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27th September 1979



Keegan's Aurora Snetterton

AFX: Skirts or not? In colour: Barry Sheene's saloon race

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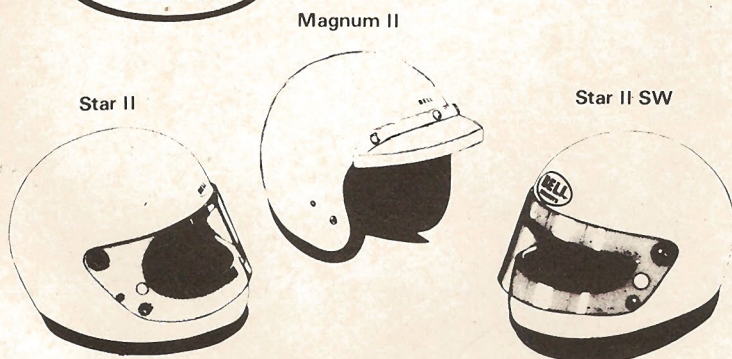
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The final win for a works Escort? The Ford team hopes that will be on the RAC, not in Quebec.



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Skirts and Aurora

In this issue, starting on page 10, both sides of the controversy about the ban on skirts in the Aurora AFX British Formula 1 Championship are presented. Guy Edwards, one of the foremost competitors in the series, and Basil Tye, the Managing Director of the RAC Motor Sports Association, have accepted our invitations to put forward their points of view. Before reading these two articles, we ask readers to bear in mind that the competitors' side of the row is presented to advantage here: Guy Edwards is not only expanding on the points made in the competitors' petition published by AUTOSPORT on September 13, but also adding new ones; while Basil Tye, not having been able to consider the new arguments, confines himself largely to dealing with the specific points raised by the petition.

As Mr Tye rightly points out, the Aurora competitors concerned took almost four months to get round to objecting to the skirts ban. They therefore had ample opportunity to demand a meeting to discuss the matter well before this late stage, and we are not surprised by the RAC's reluctance to agree to a meeting in the present circumstances. However, we feel strongly that a meeting between the RAC and the Aurora competitors should take place at the earliest opportunity, for there can be no doubt that many of the arguments put forward by Guy Edwards in this issue are valid and should be considered in detail.

It may be that some of these points were not taken fully into account by the RAC when the original decision to ban skirts was made apparently without close consultation with the Aurora competitors. Almost four months did go by, however, before the new Aurora regulations were submitted by the RAC to the FISA. If the RAC say that it is too late for the decision to be reversed, then the competitors have only themselves to blame, for their objections should have been made last May.

Nevertheless, it is our view that these considerations should, if possible, be cast aside. Many of the competing teams maintain that the future of Britain's premier track racing championship is now in serious jeopardy, and that alone should be sufficient incentive for the RAC to use every means to study the question once more.

Ford's withdrawal

In line with a marketing decision, the Ford Motor Company has suspended its official factory competitions programme.

No other major motor manufacturer has used competition — and rallying in particular — to better effect than Ford, and the company's rally programme has become an essential part of its overall marketing strategy. The sport as a whole will be relieved that Ford's withdrawal is only temporary.

While this 'sabbatical' can obviously be used by the Ford competitions personnel to their advantage, it comes at a crucial time, when strenuous efforts are being made to boost the World Rally Championship. Ford — now hoping to tie up the Makes title for the first time — will be absent from the series next year, and the news has not been received with enthusiasm by rivals such as Fiat. As Porsche found in endurance racing, victories without opposition are of limited promotional value. There is little doubt that the series will continue to enjoy considerable prestige, for there has been a welcome surge of new interest from other manufacturers, but the fact remains that the World Rally Championship has lost one of its very top teams, one which has been central to its success in recent years. No matter how many manufacturers are involved, somehow without Ford it will not be quite the same. Not only the rally enthusiasts will look forward to Ford's return.

cover picture

Rupert Keegan's fifth victory in the Aurora series, at Snetterton last Sunday, leaves the championship outcome in doubt until the final round at Silverstone in a fortnight's time. Keegan, David Kennedy and Emilio de Villota are the three potential champions, the Irishman currently holding the upper hand. The drive of the Budweiser Trophy race came from Gordon Smiley, who is pictured taking the lead from Keegan after starting from the second row of the grid. Report: page 14. Photograph: Jeff Bloxham.

next week

Gilles versus Jody? Our report of the Canadian Grand Prix at Montreal — Ken Tyrrell discusses why he thinks turbo engines should be banned from Formula 1 — Cyprus Rally — Interview: provisional Euro F2 champion Marc Surer — F3 action from Thruxton — Jimmy McRae defends his Castrol/AUTOSPORT lead in Cumbria*

Tyrrell experiment with live TV camera

A lot of the five hours occupied by the first meeting of the new FISA Formula 1 Commission in Milan recently was taken up by discussions about the future of television coverage of Grand Prix racing. Indeed, the General Meeting of the international Eurovision management, which assembled in Sarajevo simultaneously with the F1 Commission, telexed Milan to ask for a meeting to discuss the matter with a three-man FISA delegation led by President Jean-Marie Balestre.

Already central to the high-finance world of Formula 1, the matter of television coverage will gain even more importance in coming seasons. The reason for this is that the technology is now being perfected to allow live TV cameras to be carried on the cars themselves, and controlled by the TV company's director.

If this does come about, the OB director will be able to switch to any car in the race at any time, at the press of a button. Obviously, this could transform motor racing's television appeal, and it is only natural that the Formula 1 Commission should wish to clarify all aspects of TV coverage — in particular the broadcasting rights — before this potential revolution takes place.

Film cameras on racing cars, of course, are nothing new, and experiments have been carried out with live TV cameras. In the USA, CanAm driver Tom Spalding has recently been trying out a new system developed jointly by him and the Sony Corporation, called 'Racevision'. Spalding has fitted a 26lbs, \$5,000 solid-state camera just above and behind his right shoulder on his CanAm Schkee, which is sponsored by Sony and Los Angeles businessman Warner Hodgdon. This camera transmits a wide-angle view of the action to a helicopter hovering 5000ft above the circuit. Equipment in the helicopter beams the signal back down to a receiving station at the trackside where, for

the purposes of the experiments, it is relayed to special TV monitors and also to a videotape recorder. A digital read-out is displayed in the upper right-hand corner of the TV screen, instantly indicating the speed at which the car is travelling.

TV viewers in the USA have already seen the 'Racevision' system in action, when CBS television commissioned Spalding's organisation to provide live pictures from Benny Parsons's NASCAR Grand National Chevrolet during the Daytona 500 last February.

There are still problems with the system, and the three major USA television networks all tried to develop something similar but failed. Nevertheless, Spalding has high hopes of success soon after two years of work. He says, "There is nothing quite like the view from the driver's seat, and it will knock the socks off anyone who shares it with me. These experiments are the first step for us in a campaign to revolutionise motor racing coverage on TV. With some luck, critics will one day agree that 'Racevision' did for motor racing what instant replay did for professional football. If we are successful, the impact on motor racing will be enormous: TV coverage will regularly include the competitors' view of the action."

During the recent three-day Watkins Glen tyre tests, a live TV camera was fitted to a Formula 1 car for the first time, when the Candy Tyrrell team tried a 'Racevision' system on one of the 009 cars. Feelings about the success of the system were mixed, and Ken Tyrrell told us on Monday that the Sony people were looking into locating the body of the camera in sidepods or some other place where the environment for it is less difficult, leaving only the lens itself located in the cockpit area. The system will again be tried next weekend in Montreal, where it will be fitted to Derek Daly's 009 during unofficial practice for the Canadian Grand Prix.

Silly season gets even sillier . . .

Eagle-eyed readers of one of the national dailies will have noticed a story last week which suggested that McLaren had offered James Hunt a massive amount of money (\$3,000,000) to return to their team for next year. And James, like Jackie Stewart, has turned it down, saying his mind is made up etc, etc.

On Monday, we called Teddy Mayer to see if the story were genuine. "I'd really rather not comment," said Teddy, "I don't want to spoil a good story . . ." While on the subject of his drivers for 1980, we asked if an announcement would be coming from McLaren in the near future. "It's possible," he said, "but it could be quite a time away before we know anything for sure." Surely John

Watson would be staying, for we believed him to have a two-year contract with McLaren? "Don't rely on anything," replied Teddy. "Nothing is certain at present."

Mayer denied that Eje Elgh would be driving a third works McLaren at Watkins Glen: "I don't know where that story got started. We never had any intention of running a third car over there."

In the meantime, we gather that there is no truth in the rumour that all this talk of Depailler/Andretti/Regazzoni, going to Alfa is merely a blind, and that the man the team really want is Juan-Manuel Fangio, who won the World Championship for them in 1951 . . .

Alfa's GP season over?

As we went to press, there were doubts that Alfa Romeo would contest the two North American Grands Prix. Bernie Ecclestone has apparently told them that Giacomelli and Brambilla will be required to pre-qualify, along with

Daly's Tyrrell. Three cars would be going for two places in official qualifying. The Alfa management are not keen to take their non-FOCA cars all that way without the guarantee of a race at the end of it.



Two men who stay put for 1980. Danny Kaye (left) will drive for Renault again, and Little Red Riding Hood continues as number one at Ligier . . .

Who goes where?

