoenix), 33.99s; Jack Dillard (Excalibur), 40.44s; Barry Brant (Cooper-Triumph), 37.87s; Richard Thompson (Brahm BT 21), 36.29s; Roy Mallock (Mallock U2), 33.30s; Max Harvey (Bower), 31.43s.

● At least two of the challengers for The Journal/National Autocross Championship suffered damage to their cars and their chances on a fairly rough course at Harlow Hill, near Heddon on the Wall, Newcastle, last Sunday when Hexham & District ran the penultimate round of the ANECC championship. Jim Blythe cracked the sump on his Mini and Gordon Leeming was forced out when the vibrations caused a carburettor to fall off. Donald Maxwell has now taken a five point lead over John Woodman with Blythe back in third place.

BTD: Dominic Buckley (Escort 2 litre), 4m 35.2s. **Class winners:** Bob Miller (Mini), 4m 57.2s; Donald Maxwell (Mini), 4m 39.2s; Malcolm Lanes (Mini), 4m 51.2s; Vic Hart (Escort), 4m 55.6s; John Woodman (Escort), 4m 43.8s; Rainer Stockie (Mini), 5m 16.4s.



Dave Wale, of the winning 750MC team, leads Dave Reade's Aston Martin DB4.

750's home victory

Named after one of the Club's founder members, Holland Birkett, the 750 Motor Club's annual six-hour relay race was run for the 29th time on Sunday — this year at Donington Park — and saw a most entertaining event end in victory for the 750MC's own team on handicap and for a team entered by the Porsche Club (GB) in the scratch results. As always, the race was full of incident and the drivers involved will no doubt have many memories and stories to see them through the winter months. It is a race primarily for the competitor and, as such, it was a complete success. Surely there can be no finer example of what club racing should be all about.

Twenty-six teams started the race, the Porsche 911 Team on scratch with the rest, led by the Historic Group 4 Team of four Chevrons and a Lola T70, being credited with various numbers of laps' start. It was the Lola, driven by Michael Wheatley, which took the lead at the start and proceeded to build up a gap of several seconds over the Porsche 911SC of Adrian Yates-Smith. By the end of the first hour, the Lola had been replaced by the Chevron B16 of Simon Phillips and the Porsches had eased ahead on the road. Phillips was involved with Sprite which moved over on him and the resulting front end damage to the Chevron forced him into the pits and lost the Team a good deal of time.

At the very first corner, a coming-together saw Anthony Clinkard's Ginetta lose its bonnet; he continued until black-flagged, however, but this was to cost the Abbey Heating Ginettas dearly, for his laps were not counted. The way the team recovered was one of the success stories of the race because, by half-distance, they had moved up to ninth place on handicap and eventually finished fourth. The Alvis Owners Club were doing well early on and David Roscoe, in particular, put in some very long stints at the wheel of his Alvis 4.3, contributing to their eventual eighth place.

The 750MC Team were off to a good start, and led the Handicap section, but they were soon to run into trouble. Phil Marsden's Time Mk3 suffered gearbox problems and his replacement John Giles (JGS Mk5B) pulled up opposite the pits when the transistor ignition failed. This, combined with an excellent drive by Reg Woodcock in his Triumph TR3, saw the 750s lose the Handicap lead to the TR Register Team but, by the 4-hour mark, thanks to the efforts of their mechanics, the 750s, under the Team Management of Lynda Whatley, were back in front. The TR Register team was to suffer a severe misfortune when Darryl Uprichard's previously immaculate TR3 slid off the very slippery track late in the race and hit the barrier exiting the chicane; although they lost little time over the incident, the

TR3 was a sorry sight.

Formula 2 star Stephen South was looking forward to a pleasant day's racing after accepting an invitation to take the wheel of Radbourne Racing's Fiat X1-9 in the Allen Crankshafts Team but, when he took to the track at the two hour mark, it was only 10mins or so before he was back in with the engine boiling due to a lost fan belt and that was virtually the end of his racing for the day. The Allen Team, however, recovered well and were back on the leader board by 2½ hrs and finished the race in fourth place overall.

By half distance, the first three places had assumed their results form with the Porsches leading the G4 Team by three laps on the road, ahead of the 1300 Specials Team, while fourth were the MG Midgets of Team STP. The latter swapped positions with the 1300s throughout the first five hours but then fell back to eighth. On handicap, the TRs led the 750s with the 1300 Specials sharing third place with the Cemian MC Team.

During the fourth hour, the Porsche Team still led, but they lost some time when they had to send Mark Niblett out. Stephen South's one-off drive in the Radbourne Fiat X-19 lasted for only 10mins.



results

Scratch results: 1, Porsche Club (GB) 911 Team — John Locke (2.7 Porsche 911SC), Adrian Yates-Smith (2.8 Porsche 911SC), Richard Cleare (2.0 Porsche 934), Mark Niblett (2.8 Porsche 934), Josh Sadler (2.8 Porsche 911), Barry Robinson (3.0 Porsche 934), Paul Edwards (3.0 Porsche 934), 241 laps, 78.67mph; 2, Historic Group 4 Team — Peter Grant (2.0 Chevron B8), Simon Phillips (1.8 Chevron B16), Mike Wheatley (5.0 Lola T70 3B), John Heath (2.0 Chevron B8), Jeromy Sumner (1.8 Chevron B16), 238 laps; 3, 1300 Specials — Colin Campbell (1.3 Tasman Mk3), Ian Adlesee (1.3 Gryphon C75), Dave Wale (1.3 Mallock U2 Mk 11), Colin Marshall (1.3 Marshall 1a), Derek Langley (1.3 JCM 2), Cyril Lyford (1.3 Squegend), Jeff Ward (1.3 Rejo Mk4), 227 laps; 4, Allen Crankshafts — Geoff Thomas (1.8 Volkswagen Golf), Peter Cabrol (1.3 Alfa Romeo Sud Ti), Peter Kitchen (1.6 Alfa Romeo Ti), Stephen South (1.5 Fiat X1-9), Paul O'Hanlon (2.0 Alfa Romeo 2000), Dick Lust (1.3 Porsche Carrera), 224 laps.

Handicap results: 1, 750 Formula Team — Tony Marsden (750 Time Mk3B), Mike Whatley (750 DNC Mk5), John Giles (750 JGS Mk5B), Pamela Giles (750 JGS Mk5B), Gary Randall (750 Wessex CH 767), Tim Green (750 Time Mk4), Phil Stone (750 Centaur Mk16), 259 laps; 2, TR Register Team — Paul Howarth (2.2 Triumph TR2), Dick Adams (2.0 Triumph TR7), Phil Clarke (2.5 Triumph TR6), Reg Woodcock (2.2 Triumph TR7), Darryl Uprichard (2.2 Triumph TR3), Michael Hughes (2.5 Triumph TR5), 257 laps; 3, Cemian Motor Club Team — Buck Brown (1.6 Lotus 23), Ian Shrimpton (3.0 Ford Capri), Jerry Trace (1.6 Elva Courier Mk1), John Trace (1.6 Elva Courier), Alan Winter (3.1 Ford Capri RS), Edward Reeve (1.3 MG Midget), 254 laps; 4, Abbey Heating Ginettas — Leigh Davis (1.0 Ginetta G4), Eddie Faikous (1.5 Ginetta G4), Anthony Clinkard (1.6 Ginetta G4), Graham Templeman (1.0 Ginetta G15S), Kerry Nash (1.0 Ginetta G15S), 253 laps.

in a hurry and he returned to the pits to refasten his seat belts in the 934; thus they ended the hour a mere 1½ laps upon the G4 team.

Adrian Yates-Smith was brought out to bolster Porsche fortunes early in the fifth hour, but Paul Howarth countered by sending Jeremy Sumner's rapid Chevron B16 into the fray with the result that the two cars were lapping within 0.1sec of one another and positions remained static at the front of the field. However the G4 team suffered a few minor setbacks as, when Sumner was forced to pit to have the driver's door closed and then, when he came in to hand over, there was no car ready in the pits and he had to go out again while John Heath's Chevron B8 was fetched from the paddock.