This year's silly season is taking a long time to resolve. To clarify some of the confusion, perhaps the best thing this week is to cover every possible combination for 1980 . . . Andrew Ferguson told us on Monday that, as far as he knew, Mario Andretti and Carlos Reutemann would both stay at Lotus for next year. This, however, conflicts with the myriad rumours which suggest that one or the other will stay, but certainly not both. Reutemann has been talking to Williams, Ensign, Copersucar and Wolf, and has privately made it clear that he is determined not to stay at Lotus as number two to Andretti. In the last few days, we have heard from more than one source that — unthinkable as it seems — Mario would leave Lotus, rather than have Reutemann as his equal number one team-mate next year. In this connection, his name was linked with Alfa Romeo. However, Patrick Depailler's move to the Italian company (see separate story) now precludes any such move, and we believe that Andretti will stay put at Lotus, and that Reutemann will go to Williams — as number two to Alan Jones, presumably . . .

Now that Niki Lauda has decided to stay with Brabham next year, Ricardo Zunino must look elsewhere for a Formula 1 drive. With a sum not unadjacent to one million pounds said to be available, the Argentine is not short of people who would like to talk to him. He told us at Imola that the Tyrrell team was a possibility. But don't rule out the prospect of seeing him in a Brabham . . .

Teddy Mayer has apparently lost Lauda now, and he must be looking hard to find a new driver after his team's disappointing showing in 1979. A little bird in Switzerland tells us there has been a meeting between

Mayer and Clay Regazzoni in the last few days . . .

Clay's future remains unclear, but it is unlikely that he will stay with Williams. Alfa Romeo was a definite possibility, but that vacancy is now filled. Italian sources report that Enzo Osella is keen to have the Swiss in his new Formula 1 car for next year. The car is apparently to be sponsored by Denim, the Unilever-owned cosmetics company, which has backed Bruno Giacomelli's BMW Procar this season . . .

Depailler's move to Alfa Romeo means that Gerard Ducarouge must seek a new number two Ligier driver for 1980. Jacky Ickx will not be continuing with the team beyond the end of this season, and it is certain that Jacques Laffite's next team-mate will be French. Ken Tyrrell told us last week that he has no one under definite contract for the coming year. Both Jean-Pierre Jarier and Didier Pironi are under Gerard's consideration, therefore, and so also is Alain Prost . . .

The position, as we said earlier, is uncertain at present, and Pironi has been mentioned as a possible team recruit for the future. There is also a rumour that Colin Chapman recently had a meeting with Jarier, who so impressed everyone with his two Lotus drives 12 months ago. If either — or both — of the Tyrrell drivers should move, Derek Daly must figure in Ken's plans . . .

At present, we have Villeneuve and Scheckter at Ferrari, Lauda and Piquet at Brabham, Jabouille and Arnoux at Renault, Andretti at Lotus, Patrese and Mass at Arrows, Stuck at ATS, Emerson at Fittipaldi, Jones at Williams, Depailler and Giacomelli at Alfa Romeo and Laffite at Ligier. Everything else, it seems, is still up for grabs . . .

A-licences for top Aurora AFX drivers

RAC Motor Sports Association Managing Director, Basil Tye announces in AUTOSPORT today (page 11) that the Aurora AFX F1 series will in future qualify a driver for an International Grade A competitions licence, enabling him to get his name put forward for the exclusive FISA 'Super' licence list so that he can go on to compete in the Formula 1 World Championship.

The fact that results in the Aurora series (not to mention the Vandervell F3 championship) have not qualified a driver for an A-licence has long been a bone of contention. The recent FISA Executive meeting in Amsterdam ruled that, in future, the selection of events for A-licence purposes would be the responsibility of the national sporting

authorities, and this has allowed the RAC to reaffirm its support of the Aurora series by this announcement.

Mr Tye, replying to the recent petition from Aurora competitors concerning the new regulations for 1980, states the new RAC policy as follows: "The RAC British Motor Sports Council will take into account five placings in the first five in the Aurora British National Formula 1 Championship in one calendar year." This falls into line with the FISA directive that "Next season's criteria will be widened to other competitions in order to ensure a greater participation per country."

As far as A-licences are concerned, this still apparently leaves the British F3 championship out in the cold.

Purley's AFX Shadow

Rather than quit the Aurora series for the remainder of the year once his initial aims had been fulfilled, David Purley appeared at Snetterton last weekend with a works-assisted Shadow DN9B in place of his own Lec chassis. The Shadow was entered by Mike Earle's Onyx Race Engineering concern, based at the Lec Refrigeration premises in Bognor, but had been prepared jointly by Greg Field's team of mechanics and some members of the works crew at Northampton.

"Don Nichols is a really nice guy, I've known him for a long time", said Purley "and he did me the very best deal possible for the weekend." David's practice was shortened by an engine problem, added to which he didn't fit the cockpit — designed around Elio de Angelis — until overnight modifications

had been made. As is his regular habit, David was far faster under race conditions and mixed it spiritedly with Edwards, de Dryver and Agostini soon after the start. Eventually superior racecraft took him by the Fittipaldis and he claimed a popular and well-deserved fourth place having shown himself to be thoroughly competitive throughout.

Physically shattered after an excellent drive, David, still obviously in considerable discomfort from his legs — not that he would let you know it — explained the financial problems which threaten to keep him out of the series next season unless commercial sponsorship can be found for the project over the winter. Surely a driver of his calibre and publicity value must prove successful in his quest, for the championship needs personalities like him.

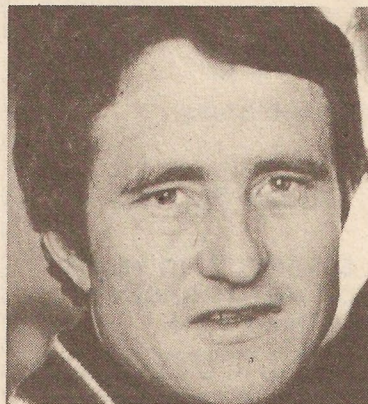
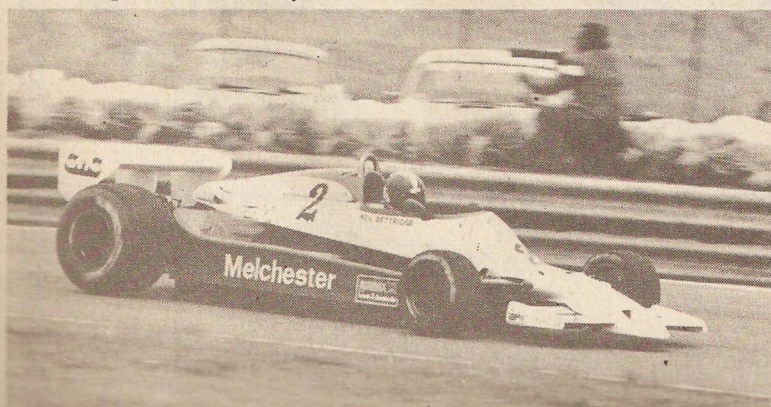
Bettridge's Arrows problem

Neil Bettridge's Snetterton Aurora weekend was one that he would rather forget, for the Arrows chassis, which his father had hired from Charles Clowes for Melchester Racing to run, proved nothing but trouble. "Potentially fast but frail," commented Bettridge after his initial experience in the car which had been plagued with serious brake problems throughout qualifying.

A test session on Thursday was halted by a blown engine — yet more work for 'Bill' Charles and the Melchester crew — while official practice was notable for sticking skirts and faulty calipers at both ends of the chassis. Having changed the

offending rear caliper, hopes were high that the car would behave itself but the oil cooler then sprung a leak in a special unofficial 'proving' session. Bettridge made a fine start only to skate off at the Esses with a recurrence of the brake failure and after this had afflicted him twice more he decided to call it a day before any damage was done. "We'll have the problem sorted for Silverstone," said the undeterred Neil, who certainly has gained a great deal of experience this year with the F2 Pilbeam and the BRM, Tyrrell and Arrows F1 chassis.

Neil Bettridge had a troubled day with his new Melchester Arrows at Snetterton.



Patrick — to Italy.

Depailler to Alfa

As we went to press on Tuesday, news came in that Patrick Depailler formally signed for Alfa Romeo at the weekend. The Frenchman expects to be fully recovered from his hang-glider injuries by the beginning of next year, and will have Bruno Giacomelli as his teammate.

Depailler's reputation as a test driver has doubtless played a large part in the Alfa Romeo directors' decision.

Love makes comeback!

Six times former South African Formula 1 Champion John Love, who declines to reveal his age these days, is to return to motor racing on October 6 after several years' retirement and will join the Gunston Team for the next round of the Formula SA Championship.

Love's main claim to fame, apart from his national successes, stems from the 1967 South African Grand Prix which he led for much of the way in an old Cooper-Climax before being forced to pit for extra fuel towards the end of the race. He was eventually beaten by the Cooper-Maserati of Pedro Rodriguez.

The man who prepared Love's Cooper for that race was Gordon Jones and it will be he who looks after the Gunston car on October 6.

Crisp and dry?

Well now, the fuel crisis. In recent weeks, a lot of time and thought has been devoted to the thorny question of alternative fuels. At Kyalami last Saturday, a VW Golf won its class in a saloon car race, and it was powered by — cooking oil. We mean it. Honestly.

The device is fitted with a converted diesel engine, and uses five litres of pure cooking oil for every 100 kilometres. Cooking oil is an inactive and inert oil, but by increasing the compression to 400psi, the oil changes to a gas which ignites easily and burns extremely cleanly. This leaves the engine not only unclogged, but also slightly deodorised. In fact, our man in South Africa says the car smells delightful!