The final hour began with Yates-Smith out for the Porsche Team but, with only a few laps remaining, Team Manager David Long sent out John Locke in his completely standard, road going 911SC so that all the drivers of the team had had a share in the race. So the race drew to a close with the Ginetta Team displacing the 1300s from fourth on handicap and the two Aston Martin teams, Team Superstat represented by Peter Foster and Team Martini in the shape of "mad frog" Francois Duret had a last minute wheel-to-wheel dice over 21st position on handicap, the enthusiasm of both teams as they cheered their drivers on typifying the atmosphere of this race and the event's significance in club sport. An off-course moment resulted in Foster losing this duel and the Allen Crankshaft Team slipped in between the two Astons at the finish. On scratch, the positions were not so close and the Superstat cars took fifth place to the tenth of the Martini Team.

Sixth place overall, went to another Porsche team, the 924s of John Cooper, Win Percy, Roy Pierpoint and Geoffrey Fox; Pierpoint had suffered a broken wheel at about the half distance mark and had been stuck at the pits entrance for a while before the velcro sash was taken on its way by Percy. Sixth place on handicap went to the MGCC B/C V8 Team who narrowly headed the MGA Register Team who finished with the same number of laps.

PETER McFADYEN

Narrow win for champion

Making his last appearance of the season, the new British Hill Climb Champion Martyn Griffiths just managed BTD at the Midland AC's sprint at Curborough, near Lichfield, last Sunday. His last run of 30.51s gave him a narrow victory over Roy Lane, with Rob Turnbull a further tenth away in what was his last event as he cannot afford to continue next year unless a handsome sponsorship deal can be negotiated.

Single-seater racing cars dominated the entry of 70, almost a third of them being in the four classes ranging from 500cc upwards. John Turner (Cooper JAP) and Alan Cox (Harrison KH4) both had fairly comfortable successes but Peter Robinson had to fight off a strong challenge in his Brabham BT 30 from Richard Lester's March 73B. Turnbull took over 1600cc class in his B & W Motors March 762 from Godfrey Crompton in the Douglas & Gavin Racing March 79B.

Lane, who is hoping to continue development work on his six-wheeler during the winter, led the top 10 in his Guyson/Castrol March 771 until the Griffiths Severn Advertising Pilbeam moved ahead and Crompton and Peter Kaye, sharing the same car, did identical runs to take fourth and fifth overall.

In the classes Mike Brown's Lotus 7 had almost 1sec advantage over Dave Warren's Dutton and Richard Dodkins, the new AMMC sprint champion, had another win with his Ginetta G15. Extremely close was the battle for the sports racing class where John Beattie (Mallock U2), beat Paul Bason's Myers Special by five hundredths.

BTD: Martyn Griffiths (Pilbeam MP 40), 30.51s. **Class winners:** Dave Whitehead (Escort RS2000), 41.29s; Mike Brown (Lotus 7), 39.04s; David Fuller (1275GT), 41.1s; Chris Milner (Capri), 38.74s; Peter Johnson (Imp), 38.79s; Ron Hand (Stiletto), 36.61s; Richard Dodkins (Ginetta G15), 36.08s; John Beattie (Mallock U2), 35.00s; John Turner (Cooper JAP), 33.29s; Alan Cox (Harrison), 34.17s; Peter Robinson (Brabham BT30), 32.89s; Rob Turnbull (March 762), 31.24s.

Briefly . . .

Two 1760 Escorts provided the closest class competition when Falcon MC attracted 60 cars to their autocross at Knebworth Park last Sunday. Driven by Bud Worley and Harry Hope they finished a tenth apart in a class of 10. In the 1-litre Mini class, Geoff Reynolds beat Peter Brown by six tenths of a second but the remaining six winners all scored clearcut victories.

BTD: Mike Evans (Porsche 2.7), 2m 2.9s. **Class winners:** Richard Cole (Mini), 2m 12.4s; Geoff Reynolds (Mini), 2m 11.0s; Phil Jackman (Mini), 2m 5.9s; Alan Davies (Escort), 2m 6.1s; Tom Easton (Escort), 2m 5.6s; Ron Johnson (TVR), 2m 8.3s; Bud Worley (Escort), 2m 4.7s; Rod Turner (Voodoo III), 2m 4.1s. **Best Falcon:** Mick Lungley (Mini), 2m 8.1s.

Burnley florist Nick Bridge, who had the title sewn up after the Isle of Man event, duly rubbed in his superiority in the Dutton Forshaw/Longton & District Sprint & Hillclimb Championship when he trounced his class opposition by a handsome 7secs in his Mallock U2 when the series ended at Oulton Park last Saturday.

BTD: Alister Douglas-Osborn (Pilbeam), 46.46s. **Class winners:** Bobby Fryers (Cooper), 63.80s; Bill Pearson (Cooper S), 59.81s; Palmer Howardine (Mustang), 57.11s; Tony Bridge (Imp), 57.74s; Tony Baines (Mini), 56.31s; Des Richardson (Midget), 59.64s; Graham Oates (Lotus Europa), 59.86s; Phil Prince (TVR Tuscan), 57.37s; Tony Bancroft (Porsche Carrera RS), 54.77s; Simon Curtis (Mallock U2), 50.87s; Nick Bridge (Mallock U2), 50.88s; Bob Prest (Mallock U2), 51.03s; Mervyn Bartram (Mallock U2), 50.70s; Keith Gowers (Monopin), 56.65s; Alan Richards (March 772), 48.18s.



The Escort drivers had a smashing time: here Robert Barr takes a short cut.

Not safe with an Escort

An excellent season's racing at Kirkistown came to an end last Saturday with probably the biggest and best entry ever seen at the County Down venue. Ironically enough, in the presence of the TV cameras, the racing was perhaps not as close as usual. Except, that is, for the Escort racers who really got a season's disciplined driving out of their blood in one torrid race.

First race was the Formula Ford in which the final shoot-out for the Championship between Colin Lees and Arnie Black was anticipated with the odds on the former as Black had to beat him. Further interest was added to the matter by the presence of Martin Boyle, now sponsored by the all-pervading Derek McMahon and home for a short break from his continental travels. But probably none of these three stars had reckoned on one Pat McConnell, who shot from the third row of the grid to lead the field for three quarters of the first lap. This took the cars as far as the Hairpin when Lees, probably over-anxious, tried to go through on the inside line only to collect McConnell, whereupon the two went off in a heap into the Armco. From this point the race was virtually over, for Boyle went into the lead and stayed there with apparent ease. However, it was also obvious that Black was going to indulge in no heroics for, apart from the possibility of blowing

up an already suspect engine, second place was more than good enough to win the Championship. Interest settled on the battles for third to sixth places for third, a race long scrap between Ivan Robinson and Anthony Murray was eventually settled in favour of the former. The issue for fifth place was between Dennis McCall, Tom Graham, Alastair Steele and John Uprichard. The first two eventually finished in this order, but Steele and Uprichard ended rather violently against the barrier at the chicane in separate incidents.

Quite why the Lindsay Leasing Escort drivers should behave themselves so well all season and then go berserk at the last meeting is not readily understood. Perhaps they thought their body shells would need replacing for next season? Whatever the reason, there was wholesale destruction throughout, with Norman Ferguson giving the thing a good start by rolling in front of the TV cameras on the first lap.

A couple of laps later, Maurice Calvert emulated his performance with an even more spectacular roll at Fihsermans. But undoubtedly the best efforts of the day all came from Bryan West two managed to severely modify his own car and those of Harold Hagan and Robert Barr at Colonial One, after the latter had shown his increasing ability by leading for the first five laps. Obviously West

considered he had been wronged in this exchange and after a slow lap rejoined the leaders and promptly walloped Barr in the boot — a move which earned him the black flag. After this, things settled down and Barr, Hagan and Maurice Hassard fought a hard but fair battle for the rest of the race. Hagan led most of the time, although Barr did a straight across the chicane trip on one lap to go in front. At the end, only one-fifth separated the three cars in the order Hagan, Hassard and Barr with the last named showing a lot of ability in only his first season's racing. There was an equally good scrap for fourth which went to Mick Lindsay but only 0.8sec separated him from the ninth-placed car.

Scotsman John Cleland brought his Opel GT/E to Kirkistown for the first time and many regular Production Saloon exponents probably hope it will be the last. Cleland simply walked away with the race, despite the best efforts of John Smith in a similar car who was an equally safe second. Third eventually

went to the big GS/E of Frank O'Rourke, the man who dominated this class last year — but only after Russell Connell blew the engine of his BMW 3.0Si and O'Rourke had overcome stiff resistance from Eddie Regan (GT/E) and George Aston (GS/E).

The Formula Atlantic boys made up for their misdemeanours at the previous meeting by turning out in force and were supplemented by four excellent entries in the shape of Bernard Hunter (Ralt RT1), Trevor Templeton (Chevron B42), Alo Lawler (Lola T460) and Jim Crawford (Chevron B45). Lawler was fastest in practice, followed by Crawford and local ace Gary Gibson in his Protectacar Chevron B42. However, one got the feeling that Crawford was the man they all feared and Gibson's gentle psyching at the drivers' briefing produced no flicker of emotion on the inscrutable face of the ex-Team Lotus man.

The race was disappointing, for Lawler ruined his start, and Crawford was off on his own, followed by Viv Candy in the Marlboro Chevron B29. Candy overdid the late braking at the Hairpin, just avoided T-boning Templeton and was lucky not to hit the Armco. He eventually restarted in last place. This left Gibson second and, try as he might setting a new lap record in the process, there was no way he ever looked like catching Crawford, who won by just over 2secs. Lawler was third for a while, before spinning away his place to Templeton and then in his turn had to withstand strong pressure from Richard Parsons (Chevron B34 and Bill Gowdy (Ralt RT1). Just as Parsons looked like getting in front after a couple of very late braking manoeuvres his engine called it a day and Templeton managed to hold off Bill Gowdy by a couple of lengths.

ESLER CRAWFORD

Two for Hayes-Harlow

The Nottingham Sports Car Club meeting at Croft last Sunday was the last one at which the combined BARC/NSCC North of England Championship contenders could score points and so consolidate or improve their positions; in the event, a smaller entry than expected turned out but this in no way affected the day's racing.

The Kirby's of Louth FF1600 Championship was already the property of Dave Manners (PRS) with an unassailable lead over Keith Lawrence (Van Diemen) but Johnny Hayes-Harlow (PRS) could claim second place (with a win and fastest lap) by a slender margin. Heats of the FF1600s were run to decide the grid for the Final and, in Heat 1, it was Harlow who took an early lead from Manners, fending off the Champion-elect, who had spent most of the morning repairing his car after a practice accident at the Chicane. With the two PRSs at the front, Tom Paulo (Van Diemen) was third, ahead of Alan Stringer (Crosslé) who just beat Dave Abram (Royale) into fifth on the last lap.

Heat two for the remaining FF1600 cars followed and, this time, Eric Horsfield (Tiga) made the running until Lawrence nipped past on lap 3, having to settle for second well ahead of Stephen Waudby (Tiga) who was just able to beat Phil Tingle (Hawke) in the run to the flag after trailing slightly for almost the whole eight laps. Behind Tingle came Wally Warwick and Ron Whitaker in their respective Van Diemens after a close fight for the whole race, Whitaker being another whose car was repaired just in time for him to take up pole position after a practice shunt.

Best start in the Bedale Garage special saloon race was that of Jeff Wilson in the 5-litre Beetle, but he was soon reeled in by the eventual winner Tony Sugden (2.0 Skoda) and had to be content with second overall and a class win. With Sugden away in the distance and Wilson comfortably in second, Mike

Newman (2.3 Firenza) moved into third spot ahead of Brian Morris (6.1 Camaro) with Jim Price (2.0 Skoda) moving to fifth when Keith Bowmaker (4.7 Escort) retired on lap 10. With the large classes sewn up by the leaders, it was left to the only finishers in the 1300cc and 1000cc classes, Tom Powell (1.3 Mini) and Keith Hardy (1.0 Imp) to complete the finishing order.

Event four was the FF1600 final and promised some fireworks, which it certainly produced. Scheduled to be a 15-lapper, the original race was stopped after three laps when Keith Wickham (Van Diemen) left the circuit on the exit of Barcroft and ended up embedded in the Sunny Corner marshals post. Wickham was removed to hospital for observation but was thought only to be suffering concussion, although the car was totally demolished: at the time the race was stopped, Hayes-Harlow was in the lead from Lawrence with Manners in third place and this was how the 12-lap rerun commenced. By the third lap Horsfield was in the lead with Manners, Hayes-Harlow and Paulo in close attendance, while Lawrence had dropped back to 12th, a position he promptly set about improving to keep alive his hopes of second place in the championship.

The order at the front remained the same for the next two laps with Waudby, Abrams and Stringer moving up to take over in the second bunch: then, entering Barcroft for the sixth time, the leaders encountered what appeared to be oil on the track and Manners and Horsfield went off into retirement while Harlow kept on the black bit, finally pointing the right way at the entrance to Sunny Corner and proceeding in an unassailable lead. As the leaders were coming to rest, Paulo arrived on the scene, the car cartwheeling down the track and coming to rest in pieces but with the driver unhurt; at the same time Abram vaulted

results

Formula Ford (15 laps): 1, Martin Boyle (Crosslé 35F), 16m 19.4s, 82.45mph; 2, Arnie Black (Crosslé 32F), 16m 21.6s; 3, Ivan Robinson (Crosslé 35F), 16m 28.0s; 4, Anthony Murray (Crosslé 32F), 16m 30.2s. **Fastest lap:** Boyle and Black, 1.04.4s, 83.63mph.

Formula Atlantic (20 laps): 1, Jim Crawford (Chevron B45), 18m 43.2s, 95.90mph; 2, Gary Gibson (Chevron B42), 18m 45.4s; 3, Trevor Templeton (Chevron B42), 18m 58.4s; 4, Bill Gowdy (Ralt RT1), 18m 58.8s. **Fastest lap:** Gibson, 55.2s, 97.57mph (record).

Production Saloons (12 laps): 1, John Cleland (Opel GTE), 15m 26.6s, 69.75mph; 2, John Smith (Opel GTE), 15m 33.6s; 3, Frank O'Rourke (Opel GSE), 15m 37.0s; 4, George Aston (Opel GSE), 15m 38.0s. **Class Winner:** Pat Murphy (Fiesta 1300S). **Fastest lap:** Cleland, 115.0s, 71.81mph.

Lindsay Leasing Escort (12 laps): 1, Harold Hagan, 16m 26.4sec, 65.52mph; 2, Maurice Hassard, 16m 26.6s; 3, Robert Barr, 16m 26.6s; 4, Nick Lindsay, 16m 32.4s. **Fastest lap:** Barr, 119.4s, 67.83mph.

Formula Ford Invitation (10 laps): 1, Pat Duffy (Crosslé 32F), 11m 07.8s, 80.65mph; 2, Terry Gunnily (Crosslé 32F), 11m 08.6s; 3, Dennis McCall (Crosslé 32F), 11m 09.6s; 4, Harry Johnston (Crosslé 32F), 11m 10.2s. **Fastest lap:** Johnston, 105.2s, 82.60mph.

Open Handicap 1 (10 laps): 1, John Cleland (Opel GTE), 13m 57.2s, 70.20mph; 2, Aurelia Goodwin (1293 Mini), 13m 59.2s; 3, Ian Maple (U2), 14m 09.8s; 4, David Brien (MG TF), 14m 20.2s. **Fastest lap:** Maple, 115.02s, 71.81mph.

Open Handicap 2 (10 laps): 1, David McCullough (Escort Sport), 14m 06.6s, 65.15mph; 2, Roy Bell (Escort Sport), 14m 08.0s; 3, John McCullough (Escort Sport), 14m 08.4s; 4, Robert Barr (Escort Sport), 14m 13.2s. **Fastest lap:** Bell, 114.6s, 72.19mph.



Graham Hathaway scored his first ever outright win in the eighth round of the castrol/BTRDA Rallycross series at Talbenny on Sunday. His win moves him to within six points of series leader, Bruce Rushton, with Trevor Hopkins sandwiched between them.

CROFT

continued

the bank at Sunny, landed, put the car in gear and drove back onto the circuit now in second place behind Harlow — this episode led to the Royale driver suffering a wrist injury which slowed him somewhat. By lap 10 the order was: Harlow (uncatchable), Stringer, Lawrence, Raymond Joyce (Royale), Dave Farrer (Van Diemen) and Bob Bailey (Lotus 61X) which was how it remained at the flag except that Abram had a late charge and took over sixth.