The full technical specification of the car has not yet been announced, but is expected shortly. Driven by Kees van der Linden, it will run in the Roof of Africa Rally, which starts today (Thursday).

Andretti's lucky escape

It seems that Mario Andretti's Michigan testing shunt the other weekend was rather more serious than we originally believed. True enough, the 1978 World Champion escaped with only a damaged toe, but he seems to have an escape bordering on the miraculous.

On the lap before his Gould Penske PC7 hit the wall, Mario was timed at over 204mph, quicker than the speed which eventually won the pole for Bobby Unser. It was very gusty while Andretti was out, and it seems that this played its part in his loss of control.

At Snetterton, on Sunday, we spoke to Glen Waters about the shunt. Glen, of course, was Mario's mechanic during his World Championship year, and now works at the Lotus factory. He went with Andretti to the recent Goodyear tests at Watkins Glen, afterwards going on to Michigan. "It was the biggest accident I've ever seen," he related. "After he lost control, the car seemed to slide for ever until it finally hit the wall — very hard. When the car came to rest, the steering wheel and column were over his shoulder, behind him! He was very, very lucky."

Andretti's damaged toe required a few stitches, but otherwise he was fine. The car, of course, was completely destroyed, and Mario was unable to take any further part in the meeting.

Villota's Lotus 78 rebuild

Only 11 days after his Thruxton shunt, Emilio de Villota was back behind the wheel of the Madom Lotus 78 giving it a shakedown trial at Silverstone prior to last weekend's Snetterton Aurora round in which the Spaniard had the chance to strengthen his bid for the title. Damage to the complex chassis was even more severe than the team had thought at the circuit, and the enormity of the problem was only underlined when it was stripped for inspection.

After lengthy discussion with Martin Slater at Lyncar Engineering, it was decided that the cellite-panelled monocoque could be repaired and new sections had to be cut, bonded and formed to precisely the right patterns before the rebuild could commence. The left hand side of the tub was replaced as a whole and reformed around a beautifully crafted aluminium hoop from which much of the Lotus's strength is derived. A new floor section and top panel completed the major structural work while the left side pod was replaced and the tweaked engine mounting straightened. Over 70 per cent of the basic chassis was therefore renewed in the jig.

Absolutely no difference could be detected, said the driver, after his practice time had qualified the car third fastest for the Budweiser Trophy race and all looked promising for the event. Unfortunately a damaged nose fin unbalanced the front of the car, this condition allowing a tyre to chunk badly, necessitating a pit-stop. In his anxiety to regain lost ground, Emilio, now lapped, survived a trip up the Esses escape road to finish eighth, poor reward after a sterling effort to get the car ready for the

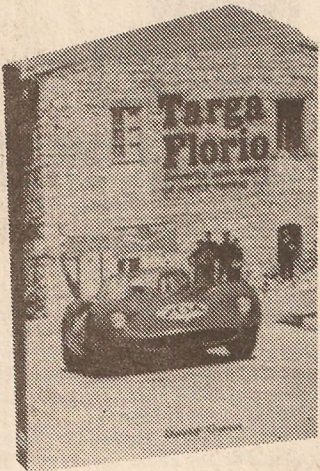


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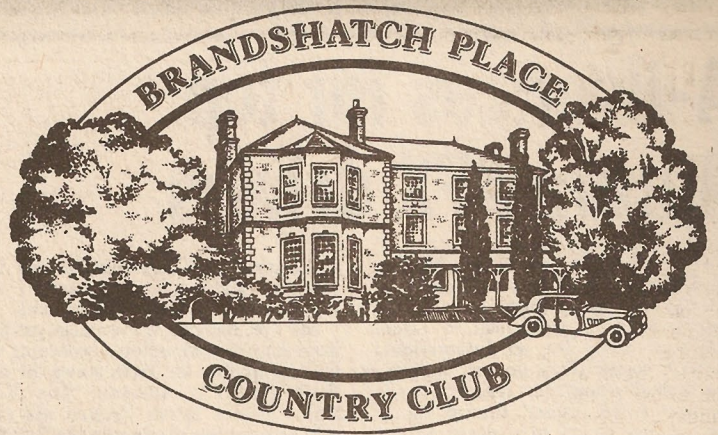


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Alliot to Martini?

Young Frenchman Philippe Alliot put in an excellent drive at the La Châtre Formula 3 race on September 16 with the John Petersen-run Argo JM3 and he so impressed Equipe Renault Elf team manager, Hugues de Chaunac, that a Martini Mk27 was made available for him to use in the F3 race at Albi last Sunday. Using the Toyota-powered car usually handled by Richard Dallest, Alliot qualified on the front row and actually led away from the start, only to be outbraked at the first corner by Prost. Next year's works Martini-Renault driver perhaps?

Mansell's F3 injuries

Our apologies are due to English Formula 3 driver Nigel Mansell. The headline to our story in *Pit & Paddock* last week, of course, should have read that he was, unfortunately, injured in an accident at Oulton Park when his Unipart Racing Team March rolled over after being contacted by Andrea de Cesaris's March.

Nigel is currently confined to bed, nursing a badly crushed vertebra and is receiving daily sonic treatment. Mansell, however, remains cheerful and hopes to be driving again before the end of the season.

Briefly . . .

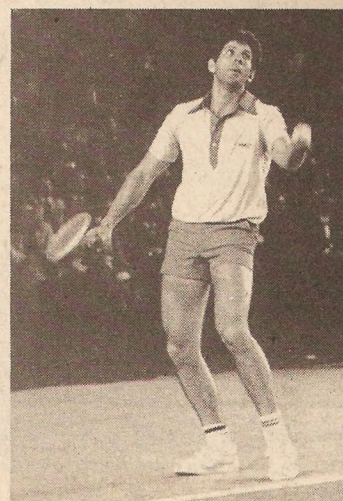
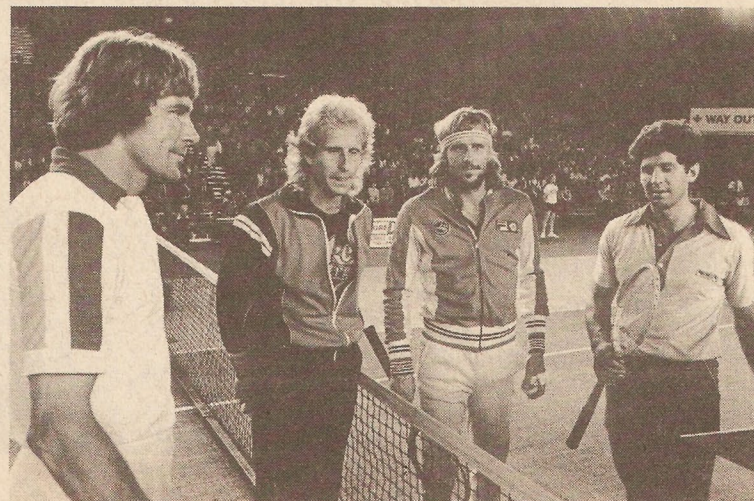
- Gianfranco Brancatelli looks set to run the second Bracey-Price Motorsport Marlboro Williams alongside Giacomo Agostini in the final Aurora round at Silverstone on October 7. 'Branca' was in attendance at Snetterton over the weekend, assisting his compatriot Marco Micangeli.

- Ian Flux, whose promising F3 career was grounded by a shortage of finance a couple of years back, hopes to be back behind the wheel of a racing car soon. "I've always wanted to do the New Zealand and Atlantic series," admitted the cheerful Surrey driver, "so perhaps this year it might come off."

- Following Budweiser beer's introduction to British motor sport via their sponsorship of last weekend's Aurora AFX qualifier, rumours are that the Anheuser-Busch corporation, who make the Budweiser brand, will jointly back the 1980 series with the toy manufacturer.

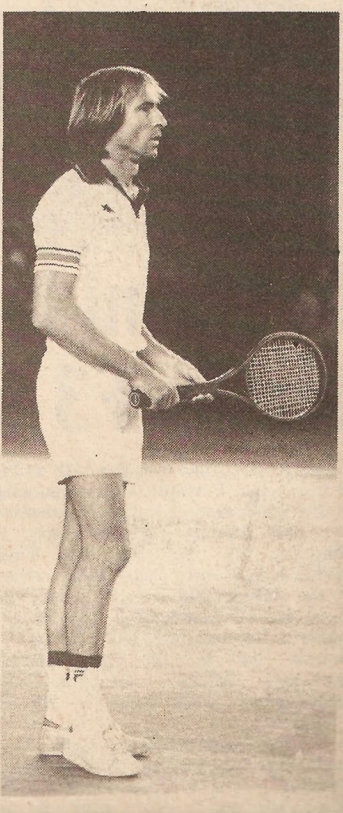
- Marlboro to sponsor a pukka European F1 series, on the lines of the Aurora championship? Not as unlikely as it may seem. Rumours have it that a 12-round series is envisaged with qualifying events in England, Germany, France and Italy. The successful Aurora format would presumably be retained as the cigarette company are known to be watching the existing series closely.