After the excitement of the previous race, the modsports seemed rather lacklustre as the Elans of Nicky Ellis and Robert Speak stormed off to complete 12 laps, with Ellis 5secs ahead at the flag, everyone else being lapped. Third was Eric Adams (Davrian) by just over 1sec from Ron Harper (Spitfire) with Ronnie Grice (Sprite) and John Gallagher (Midget) making up the list of finishers.

In the *Libre* and Clubmans race which

finished the day Neville Robinson made a cracking start in his Scott to lead the pack into Tower but unfortunately proved once again the adage 'first in, last out' with a quick spin. Andy Barton (March), therefore, took over at the front from Bernard Hunter (Ralt) but, when the leader's engine went off slightly, Hunter pounced and pulled away to take his second win of the weekend. Barton held second as Stewart Robb (March) pulled nearer, but still had 7secs in hand at the flag. Behind Robb, Andy Smith (Mallock) — who had entered both the *Libre* and Clubmans categories — moved past David Muter (Barton) to take fourth, Muter also losing a place to Doug Niven (in his first ever single seater race in an Andy Barton March). The Clubmans A class went to Smith from Ian McCullough (in Don Cressy's Mallock) while Class B went to Andy Feather (Mallock) from John Swainston (Mallock) with Peter Clark (Peter Green Centaur) in third.

PAUL BOOTHROYD

results

FF1600 Championship Heat One (8 laps): 1, Johnny Hayes-Harlow (PRS-Scholar), 10m 05.3s, 83.99mph; 2, Dave Manners (PRS-Auriga), 10m 05.5s; 3, Tom Paulo (Van Diemen-Auriga RF79), 10m 10.4s; 4, Alan Stringer (Crosslé-Minister 30F), 10m 19.8s. **Fastest lap:** Manners, 1m 14.6s, 84.45mph.

FF1600 Championship Heat Two (8 laps): 1, Keith Lawrence (Van Diemen-Auriga RF79), 10m 02.5s, 83.65mph; 2, Eric Horsfield (Tiga FF76), 10m 03.3s; 3, Stephen Waudby (Tiga FF77), 10m 14.9s; 4, Phil Tingle (Hawke DL15/19), 10m 15.2s. **Fastest lap:** Lawrence and Horsfield 1m 14.4s, 84.68mph.

Special Saloon Race (12 laps): Overall: 1, Tony Sugden (2.0 Skoda), 14m 09.8s, 88.96mph; 2, Jeff Wilson (5.0 VW Beetle), 14m 35.8s; 3, Mike Newman (2.3 Firenza), 14m 50.5s; 4, Brian Morris (6.1 Camaro), 15m 19.7s. **2500cc and over:** 1, Wilson, 86.32mph; 2, Morris; no other finishers. **Fastest lap:** Wilson, 1m 11.6s, 87.99mph. **1301-2500cc:** 1, Sugden; 2, Newman; 3, Jim Price (2.0 Skoda). **Fastest lap:** Sugden, 1m 09.0s, 91.30mph. **1001-1300cc:** 1, Tom Powell (1.3 Mini), 78.17mph; no other finishers. **Fastest lap:** Powell, 1m 18.0s, 80.77mph. **Up to 1000cc:** 1, Keith Hardy (1.0 Imp), 77.32mph; no other finishers. **Fastest lap:** Hardy 1m 19.7s, 79.05mph.

FF1600 Championship Race (12 laps): 1, Hayes-Harlow, 15m 19.8s, 82.19mph; 2, Stringer, 15m 30.6s; 3, Lawrence, 15m 33.6s; 4, Joyce, 15m 42.4s; 5, Farrer, 15m 56.3s; 6, Dave Abram (Royale-Adams RP24), 15m 57.1s. **Fastest lap:** Hayes-Harlow, 1m 14.6s, 84.45mph.

Mod Sports Race (12 laps): Overall: 1, Nicky Ellis (1.8 Elan), 14m 41.5s, 85.76mph; 2, Robert Speak (1.8 Elan), 14m 46.6s; 3, Eric Adams (1.4 Davrian Mk7), 11 laps; 4, Ron Harper (1.2 Spitfire), 11 laps. **2001cc and over:** 1, Steve Holden (2.5 GT6), 74.28mph; no other starters. **Fastest lap:** Holden, 1m 20.9s, 77.87mph. **1501-2000cc:** 1, Ellis; 2, Speak; no other finishers. **Fastest lap:** Ellis, 1m 11.9s, 87.62mph. **1151-1500cc:** 1, Adams, 78.59mph; 2, Harper; 3, Ronnie Grice (1.4 Sprite). **Fastest lap:** Harper, 1m 18.3s, 80.56mph. **Up to 1150cc:** 1, Ron Perry (1.1 Midget), 49.57mph; no other starters. **Fastest lap:** Perry, 2m 01.9s, 51.68mph.

Formule Libre and Clubmans Race (12 laps): Overall and Libre: 1, Bernard Hunter (1.6 Ralt RT1), 13m 35.6s, 92.69mph; 2, Andy Barton (1.6 March 78/79B), 13m 51.9s; 3, Stewart Robb (2.0 March 75B), 13m 58.9s; 4, Andy Smith (1.6 Mallock Mk20B), 14m 01.8s; 5, Doug Niven (1.6 March 77B), 14m 03.0s; 6, David Muter (1.6 Barton JTB3) 14m 04.0s. **Libre 1601cc and over:** 1, Robb, 90.12mph; 2, Neville Robinson (2.0 Scott). **Fastest lap:** Robb, 1m 07.0s, 94.03mph. **Up to 1600cc:** 1, Hunter; 2, Barton; 3, Smith. **Fastest lap:** Hunter, 1m 05.6s, 96.04mph.

Clubmans Class A: 1, Smith, 89.81mph; 2, Ian McCullough (Mallock Mk17B), 14m 29.2s; no other starters. **Fastest lap:** Smith, 1m 07.6s, 93.20mph. **Class B:** 1, Andy Feather (Mallock Mk16); 81.03mph; 2, John Wainston (Mallock Mk16), 14m 18.5s; 3, Peter Clark (Centaur), 14m 24.1s. **Fastest lap:** Feather, 1m 14.9s, 81.11mph.

BRANDS HATCH

Nostalgia in Kent

It's historic car racing to the fore at Sunday's BARC meeting, with five of the eight races catering for nostalgic machinery. Potentially the most interesting event is the Wild Rose Historic Special GT championship race for sports/GT cars built between 1965 and 1968. The entry has to be seen to be believed. The big class comprises Mike Wheatley's Lola T70, David Piper's Ferrari P4, Mike Salmon in Viscount Downe's GT40, Malcolm Clube's McLaren M1C, Chris Stewart in the Gulf-Mirage BRM and Alex Seldon in a Lotus 30, Chevron B8s for Rodney Bloor, John Heath and Peter Grant are supported by Reg Skeels's Mercury GT, Nigel Hulme's immaculate Porsche 911S/R and a pair of Ginetta G12s lower down the order in an all too short 10-lapper.

Julian Pratt is out in a Gemini in the Chandler Hargreaves Formula Junior event and Grand Prix Models Historic G2 cars, AMOC thoroughbreds and pre '57 saloons complete the 'oldies' side of the programme. Those incredible Mini 1000s are bound to create a marvellous spectacle with Chris Dobson, Rick Cutting, Phil Spurling, Roly Nix and Mike Wallaker up front; Bruce Venn's Argo heads the FSV entry. The longest race of the day is a 52-lap marathon for Hitachi Atlantic competitors. Champion Ray Mallock may well opt for the new Ralt RT4 which went well in testing at Brands and Goodwood recently in which case Andrew Neilson will back him up in Ray's regular RT1. Phil Dowsett has Martins backing for his March again, others to rely on Bicester products being Paul Smith and local man Charlie Kirby. Practice starts at 9.30am with racing from 1.30pm. Last year's corresponding meeting was a real cracker — the 1979 offering looks even better on paper.