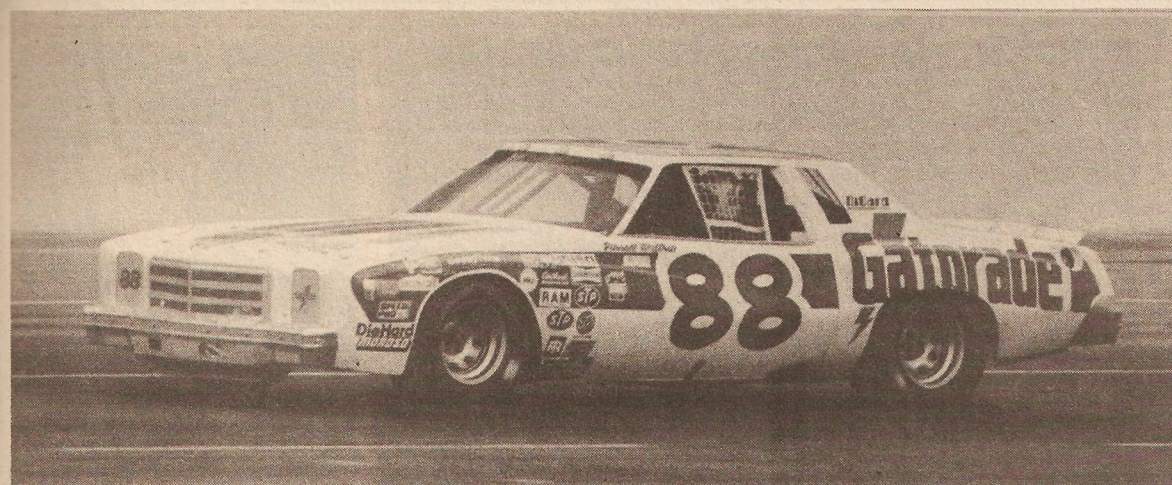
- The first British-built car ever to race on the Continent, an 1899 Daimler, will lead the official RAC team in the Townsend-Thoreson sponsored Veteran Car Rally which celebrates the 75th Anniversary of the FIA (International Automobile Federation) in Paris on October 11. The Daimler, driven by the present Lord Montagu's father, finished third in the Paris-Ostend race of September, 1899. It is normally on display at the National Motor Museum.



Gunnar's tennis tournament

Above, left: James Hunt, Vitas Gerulaitis, Bjorn Borg and Jody Scheckter just before the final, which was won by the first pair. Above, right: The World Champion prepares to serve . . . Below, left: Among the distinguished guests at the Avis Formula One Tennis Trophy were Stirling Moss and Juan Manuel Fangio. Below, right: Borg is presented to HRH Princess Michael of Kent. Bottom, left: Regazzoni and Tambay fought hard, but were defeated by Hunt and Scheckter. Bottom, right: Many considered Jacques Laffite to be the best player among the race drivers, but he was partnered by an off-form John Watson.





With his lowly 11th place finish, Darrell Waltrip's NASCAR series lead has now diminished to a slender 48 points.

Petty closes gap in NASCAR series

A tiny half-mile oval track at Martinsville, Virginia, was the scene for last Sunday's Old Dominion 500 race — round 26 of the NASCAR Grand National series. Buddy Baker won the race with his Spectra Chevrolet, but all the headlines were taken by Richard Petty, who took second place with his STP Chevrolet. With Darrell Waltrip finishing a lowly 11th, Petty moves closer in the points standings, and is now only 48 points adrift of 'Jaws'.

Waltrip, in fact, claimed pole position with his Gatorade Chevy at a record speed of 88.265mph, and he spent the

early part of the race dicing with Baker before the engine blew and he was left to cruise down into the pit-lane . . . only to return a mere 11 minutes later with a new motor installed! Twenty-nine laps had been lost, though.

The tough, 500-lap race inevitably took its toll on the field, Dale Earnhardt (Osterlund Chevrolet) and Benny Parsons being two early retirements due to tyre and engine failure respectively, while Neil Bonnett (Woods Brothers Purolator Mercury) was also forced out with a broken engine, having run with the leaders for some distance.

Bobby Allison (Ford Thunderbird) and Cale Yarborough (FNCTC Chevy) — two other front-runners — both spun independently while in contention for the lead, but both managed to regain the track and finish in fourth and eighth.

Joe Millikan scored his best result of an impressive season by taking third place, a lap behind Baker and Petty, and thereby moved ahead of Earnhardt in the NASCAR Rookie points series. Dave Marcis finished behind Bobby Allison in fifth place, Ricky Rudd was sixth in his Ford and Buddy Arrington's Dodge seventh ahead of Cale Yarborough.

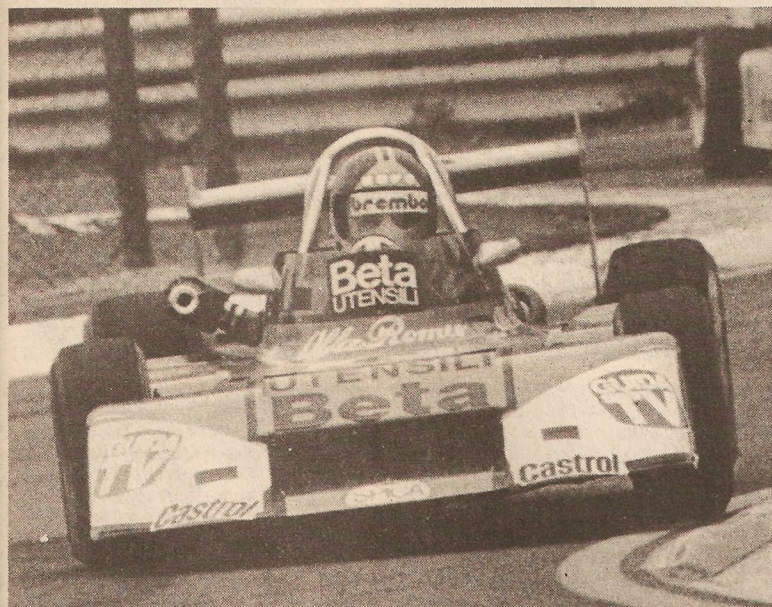
Prost from Streiff in Albi F3

The outcome of last Sunday's French Formula 3 Championship race at Albi was never in doubt. Alain Prost was entered in the works Martini-Renault MK27 and he, of course, dominated proceedings, leading the field by an ever increasing distance over the race's thirty laps duration.

For the first hundred yards or so, however, it was the Toyota-powered Martini of the very promising Philippe Alliot (see *Pit & Paddock*) who led but Prost restored the status quo by out-braking his young team-mate into the first corner and then pulling ever further away.

Alliot maintained his second place for a while but then missed a gearchange at around half-distance and was overtaken by Philippe Streiff (Martini-Toyota MK27) and Tommy Borgudd (Ralt). A close battle between these three ensued but the positions remained unchanged until the finish.

Another good dice for fifth place was eventually resolved in favour of Englishman John Bright (March 773), who decided at the last minute to make the trip, and he finished just ahead of the works Argo JM3, which was driven this week by Frenchman Jean-Louis Schlesser.



Piercarlo Ghinzani took his Alfa Romeo-engined March to victory at Varano.

Ghinzani heads for Italian F3 title

Piercarlo Ghinzani won the 11th round of the Italian Formula 3 Championship at the tight Varano circuit on September 16, and thereby inched nearer to clinching the title. His Beta Tools March-Alfa Romeo 793 finished ahead of the side-podded Ralt RT1 of Carlo Rossi and the newer Ralt-Alfa RT3 of Roberto Campominosi, while Piercarlo's nearest rival for the championship, team-mate Michele Alboreto, took fourth place in his Guida TV March-Toyota 793.

Ghinzani and Alboreto each won a heat, as did the distinctive yellow Astra Martini-Toyota MK27 of Piero Necchi, but Necchi was to retire after only ten

laps of the final, while Ghinzani showed his class by pulling away to win by nearly 6secs.

An impressive drive by Rossi saw him pass Necchi on the first lap and then dispose of Alboreto, whom Campominosi also overtook, but Ghinzani was already too far ahead and Carlo had to settle for a good second place.

Mauro Baldi (AutoSonik March) had also been well in the hunt, but dropped back with a misfiring engine, so fifth and sixth places were taken by Riccardo Paletti (March) and the similar car of Oscar Pedersoli, who thereby scored his first point of the season.

Thackwell fourth at Suzuka

The Suzuka Formula 2 race on Monday was won by Matsumoto's March 792, followed by the similar cars of Kenji Takahashi and Noritake Takahara. European interest was confined to the Marches of Derek Daly and Mike

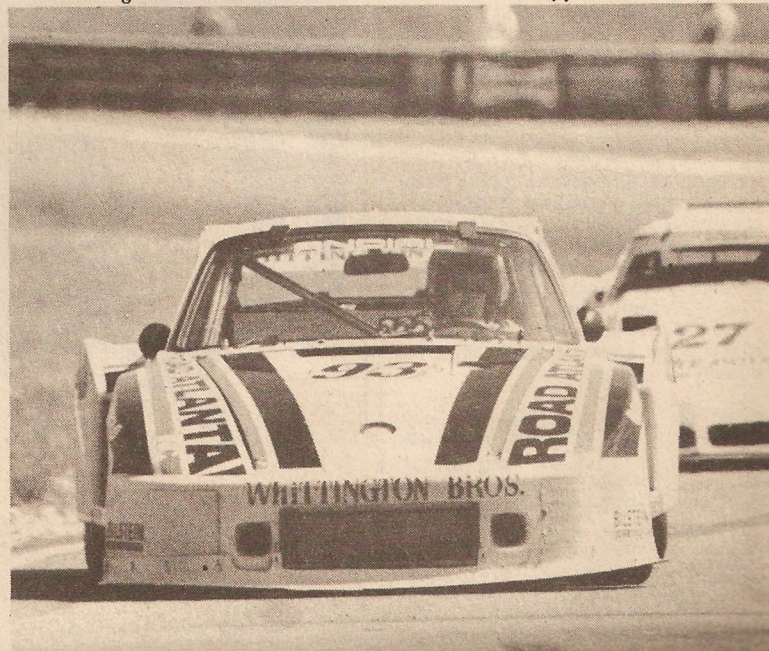
Thackwell. Daly's 792 qualified ninth, but spun and retired on lap 2. Thackwell, in an older 782, fared rather better, qualifying seventh and finishing fourth in his first drive in an F2 car. Full report shortly.

Whittingtons lose out

There was drama on the last lap of last Sunday's Road Atlanta IMSA GT race when the leading and third placed Porsche 935's of Don and Bill Whittington — owners of the Georgia track — both ran out of petrol! Victory, there-

fore, was taken by the similar 935 of Peter Gregg — already assured of the 1979 IMSA title — with John Paul (935), David Hobbs (McLaren BMW 320T) and Hurley Haywood (Porsche) completing the top four positions.

Don Whittington lost the race when his Porsche 935 ran out of fuel.



Sandown win for Brock

Peter Brock continued his domination of recent Australian motor sport with a convincing win in the Hang Ten 400 touring car race at Sandown Park on September 9, the traditional warm-up race for the Hardie-Ferodo 1000.

He led Marlboro-Holden Dealer Team team-mate John Harvey home by a lap, although the cars crossed the finishing line side by side, to give Brock his fifth consecutive win in the annual race, and his sixth win in seven years. It followed only three weeks after his win in the 20,000kms Repco Reliability Trial, and makes him hot favourite to take the Hardie-Ferodo on September 30.

Both Brock and Harvey went the whole 400kms on the 3.1kms track on the one set of Bridgestone tyres, but for a while it looked like chief rival Bob Morris's tactic of making a longer pit-stop at the halfway mark (to change all his Dunlop tyres as well as to refuel) was going to pay off.

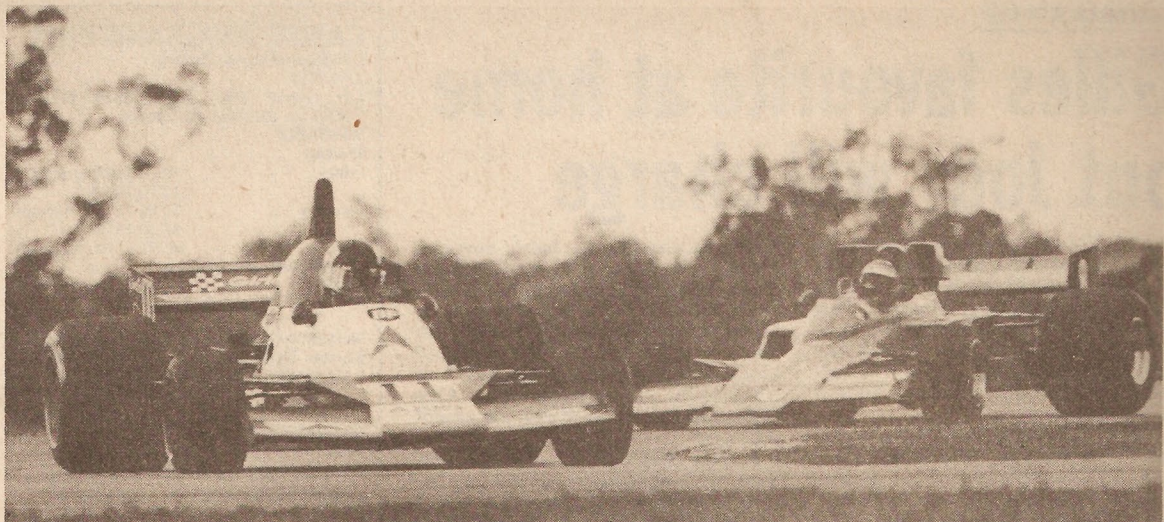
All the Torana A9Xs needed to make one stop for fuel (using a dry-break system for the first time in Australian racing) and Morris, the Australian touring car champion, rejoined 29secs behind Brock and drove superbly to whittle down the lead. He was reeling in Brock by up to a second a lap and, although Brock was given the hurry-up from his pits and increased his speed, he could not stop the relentless closing of Morris.

With 12 laps to go, Morris was within 3.6secs of Brock, but then his engine failed and Brock was able to cruise home in front of Harvey, who had set much of the early pace, but whose tyres had gone right off.

A distant third was the Torana shared by Peter Janson/Larry Perkins, four laps down, while the highest placed Falcon was next, the car of Murray Carter six laps down.

The race began, as expected, like a five-lap sprint, with Brock, Harvey, Morris and Allan Grice taking turns to lead and pulling off desperate passing manoeuvres all around the track. When Brock had established that he couldn't lead comfortably, he dropped back to fourth place and watched the action from there, a move which preserved both his engine and tyres. The tactic paid off,

Torana driver Bob Morris's tyre tactics failed to pay off in the end.



John Bowe's Ansett Team Elfin MK8 led at Sandown Park before sidelined by a puncture.

Walker is Australian F1 champion

John Walker drove a careful, unspectacular race to finish second in the third and final round of the Australian Drivers Championship at Sandown Park on September 9, and to take his first title.

The race, for Australian National Formula 1 cars (in effect, Formula 5000) was livened by the spectacular drive of Alfredo Costanzo in the Alan Hamilton Lola T430, whose brakes locked on at the start, causing a 41secs delay before they could be freed. Costanzo, renowned for his gritty driving, set about the job of working his way back through the field, eventually to pass Walker on lap 20 of the 40-lap race and to finish with a comfortable 11.1secs lead.

Walker barely scraped home in

second place in his Lola T332 as newcomer Rob Butcher, also in a T332, sailed past just after the finishing line, the only other driver to go the full distance in a fairly sad field.

Although Costanzo had set the pole time in practice, his job of winning was made possible by the demise of the Ansett Team Elfin's latest recruit, John Bowe, who had set second fastest time and who led for 19 laps before going out with a deflated tyre. Bowe went into the race two points ahead of Walker in the abbreviated championship, and these two were the only drivers with a possible chance for the title.

Walker, the winner of the Australian Grand Prix at Perth in March, needed only to finish fourth to take the title, and

when Bowe went out he saw this as his only job. After the race he announced his retirement from racing, and his sponsor, Martin Samson, said the car would be retired to the National Car Museum at Birdwood.

The race was marred by the crash of Kevin Bartlett, whose Brabham BT43 slammed through two layers of catch-fencing and then into an earth and tyre bank in front of the Dunlop Bridge on the entry to the main straight. A rear wheel had sheared on the Brabham, and Bartlett suffered a broken forearm and ankle, throwing into serious jeopardy his chances of taking the wheel of his Z28 Camaro at Bathurst.

BOB JENNINGS

all the other contenders meeting either tyre or engine trouble; Grice's run finished on the 107th lap with a broken engine when he was running third, about 15secs behind Brock.

Allan Moffat, making a return to touring car racing after a long spell, looked to be the most dangerous of the Falcon drivers, qualifying fourth fastest and running in that position for 13 laps until he retired with a broken connecting rod. John Gates/Barry Lee led home the 3000cc class in their Mazda rotary, while Graeme Bailey/Doug Clarke, in a Celica, won the 2000cc class.

BOB JENNINGS

Holden versus Ford in Hardie-Ferodo 1000

Dick Barbour, the jovial American who finished second at Le Mans this year with Paul Newman and Rolf Stommelen, will drive one of the two Z28 Camaros entered for the Hardie-Ferodo 1000 at Bathurst on September 30. Barbour will drive with local Ron Dickson, formerly an exponent of the all-conquering Ford Falcons.

Barbour is due to arrive in Australia a week before the race to assist with the final preparation of the Camaro, whose development programme was held up first by shipping delays and then by a wrangle with CAMS over the form in which the cars would be allowed to compete. They will be permitted to use the 350cu.ins motors, but not the four-wheel disc brakes which had been hoped for; drums will be used at the rear. As one cynic suggested, "CAMS will let them go, but won't let them stop" — which could be a handicap at the end of the long, downhill Conrod Straight at Mount Panorama.

The other Camaro has been entered by Kevin Bartlett and Bob Forbes, but Bartlett broke an ankle in a recent Sandown Park crash and this will probably leave his seat open.

The usual cars dominate the Hardie-Ferodo field, but the organisers hope to inject more interest into the race by re-introducing a 1600cc class.

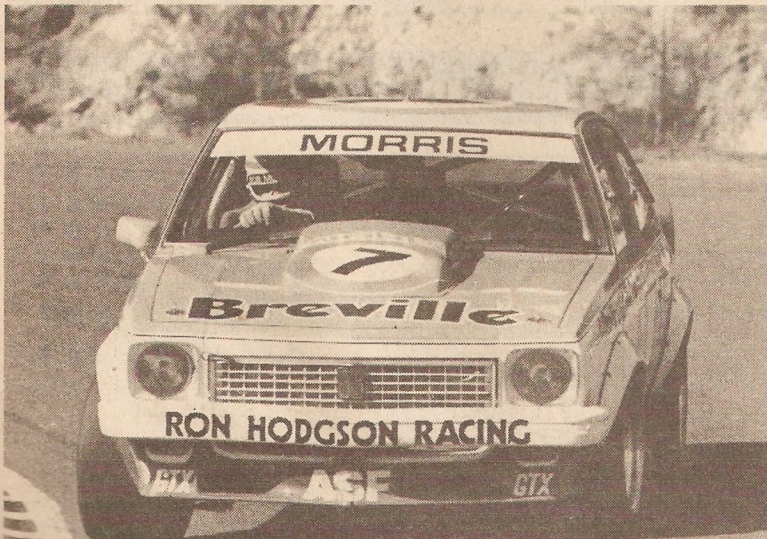
European interest in the Hardie-Ferodo this year is rather less than in 1978, but nevertheless a British driver — John Fitzpatrick — will start as one of the favourites. "Fitz" will be driving one

of the quickest 5.7-litre Ford Falcons with Allan Moffat.