MALLORY PARK

The BARC are also at Mallory on Sunday where they promote an eight-race national championship meeting starting at 2pm after morning practice sessions. Major event of the day is another round of the excellent Computacar FF2000 series for which a qualification race has been deemed necessary owing to the size of the entry. The quality is there too, 42 entrants being headed by man of the moment Mike White with the Auto Windscreens Delta. Team-mate Gerry Witenden will be out, too, as will the quickest Reynards in the hands of David Leslie, Mike O'Brien and Simon Kirkby. Perhaps the most interesting entry is the new Royale RP27, to be driven by Roberto Moreno and this, together with Peter White's Hawke Mk22 could spring a surprise.

Supporting races include STP modsports with Adrian Yates-Smith and Paul Berman; FVee with Pete Bodle and Tim Flynn; P&O FF1600 headed by double title aspirant David Sears and Oceanair Clubmans starring Phil Martin-Dye and Mike Donovan. A Demon Tweeks prodsaloon round is also included in the day's action. Principal competitors are likely to be Tony Lanfranchi, Gerry Marshall and Andy Rouse although Chuck Nicholson's Dolomite, the Renaults of Neil McGrath and Doug Bassett and David Stott's Colt Lancer should prove entertaining to watch.

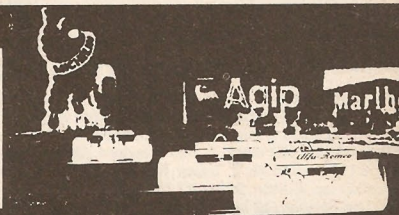
SILVERSTONE

PMC clubbie

The Peterborough MC, whose annual race meetings always seem to attract very large entries, have done it again. This time, the club claim a record entry of more than 300 cars, including around 70 Formula Fords in the increasingly popular Carlton & Bullen Low Cost championship. The packed programme also features races for F1300, 750F, Formula Junior and Formula 4.

International events

Date	Venue	Event
Oct 13	Lime Rock, USA	IMSA Winston Cup GT Championship
Oct 13/14	Austria	Oasc Rally — European Rally Championship
Oct 13/14	France	Chataigne Rally — European Rally Championship
Oct 14	Riverside, USA	SCCA/Citicoorp CanAm Challenge



British events

Date	Venue	Event	Status	Club	Start	Details
Oct 13	Municipal Car Park, Aberystwyth	Rally	N	Wolverhampton & South Staffs CC	08.00	Castrol '79 — Castrol/AUTOSPORT National Rally Championship
Oct 13	Silverstone, nr Towcester, Northants	Race Meeting	R	Peterborough MC	—	F4, F1300, F750, F Junior
Oct 13/14	Travel Lodge, Oxford	Rally	R	Brent Vale MC	23.00	Valvoline AC 159 Rally
Oct 14	Church Broughton Airfield	Rally	CP	Ecurie Royal Oak	—	Adrian Barker Memorial Stages Rally
Oct 14	Plashetts, N'land	Rally	C	Northumbrian MC	11.00	Mitford Stages Rally
Oct 14	Yetnor Farm, Sittingbourne, Kent	Sporting Trial	R	750 MC	11.00	Harold Biggs Memorial Trial — RAC/Semperit/BTRDA Championships
Oct 14	Brands Hatch, nr Fawkham, Kent	Race Meeting	R	BARC	14.00	F Atlantic, Mini 1000, Thoroughbred Sports, F Super Vee, F Junior, Classic Saloons, G2, G4 Historic Sports
Oct 14	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting	R	BARC	14.00	F 2000, FF1600, Prod Saloons, F Vee, Clubmans, Modsports
Oct 14	Ingliston, nr Edinburgh, Scotland	Race Meeting	R	SMRC	14.30	F Libre, Special Saloons, Sports & GTs, FF1600, Modsports
Oct 14	Perrotts Farm, Burgh Heath, Surrey	Autotest	CP	Southern CC	—	Esso Lansdales Florist
Oct 14	Clent Villa Farm, Hagley, nr Stourbridge, W. Midlands	Autocross	R	Hagley & DLCC	13.30	Slalom Autotest

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

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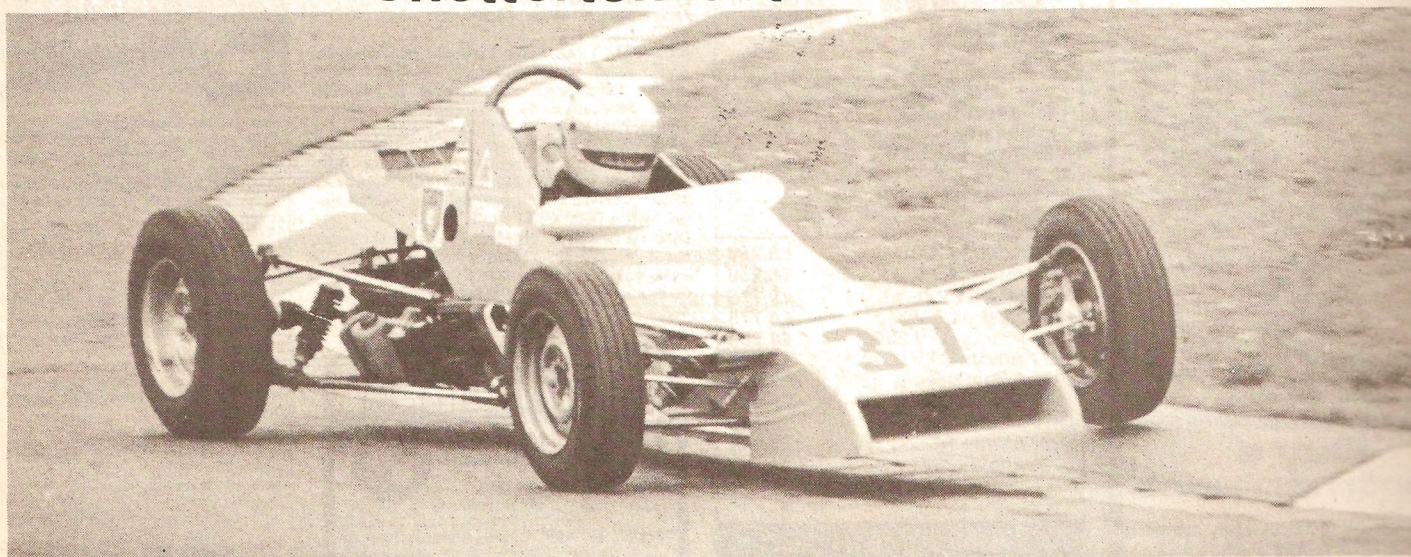
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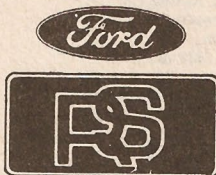
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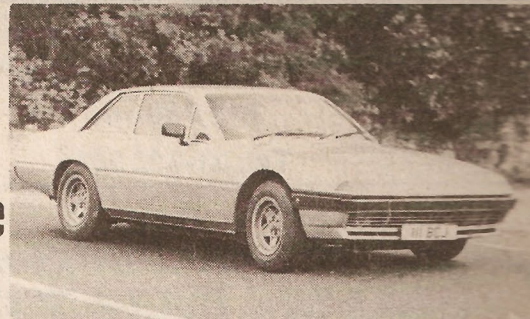
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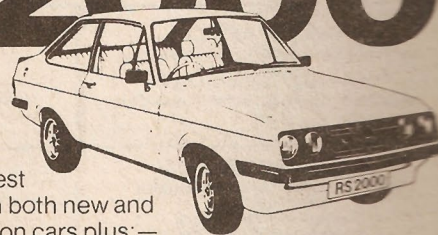
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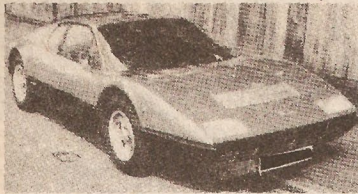
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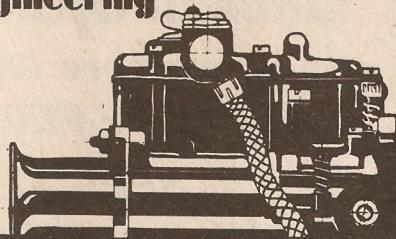
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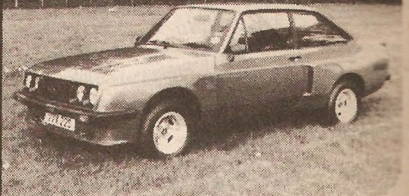
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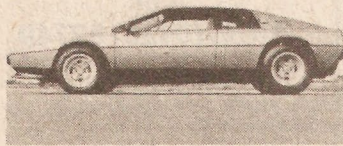
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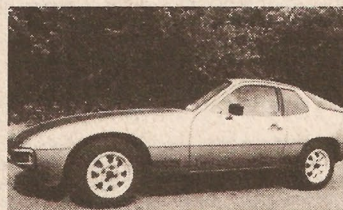
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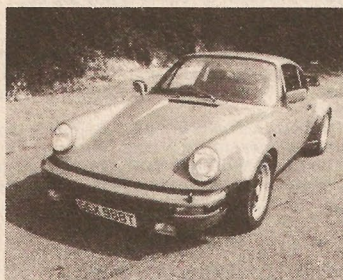
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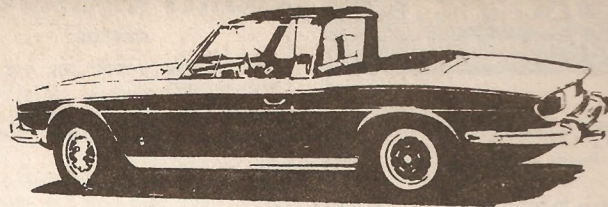
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- JOYCO ENGINEERING offer their immaculate Dulon MP21 Scholar. Built in 1978, fitted with all latest factory mods. Fireater, aeroquip spares. Free assistance. Preparation for rest of season. £3,150. Tel: Derek Bowley, Uxbridge 39526. (41)
- VAN DIEMEN RF79 Scholar. This car is in absolutely new condition. 6 races old, new in July, £4,700 ono. Tel: Dublin 501511. Ask for Paul. (41)
- ROYALE RP24. Excellent condition, built 1978. Numerous top six placings this year. Spare nose, side pods, wheels, £1,995 ono. 1978 Scholar and Hewland Mk9 also available if required at £995 ono. Tel: 061-790 9965. (41)
- ROYALE RP21, Auriga. Mk9 Hewland. Ready to race. Maintained regardless of cost. New tub April '78, £2,000. Tel: Swanley 67546. (41)
- ROYALE RP24. Spares Wanted. Tim Arnold. Tel: 0606 45873. (41)

FORMULA FORD

- HAWKE DL16 Nelson engine, new chassis, spares included, wet, dry's on rims. Two top sections, front nose mould, £3,000.00 ono. Tel: 01-771 0293 work. Biggin Hill 74836. (44)
- HAWKE Mk21 SCHOLAR. Four races from new. July '79. Spare set wheels, tyres, nose ratios. Marriage forces reluctant sale, £4,000 Sunbury on Thames 89798. (41)
- CROSSLE 32F SCHOLAR. Immaculate condition. 8 races from new. Fare prepared. complete with spares. Must be best available, £4,000 ATS Racing. Tel: Walton-on-Thames 44691. (42)
- ROYALE RP24 with Demon Zeus engine. Mid 1978. All latest specs. New uprights, bearings, rocker arms, Ampeps bodywork, belts, etc. etc. Maintained with no expense spared. Must be the best around. Only raced three times this year. Holds points in Esso. Spares and trailer available, £2,950, quickly. Tel: Blyfeet 45421. (42)
- PRS JUNE '79 factory maintained, complete with spare bodywork, new nose cone mould, box of ratio's, tailored cover, many wheels and tyres, spare varley, 2 engines, one just rebuilt and spare brand new minister and trailer. The lot: £4,500 or will split. Tel: 0602 817477 or 411703. (41)

PERNOD ROYALE RP 24

July 78. 2 Engines 78/79
Set of spare tyres on rims
No expense spared on this car.

£3,900

CONTACT JOHN MURPHY
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SARACEN 78 F.F. 1600

Updated to 79 spec. Minister engine. "The best looking F. Ford on the circuits." Holds the Brighton Speed Trials F.F. course record. 4th Marchant & Cox Championship this year. Complete with spares.

£3,500 o.n.o.

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FOR SALE COMPLETE FF EQUIPE £5,500

consisting of

CROSSLE 32F SCHOLAR, spare chassis, gear ratios, nose cones, rads, 2 Varlys, wheels, tyres, wishbones, castor/camber gauge, wheel weight checker (P.A.C.E.).

also

FORD 1010 TRANSPORTER with bunks, radio, cooker, sink, winch, tyre rack, tow bar, fuel storage.

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Elite, Eclat, Esprit, choice of colours. Demonstration cars available, distance no object.

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- 1977 ESPRIT S.7. Finished in yellow.
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We urgently require quality used vehicles. £100,000 available for purchase of high quality used performance cars.

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- AC COBRA, 7 litre, 5,000 miles, burgundy with tan hide trim, one of only two right hand drive cars, the ultimate car ...£35,000
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FULL RACE AND
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7 races from new, newly built Auriga engine, new shock absorbers, new tyres. Set up and ready to race.

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Crossle 32F, Royal Tank Regiment rolling chassis.
Brand new this season.
£2,900 ono.

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Wanted Delta T78 FF2000 frame, and any parts relating.
Damaged or undamaged.

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ROYALE RP24. June 1978. In as new condition. Only 15 races. Aeroquipped. Spare side pods and tyres. Rolling chassis for sale, cheaper than any RP24 in these ads. Complete with three race minister and gearbox. £3,000 ono. Will assist buyer at first practice session, and can deliver. Tel: Roy 01-262 6927. (41)

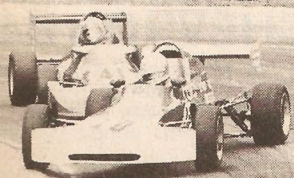
FORMULA FORD 1600. Royale RP24. Rolling chassis. Excellent condition. £1,750. Auriga motor. Two races since rebuild. Mark 9 gearbox. Will sell complete or split. Tel: Faygate 383 (STD 029383). (43)

FORMULA FORD 1600 Merlyn Mk 20A, Mk8 Hewland, 2 sets of wheels, spare ratios, radiator, bodywork, suspension etc. 4 wheel trailer, drivers suit, underwear, boots, helmet. Complete outfit £1,200 ono. Part exchange road car. Tel: Walton-on-Thames 406706. (41)

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CROSSE 33F



FF2000 1978 rolling chassis
£1,975 or will sell complete.
Front running car.

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Win with my immaculate Reynard Bodied Crossle ex formula 2/Atlantic. All steel engine, five speed LSD box. Totally rebuilt 1980 chassis regs and restoved, two spare bodies. Set of wheels, slix and intermediates, lots of other bits. This car is complete and ready to go in mono hill climbing and formula libra. Only £1,725 — or will split. Also interested in a deal on a light aircraft.

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Class Winner Scottish Hill Climb Championship
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Knight box, Spax adj.
Varley, 10.2 discs.
Alloy calipers
G50 on Mambas & Alleycats
May split

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chassis no. R 50340
modsport mod.

LOT OF SPARES
Price **£4,000**

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Ex-Heatherbourne Modsports Midget

This well known and highly developed car (Fully rose-jointed, rear mounted radiator, 1480 cc motor with Longman inclined valve head, Varley, etc. etc.) is ready to race, and has many wins, and lap records to its credit.

£1,850

Would consider road car in P/X.

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RACING CARS

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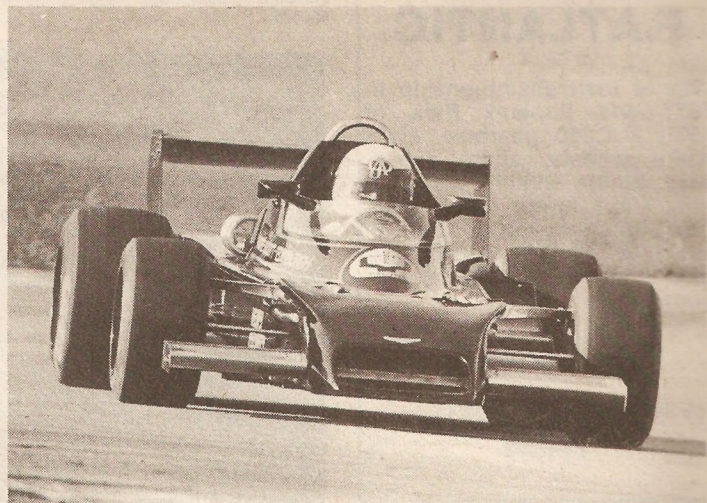
BRABHAM BT ATLANTIC. Bodywork, 2 litre FVC. (See under engines). Hosts of spares, wheels, etc. Rolling chassis. £2,150 including spares. Tel: Fleet (Hants) 24471. (41)

ENSIGN LNF3. Holbay/Hewland Mk8 competitive car in excellent condition complete with spare wing, many wheels, M&H and Goodyear tyres, body spares and moulds, ratios and suspension spares. Superb Reid trailer included and car cover — in fact a complete equippe, £3,500. Tel: 0272-39629 evenings. (41)

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Now competing without skirts, very competitive. Front row of grid last two meetings. New Monocoque fitted July. Immaculate condition throughout. Spares include wheels, tyres, nose cones, wings etc.