Former European Touring Car Champion Dieter Quester will be at the wheel of one of the crack Ron Hodgson Channel 7 Team 5-litre Holden Toranas, co-driving with Bob Morris, while in the 2-litre class Derek Bell will share an Alfetta GTV with Phil McDonell, and Mark Thatcher a Toyota Celica Coupe with Kiyoshi Misake.

The 6-litre class, as usual, is dominated by Falcons and Toranas, and the 3-litre section by Ford Capris and Mazdas, including a quartet of the latest RX7 cars.

John Fitzpatrick — to Bathurst.



CANADIAN GP

Gilles favourite at home but Jody will charge

This weekend we go into the final stages of the 1979 World Championship, with the Canadian Grand Prix at the Ile Notre-Dame circuit, in Montreal. The outcome of the championship was decided at Monza, of course, so with any luck we shall now see a couple of out-and-out motor races, devoid of 'percentage' drives.

The two favourites for Sunday's race have to be Alan Jones and Gilles Villeneuve, the two chargers of the season, both of whom have tried to win the title by winning the races. Jones has always been outstanding on tight circuits, and the nimble Williams should be ideal here — as it seems to be everywhere. Villeneuve, of course, won here last year, and will be even more competitive than usual in front of a fanatical home crowd. The torque of the Ferrari flat-12 — just what you need out of slow corners — will help him on his way.

In his column in last week's AUTOSPORT, Jody Scheckter said, "I shall look at the two North American Grands Prix in revised light. A pair of motor races that I can go and race in and race hard to win, without any pressures or considerations about the champion-

ship". In themselves, Jody's remarks sound like a pretty good condemnation of the World Championship as it is currently structured! However, you can see his point. And he, too, is a man who excels on tight circuits. Ferrari should have both their men up at the front. And it would be no surprise to see Clay Regazzoni right in there with the second Williams.

Ferrari, Williams and Renault have been the leading teams of the last few races, but Montreal is not a track which will suit the French cars. Expect to see Jabouille and Arnoux in the first half of the grid, however.

Heading the French challenge should be the Ligier JS11 of Jacques Laffite, who will be partnered as usual by Jacky Ickx, going into his last couple of races with the team.

The big unknown quantity in North America is the pair of Cosworth-powered Brabham BT49s for Niki Lauda and Nelson Piquet. A revitalised Lauda, now committed to the Brabham team, will be trying hard to salvage something from an appalling season. However, he has yet to drive the car, for all the testing has been done by Piquet.

Lotus are taking only 79s to the last couple of races, thus dispelling rumours that a further revised 80 would appear. Mario Andretti and Carlos Reutemann will drive.

Ken Tyrrell is reverting to his habit of a few years ago, and will run three cars in both races, for Jean-Pierre Jarier, Didier Pironi and Derek Daly. The Irishman has, of course, already driven for Ken in the Austrian Grand Prix, where he did an excellent job.

At Watkins Glen, Eje Elgh will join John Watson and Patrick Tambay in the McLaren Team, but this weekend only two M29s will be run. Similarly, Alex Ribeiro teams up with Emerson Fittipaldi in the Copersucar team in America, but only Emerson will be seen at Montreal.

Jan Lammers and Elio de Angelis represent Shadow, and Riccardo Patrese and Jochen Mass will be in the Arrows. Keke Rosberg drives the Wolf again, and Arturo Merzario and Hector Rebaque are both down to run. In the ATS will be Hans Stuck, and Marc Surer is at the wheel of the Ensign.

Likely winners? Villeneuve, Jones, Laffite...

CANADIAN GRAND PRIX

Circuit Notre Dame, Montreal

2.74 miles

Lap record: Alan Jones (Saudia-Williams FWO6), 1m 39.072s, 102.638mph.

TIMETABLE

Practice	
Friday	10.00-11.00 (untimed)
	12.30-14.00
Saturday	10.00-11.00 (untimed)
	12.30-14.00
Sunday	10.30-11.00 (warm-up)
Race (70 laps, 191.90miles)	
Sunday	14.20

All these are local times 6 hours behind British Summer Time. This means that the Grand Prix is due to start at 20.20 BST.



BROADCASTING

Radio

Saturday 17.30 practice news	Radio 2 (MW)
Sunday 23.02 race news	Radio 2 (MW)

TV

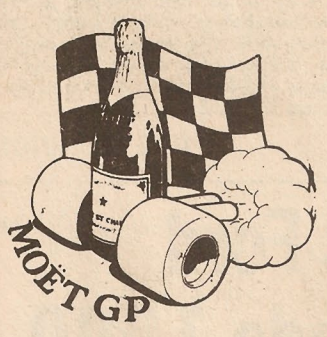
Sunday	BBC2 22.55-23.25
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PREVIOUS WINNERS

Year	Driver	Nat	Car	Circuit
1968	Denny Hulme	NZ	McLaren-Ford M7A	Ste. Jovite
1969	Jacky Ickx	B.	Brabham-Ford BT26	Mosport
1970	Jacky Ickx	B.	Ferrari 312B	Ste. Jovite
1971	Jackie Stewart	GB	Tyrrell-Ford 003	Mosport
1972	Jackie Stewart	GB	Tyrrell-Ford 006	Mosport
1973	Peter Revson	USA	McLaren-Ford M23	Mosport
1974	Emerson Fittipaldi	BR	McLaren-Ford M23	Mosport
1975	Not held			
1976	James Hunt	GB	McLaren-Ford M23	Mosport
1977	Jody Scheckter	ZA	Wolf-Ford WR1	Mosport
1978	Gilles Villeneuve	CDN	Ferrari 312 T3	Montreal

GRAND PRIX FORM GUIDE

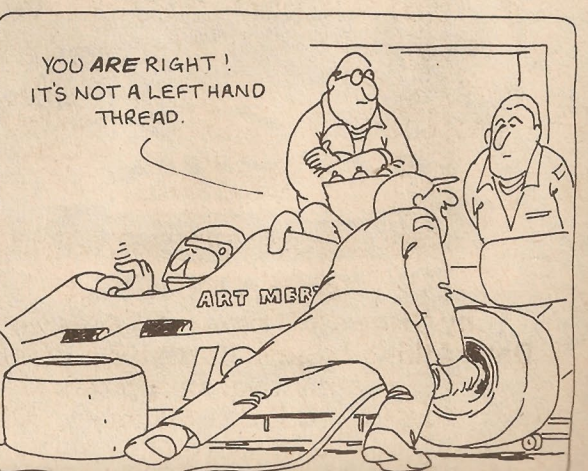
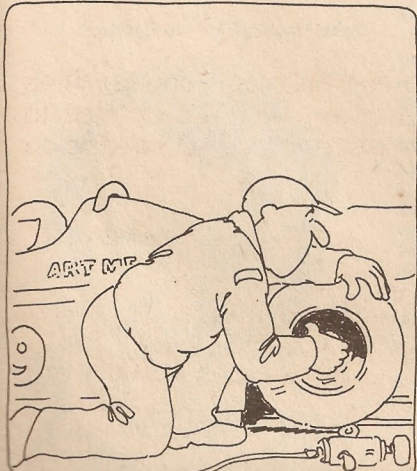
Driver		Nat	Car
R	5	USA	Lotus 79
R	7	RA	Lotus 79
R	10	F	Tyrrell 009
R	6	F	Tyrrell 009
R	4	A	Brabham BT49
R	12	BR	Brabham BT49
R	10	GB	McLaren M29
R	10	F	McLaren M29
NS	11	D	ATS D3
R	4	ZA	Ferrari 312 T4
R	2	CDN	Ferrari 312 T4
R	8	BR	Copersucar F6A
R	14	F	Renault RS 10
R	6	F	Renault RS 11
NO	9	NL	Shadow DN9
R	3	I.	Shadow DN9
R	1	SF	Wolf WR9
NO	1	CH	Ensign N179
NO	1	I.	Merzario A2
R	5	B	Ligier JS11
R	3	F	Ligier JS 11
R	1	AUS	Williams FW 07
R	2	CH	Williams FW 07
R	13	I.	Arrows A2
R	6	D	Arrows A2
NO	7	MEX	Lotus 79
12	9	I.	Alfa Romeo 177
12	9	I.	Alfa Romeo 179
8	8	IRL	Tyrrell 009



Time is getting short for Moët et Chandon entries for the Canadian Grand Prix. Do you agree with our forecast that, on paper, it must be Jones or Villeneuve? Whatever your predictions, send your postcards swiftly to AUTOSPORT Editorial, Haymarket Publishing Ltd., 190-204 Kensington Church Street, London W8 4EJ.

catchpole

by Barry Foley



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Phil Martin-Dye — Double Champion

Phil Martin-Dye is 26 years old, was born in Twickenham, and is a British Airways Trident Pilot. This Season he teamed up with Page's of Ascot, and is now both the Oceanair and the Tricentrol Champion. He has equalled or broken lap records for Sports 1600 cars on no less than eight occasions this year (including the first ever 100mph lap at Mallory Park by an F/F engine car) and currently holds the lap record at Silverstone, Brands Hatch, Mallory Park, Snetterton and Oulton Park. From 21 championship races so far this season, Phil has scored 16 wins and 5 seconds. Not bad, when one considers that he had never driven on a race track until 1977, when he bought a home-built Clubmans special and started motor racing.

After six depressing outings that season, he bought his present car to start the 1978 season: a secondhand Mallock 18CW with a C.E.S. prepared engine. Sponsorship that year came in small doses, from "Thames Valley Press" and from "Type-Rite" enabling Phil to do 15 races that year; the high spots being 2 wins and 2 lap records.

For 1979, Page's, the D.I.Y. firm, could see Phil's potential, and were prepared to back him completely for the season. The present team had been formed by the start of the year and consisted of team Manager and chief mechanic, Tony "Howard" Brooker, former Clubmans Champion and F/F 2000 driver, Alex Ferrada, and mechanics Dave Atkins, Steve Atkins, and Steve Burden. The way they have prepared and looked after the "Page's U2", is both a tribute to the team and a credit to Pages.

The team has also been helped and encouraged with support from C.E.S. (their engine was recently checked by the R.A.C. and found completely legal), Champion, Goodyear and Mallocks. We hope Phil will be given a chance in the formula he deserves.

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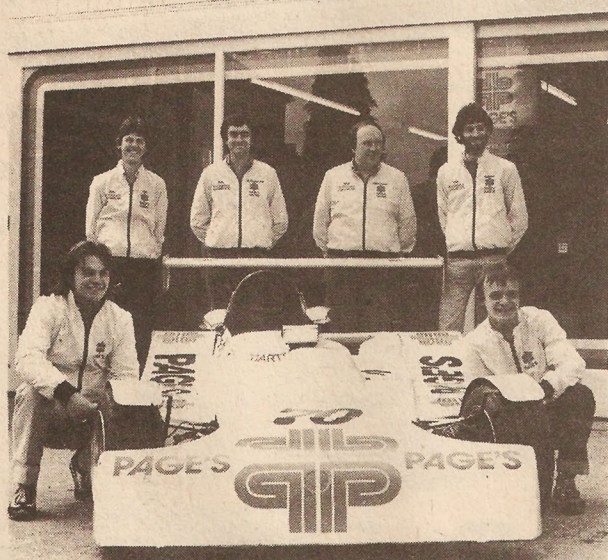
Phil Martin-Dye

1979

B.A.R.C. Oceanair Champion

B.R.D.C. Tricentrol Champion

would like to sincerely thank the team that
made it possible.



Stephen & Alfred Page

Tony "Howard" Brooker & Alex Ferrada
Dave Atkins & Steve Burden & Steve Atkins

All our loyal supporters

All at Page's, C.E.S., Mallocks, Champion,
Goodyear

Everyone who helped with my Swops!!

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AURORA AFX

Why skirts must stay

The RAC has banned the use of skirts in the Aurora Championship in 1980. The case against this change is put by GUY EDWARDS, one of the leading competitors this year.

The RAC has banned the use of skirts in the Aurora series, but I cannot subscribe to the generally held view that they will not back down because they are not prepared to lose face over such an important issue. I feel that, as committed and intelligent guardians of the interests of motorsport in Britain, they will reconsider their decision in the light of fresh evidence that can now be presented to them. I feel sure that they will be prepared to convene a meeting where the case for skirts can be presented correctly by those who can advise the RAC best on all aspects of the problem. Aurora Formula 1 should not be treated like some minor formula where wholesale changes to the rules can be imposed without such consultation, for levels of investment by those that constitute the series are far too high for such arbitrary action.

Over the past two years, the competitiveness within Britain's premier single-seater series has grown enormously, and Aurora FI has proved far more successful than its F5000 or ShellSport International forerunners, to the point that, by the start of its third season, the championship will really be blossoming. The people opposed to skirts, and they can be counted on the fingers of one hand, are either protecting vested interests or not interested in developing the formula as a whole.

A number of flimsy arguments were put forward to bolster the ban, including the farcical suggestion that the skirting material itself damages the track surfaces. This notion, with little forethought, was proposed by some circuit owners and was completely disproved when it was discovered that it was the chassis skidplates which, in their present form, inflict the harm. By this time the RAC had swept in with their prohibition.

In short, rather than discuss the situation openly among those directly involved and with those qualified to know, or at least gauge reaction with a view to initiating a solution upon which everyone was agreed, they decided to look for a limiting factor within the formula directly attributable to the utilisation of skirts. They seem to have decided that outright speed is to be the scapegoat.

What is the arbitrary limit of speed? Stating that Aurora F1 cars are now lapping Mallory Park circuit in 39secs and that next year's machinery (cast offs from the current grand prix scene) could well reduce this to 37secs, rather shows that the difference in actual speed

is extremely marginal, if only one thinks about it, and in real terms is less than 6 per cent. To make a significant difference in terms of safety on the circuits in question (Mallory Park, Oulton Park, Thruxton, Snetterton and possibly Donington) it would be necessary to reduce speeds to the point where the cars would be something like 10 to 12secs slower per lap.

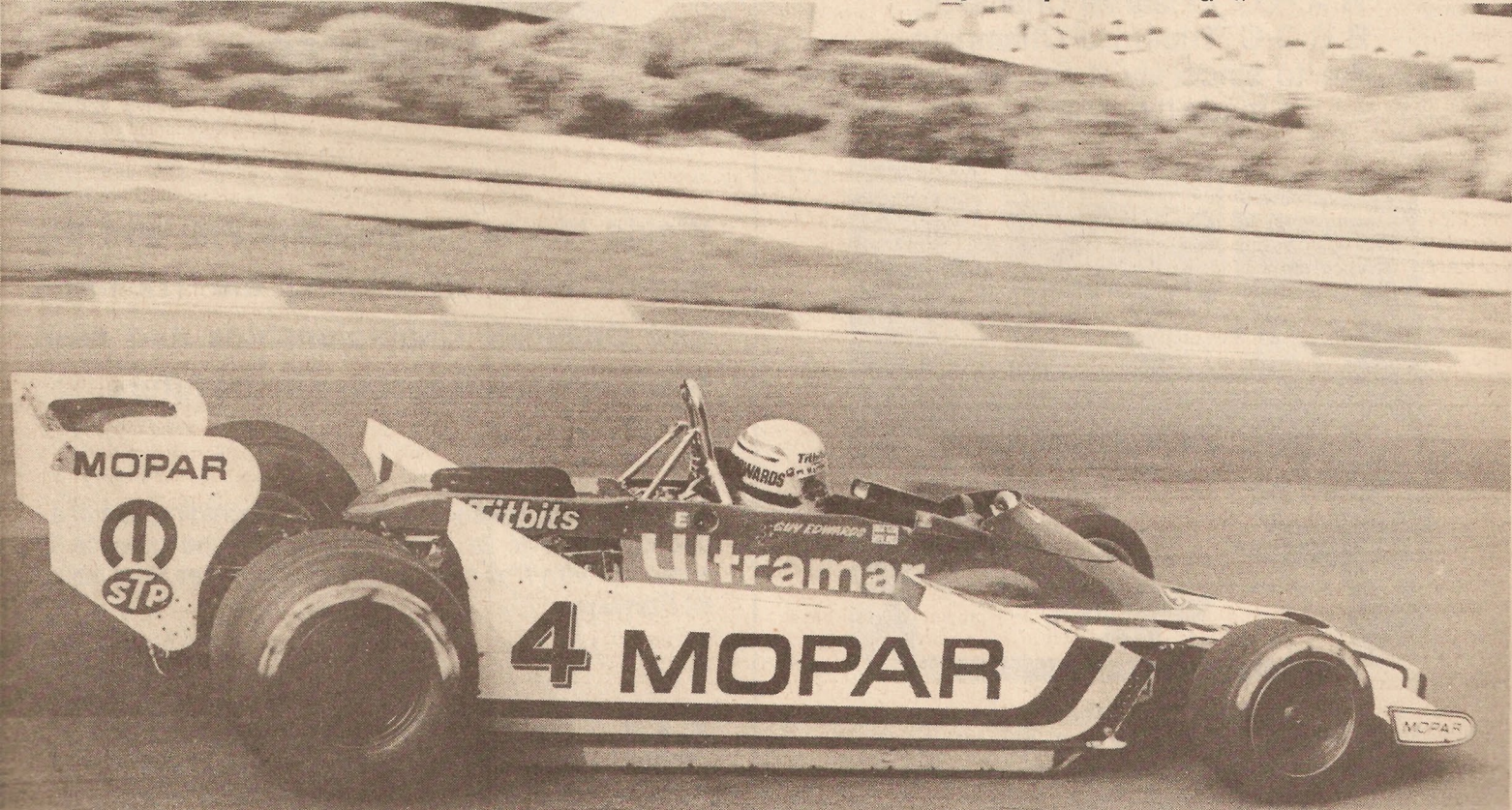
The terminal velocity of an F1 car remains the same (at around 175mph), assuming the straight is long enough, whether it runs with or without skirts and regardless of tyre compounds. The majority of accidents occur on the entrance to corners where, for reasons of vehicles touching, or not braking adequately or indeed through misjudgement, car and driver are at their most vulnerable. My argument for keeping skirts is not based on a desire to make the cars faster, but entirely to keep them safe and at the same time ensure that the formula is both viable in commercial terms and credible to the general public, competitors and sponsors alike.