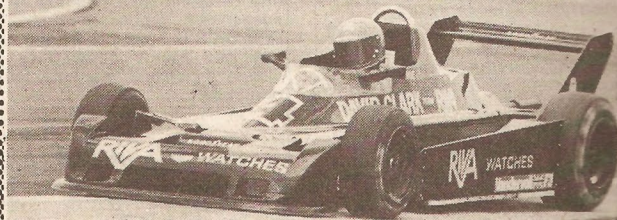
ROLLING CHASSIS INCLUDING GEARBOX

£6,500

ENGINE AVAILABLE IF NECESSARY.

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Phone: 031-449 5751 or 0875 320429

DAVID CLARK TEAM RIVA WATCHES



1979 Chevron B.47 F.3

1 win, 2 seconds, 4th in the European Championship Round at Donington.

To Works specification, a host of spares including 4 sets of wheels, nose cones, suspension etc. With or without engine. Easily converted to Super Vee. Anything taken in part exchange, or hire.

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RACING AND COMPETITION CARS

RACING CARS

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27806.**

VERY RARE COOPER T90 F500.

Featured front page cover "Autosport" Racing Car Show, Jan. 1969. "Star of the Show". Believed to be only one left of 2 completed by Cooper. Based on their 1968 F1 Car (F1C/1.68) spares include set of spare (The Cooper special Deep Dish type) fitted the original Firestone "wets" and spare ratios for the Hewland LG600 G/box. First firm offer around £10,000. Only reason for sale, present owner cannot afford to keep it, never mind race it.

Further details/offers. Contact

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FORMULA 1 McLAREN M26 EX BRETT LUNGER

Complete rolling chassis with rebuilt FG400 six speed box, 4 sets wheels plus tyres. Some spares. Slight damage to underside tub.

Offers when seen.

DFV 184 — Ex Judd Engine Developments. July 1979. Recent new block unused since rebuild. **£11,750**

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AEC purpose built transporter on coach chassis Ex Team Lotus, can carry up to 3 cars. Fuel storage, air, work benches, crew cab, M.O.T., tested & plated June 1980. Taxed. **£3,500**

Serious enquiries for further details on the above or complete package to:-

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Business hours.**

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OPEL COMMODORE GSE, production saloon racer. Ex Ottershaw car, Mathwall prepared engine. Many spares including engine and gearbox. Available immediately, £3,250. For further details Tel: 01-584 3391 anytime. (41)

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RENAULT 5. Challenge car wanted for 1980 season. Will meet at Brands Hatch, October 7th. Cash waiting. Ring Tony 01-692 2938 or Nick 01-462 3110. (41)

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COMPETITIVE MINI 7856. Lightened shell. Full cage. SCCR box, three races since engine rebuild. 'S' discs. New 484 drys plus 2 spare sets, including wets all on rims, 3rd last year, 6th this year in A/M challenge, including trailer. £850 ono. Tel: Sheffield 484438. (41)

demon tweeks

SCIROCCO G.T.I. R/hand drive group 1 specification engine just rebuilt for final Tri-central round. Complete with 4 sets of wheels c/w tyres D60's & D38's + wets. 1 x spare engine dismantled. Could be converted to production saloon for 1980 to beat Gordini Renaults (think about it!) **COMPLETE £4,950 O.N.O.**

OPEL COMMODORE GSE COUPE PRODUCTION SALOON. This car is currently being raced by Andy Rouse, the car for Prod./Saloons in 1980. (Remember the Monza hasn't a diff.) **£5,250**

BMW 3.0 SI PRODUCTION SALOON. Remember Derrick Brunt! Well before he disappeared into Prima Donna racing he pedalled one of these 3.0 SIs, all suspension just rebuilt by G.R.V., on rear, bushes (etc.), Schreider front struts special rear (Tweeked) adj./tales. Engine just rebuilt. Body work looks as if its just completed 50 laps side by side with Pete Hall (sic) hence give away price of £1,395 O.N.O. Must go

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DEMON TWEAKS
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1300 BDA SKODA

7 races only, complete with body moulds. Must be sold, new car arrived.

Gift at

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Davrian-based. Fuel injected engine and Hewland Mk9 recently rebuilt. F2 suspension, Opus, Graviner, Wets & Drys on B.B.F. rims etc. Light, immaculate and highly competitive. Superb circuit or hillclimb machine. Swop road or race car.

Offers

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2.30 Vauxhall Firenza

Blydenstein twin cam engine, 240 bhp on fuel injection.

**Tel: Edingworth
(093472) 410
or 336.**

**Will exchange for
FF 2000 or Atlantic
75B March — Cash
either way.**

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Terry Watts offers S&L engine services car. New 1979, now fourth in class C British Saloon Car Championship (8 starts, 8 finishes). Cheapest and easiest to run. Quick sale desired.

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Space frame Imp complete with Bevan Motor Jacknight 5 speed box with LSD with latest M & H slicks and new wets. Complete car. Ready to race, with spares.

£3,800

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ESCORT SALOON. V8 engine. Complete and ready to race. Complies fully with regs. Spec on request. £2,500 Tel: Keith Browmaker Newcastle 610220 (day, Ebchester 561210 (evenings). (42)

FORD ESCORT SPECIAL SALOON

All steel 1300 BDA engine. Jack Knight 5 speed box, 4 pot calipers and vented discs 10" & 12" B.B.S. wheels with Goodyear slicks. Wets and many spares, plus trailer **£3,500**

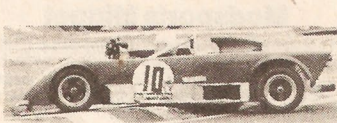
Also MK2 Escort shell with doors and Zakspeed type arches. Fibreglass boot and bonnet **£350**

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LOLA T492. Seven months old. Immaculate, no accidents, spares. £4,750. Rolling chassis with box. Tel: John Poxon, Worthing 39573 day, Rustineton 71899 evenings.

LOLA T492 1979



Centrelock wheels, Aeroquip brake lines, latest specification suspension, new body panels, six spare wheels, very competitive car, **£4,950 inc. engine.**

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RALLYCROSS MINI! (Ex Ripspeed). Recently rebuilt 1462cc engine, Slark incline valve head. Ivey crank/pistons. 48 weber. Fully lightened shell with John Magure suspension. Revolution wheels/wet and dry tyres. £1,250 to include numerous spares and trailer. Tel: 01-733 6113 (business) or 01-467 8461 (home). Fully detailed specification available. (41)

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Brian Stabler's Sprint powered 99, result of five years development. Built with lightweight panels, lightweight rear axle assembly. Competition drop gears and LSD. Don Moore cylinder head. Mike the Pipe exhaust. 48 Webers etc. full specification on request. Usual competitive tyres etc. Some Spares. Very quick car in right hands **£2,500 O.V.N.O. Chelmsford 421686 (Evenings).**

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240+ BHP Ex DTV Lotus Twin Cam, currently being rebuilt. Quaife 4 speed gearbox, Salsbury thick tube axle 4.9 LSD. 5 link rear suspension, rose jointed, adjustable ride height. Disc brakes all round with vert. fronts & four pot calipers. Balance bar system. Fireater extinguisher system, aeroquip fuel & brake lines, safety devices cage etc.

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Consider P/Exch. Road or competitive Formula Ford.

AGJ MOTORS

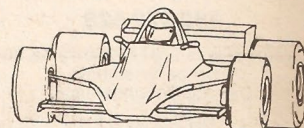
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Complete with Bevan motor. Five speed box. Big brakes. Complete with spares as raced this season. Complete ready to race, with wets. **£3,800**

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Ex Ian McLaren. Rolling chassis FGA gearbox with spares inc suspension parts body work etc. This car is in mint condition. Never damaged.

£4,250 ono

Hart 420 R complete with clutch, starter, can be heard running.

£4,250 ono

**Phone 0224 732240
After 6pm**

RACING AND COMPETITION CARS

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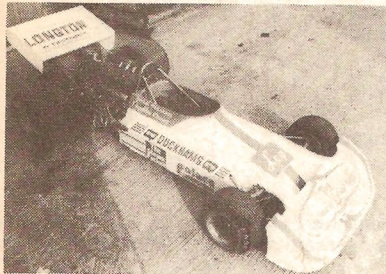
MARCH ENGINEERING LTD. HAVE FOR SALE:-

- 2 1979 Hart 420 R engines
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5.7 Chevy engine by Alan Smith, this car has been through the Chevron Works and was raced in the Isle of Man, on 22 Sept. and driven by Brian Redman. Say no more!

Complete with 4 wheel trailer with tyre rack, 3 sets of wheels & tyres with a lot of spares.

OFFERS

Contact Tom Coughlan on 0481-25190.

CAR WILL BE AVAILABLE IN UK UNTIL END OF OCTOBER

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EX RUSSELL BROOKES
RS 1800 ESCORT
ODA 622R**



Possibly one of most successful Escort RS 1800 ever. Numerous wins and top placings, built at Boreham to full works spec, and maintained by Peter Harrison to a very high standard. All usual Ford RS 1800 fitments. Can be seen at Wolverhampton.

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Three **Toleman Ralt RT2's** as successfully raced by **Brian Henton** and **Rad Dougall**. Various spares including bodywork and wheels.

One **March 782** completely rebuilt following Donnington.

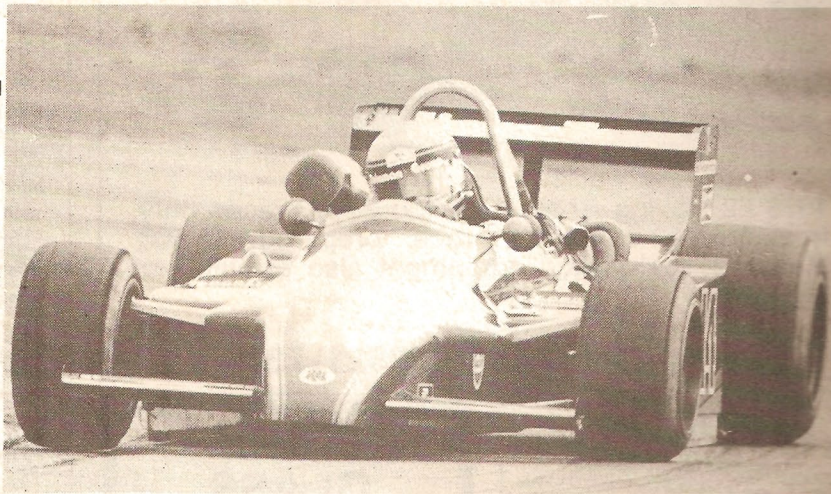
One **BMW M1**, to latest specification.

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One **3-litre Capri ex-Brian Muir**. As raced in the Tricentrol British Saloon Car Championship.

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Can be purchased
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ASK ABOUT OUR COMPETITIVE CARS, PROFESSIONAL TECH-
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5 PROFESSIONAL RACES	\$20,000
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Write:—

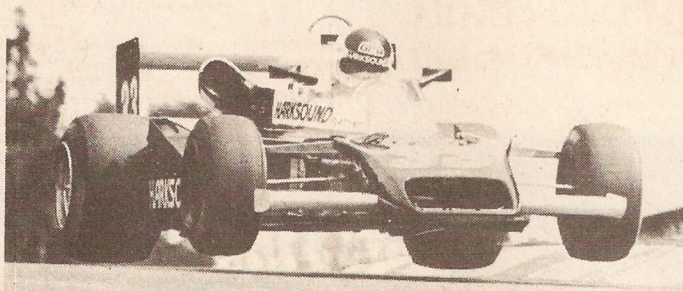
TEAM AMERICA Ltd
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1979 F2 Rolling Chassis FG400 G/B 3 races only.
Immaculate condition, race prepared £6,500.
Many F2 spares and equipment also available at
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4- and 5-port pumps for 4-cyl. Ford. Also
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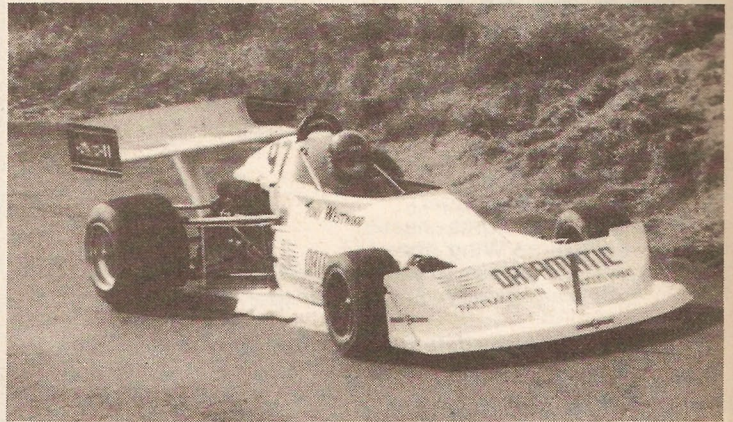
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£8,950

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Used FT/FG ratios from **£10.00**
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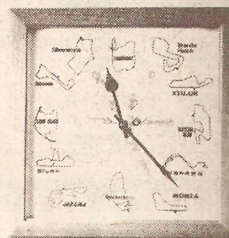
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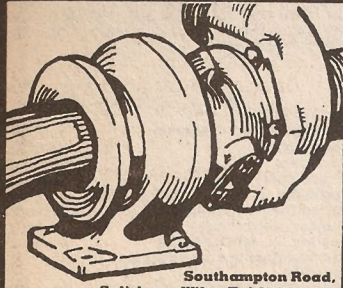
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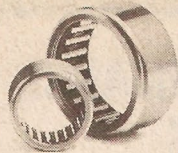


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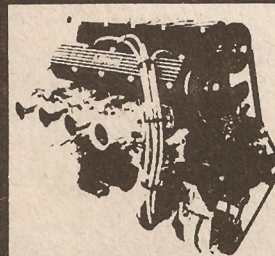
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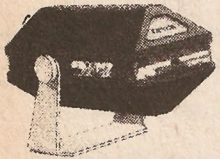
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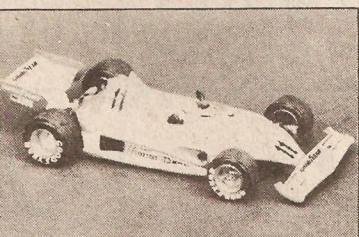
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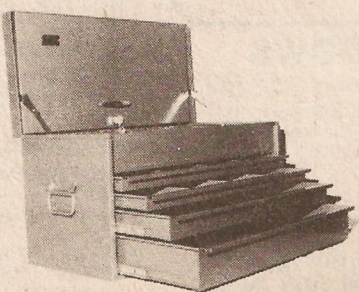
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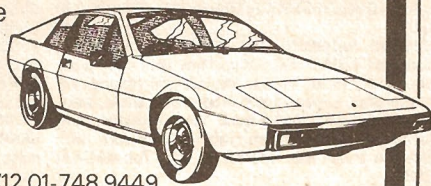
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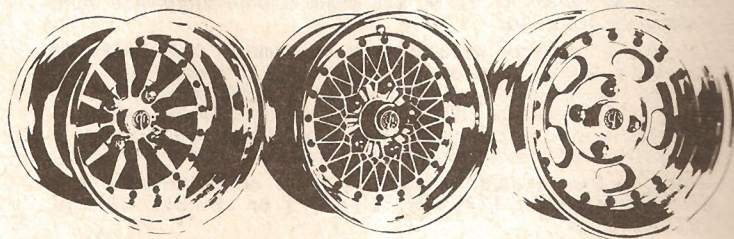
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