Aerodynamic principle

Within the past week I have spoken at length with grand prix designers Gordon Murray and Patrick Head, expressing concern about the future of Aurora if the new regulations are irreversible. The whole concept or aerodynamic principle of the latest Formula 1 cars — some of which will undoubtedly find their way into the Aurora series in 1980 — is to generate downforce from the sidepods and the underside of the chassis itself, so that the centre of pressure can be balanced to act towards the centre of the car for maximum effect, stability and safety.

The effect of removing the skirts is equivalent to taking away some 60 per cent of the downforce. It is easy to state that this action can largely be negated by fitting larger wings, softer springs and making suspension geometry changes such as narrowing the track. But, to bring the car into a workable and safe condition again (even if that were possible), an expensive development programme will be necessary, and the championship is already in imminent danger of pricing itself beyond the reach of more than half a dozen teams without the problems of an additional and totally unnecessary financial burden. In addition, those that have access to the finance will attempt to redevelop their cars, but the majority will neither have the money or technical expertise necessary.

"What the RAC are suggesting, in effect, is that you take a modern, beautifully engineered and proven design, and rip all the technology off it."



To give some idea of a budget for a season's racing in Britain's premier category, a single car cost around £50,000 to run in 1977, while £140,000 in 1978 and £230,000 in 1979 covered running expenses for my two-car F1 teams. A 14-round series next season will cost a minimum of £300,000 for a two-car operation (a similar figure to a grand prix budget of 1974) with the rules as they stand currently. The series needs no cause for additional expenditure.

The situation with Aurora and grand prix racing at the moment is that essentially they exist side by side, with the homespun British series posing no threat whatsoever to grand prix racing. The drivers, as a whole, are not as good, and of course the tyres are restricted which straight away adds between 3 to 5secs to lap times. The national championship opens a ready market for used F1 chassis at realistic prices, but the proposed skirt ban throws the second-hand market into turmoil. Sponsors will want to know exactly what they are getting for their money in the way of machinery. Currently it is easy to study the form of the present crop of F1 designs as a basis for their use in the 1980 Aurora series; but how good is a Williams FW07 or a Ligier JS11 without skirts, and more important, how safe?

By purchasing a wing or ground effects car, one can immediately plug in to someone's £250,000 development programme secure in the knowledge that the finest brains and talent available have developed a car to give ultimate performance with ultimate safety precautions as part of the overall design concept. In removing the skirts a major criterion in the chassis design philosophy will have been negated, and this means, quite simply, that the cars' inherent stability and safety will be severely impaired. It's rather like buying a Boeing 747, removing the tail wings and expecting it to fly; it won't fly, so you cobble your own wings together, it gets off the ground and has a big accident — albeit at less speed than if the original aircraft had had the accident. The original aircraft, however, has been designed to fly with both speed and safety. It is glaringly obvious that designed safety is a far more critical factor than absolute speed in the prevention of accidents, and the quest for improved safety.

Lethal projectile

What the RAC are suggesting, in effect, is that you take a modern, beautifully engineered and proven design, rip all the technology off it and at a single stroke convert a balanced and safe Formula 1 car into a lethal projectile to gain what? Nothing, in fact; for the machine will be perhaps 2secs per lap slower than before and infinitely more dangerous.

The RAC's lightly-considered decision has been based purely on that arbitrary factor of total average speed which, when applied to the concept of greater safety, should not be taken out of context with the total picture. The RAC are attempting to justify their decision on the premise that a slight reduction in overall lap times would be reflected in greater safety. It is not my intention to question the RAC over their motivation; for increased safety measures are of benefit to all, but it is patently obvious to anyone who has any knowledge of racing cars that, by proposing to remove the skirts, they are in a perverse way creating a far more dangerous situation than that which they originally hoped to cure.

One of the inherent advantages of a ground-effect skirt car in an accident situation is that, by the same principles that it improves the car's roadholding in racing situations, it slows the car down very rapidly once control is lost, thus greatly reducing the speed at which eventual impact may be made with a solid object — another advantage of the superior safety aspect of a modern generation F1 car.

Snetterton, Mallory Park, Oulton Park, Thruxton and Donington are the circuits which the RAC feel to be marginal where the safety of Aurora drivers and cars are concerned. By haphazardly removing many of the crucial engineering principles around which the F1 cars themselves have been evolved they will only aggravate the problem they feel exists, by making the machines more dangerous. Removing the skirts will reduce a 100mph accident to around 94.5mph with infinitely greater chance of that accident happening in the first place if the ban is imposed. In addition the skirt car in an accident situation will probably have slowed down to a lesser speed than the unskirted

cobbled F1 car by the time it has its accident.

If the RAC feel that the circuits are unsafe, then they should ban F1 cars from competing on the circuits in question, and not sit back and seek refuge behind an ill-considered ruling which not only does not solve the problem of safety which, they say, exists in the first place, but actually creates a far more dangerous situation.

Remember, too, that the skirt is only an outward manifestation of current technological thinking which embraces the development of specialised springs, wings, monocoque design, engine layout, cooling arrangements and many other features. Remove skirts and many other problems immediately occur.

For the past two seasons, the Aurora series has provided a popular, viable and marketable parallel to grand prix racing. Overseas interest has been forthcoming for what has become Britain's best-ever national series, and media coverage has spiralled to the point where about half of the 1979 championship events have been televised and individual races supported by four of the national dailies. With a ready market for pukka F1 cars, and no likelihood of manufacturers building *Libre* specials for what could become Britain's second historic car series, and a willing list of drivers and sponsors, the series should be seen to be going from strength to strength; and with a governing body remotely in touch with the current situation, there is no reason whatsoever why the series should not continue to escalate and gain stature.

The championship is billed as an F1 series to the general public, sponsors and media. The control tyre keeps speeds some 5secs away from grand prix racing, but with the far reaching effects of removing the skirts it will become too divorced from international F1 to justify calling it an F1 series at all. Without the pulling power of the F1 image it will degenerate into another 'super-libre' championship, making it unattractive to everyone concerned and with dire consequences for the health of this strong national formula.

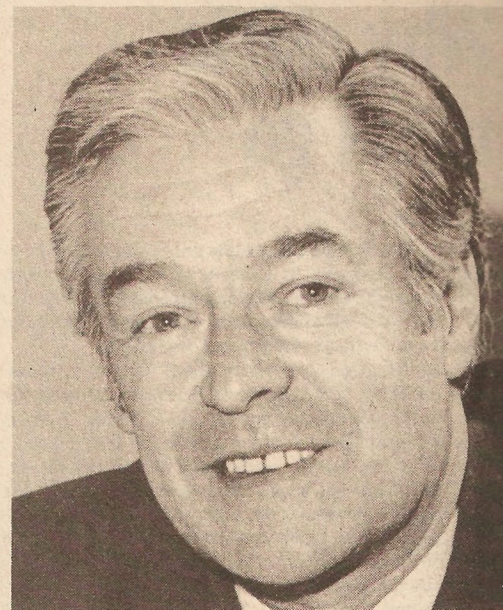
We live in a civilised society, and part of the accepted legal fabric of this society is the right of appeal should there be fresh evidence to scrutinise. From all those that have knowledge, those that are affected by the decision, and notables within the sport, there is a unanimous condemnation of this proposed ban. All I ask is that those members of the RAC who are entrusted with the governing of British motorsport agree to convene a meeting where representatives of the drivers, team managers, F1 designers and circuit owners may openly discuss the future of the Aurora series, the problems involved, and the matter of safety on the circuits in question which most certainly will not go away with the skirts ban, but will be further aggravated.

As the ruling stands there is no doubt that uncertainty in possible development budgets, the expertise necessary, and choice of machinery, coupled with grave doubts as to the future credibility and prestige of the series, is discouraging sponsors, teams and drivers from committing themselves to an unknown quantity. Without an influx of cars and willing competitors armed with modern machinery the series will fail assuredly as did its forebears.

If the RAC feel strongly with regard to safety measures on the circuits in question then I feel that a meeting as suggested will be able to put forward realistic proposals that will be both acceptable to the RAC and at the same time ensure the future health of the series.

It is neither wise nor acceptable for the governing body of British motor sport to stand by a decision of such far reaching consequences without accepting the possibility of reviewing the situation in the light of the evidence that is available, and I request that Basil Tye meets with an Aurora committee which we shall propose in order that he has all the facts at his disposal and that, together, we tackle the problems that the RAC are trying to solve on their own.

Guy Edwards



AURORA AFX

Why skirts must go

In the light of the arguments in favour of skirts, we invited BASIL TYE, the Managing Director of the RAC Motor Sports Association, to present the official view.

With reference to the statement submitted to the press concerning the ban of skirts on Aurora Formula 1 cars from January 1 1980, and published in the September 13 issue of AUTOSPORT, I must say that I find it strange that this was apparently submitted to the press before the RAC Motor Sports Association Ltd, and when received by us was, in fact, accompanied only by a compliments slip from Guy Edwards Racing.

As a matter of principle, I would have thought it would have been more courteous to have submitted this petition direct to us in order that we might have had the opportunity of replying to the aggrieved parties, as opposed to dealing with the matter through the press. However, as Mr Edwards and the petitioners appear to deal with the matter in this manner, in this instance I am perfectly prepared to reply likewise. May I take the points raised in that petition in order?

First, if the Aurora AFX Championship is to continue as we understand it at this present time, this can only be done if in fact we create an Aurora British National Formula 1 Championship. As referred to in the past, there has been a strong feeling from the FISA that the series was conflicting with International Formula 1 as known and accepted throughout the world.

We also have a situation whereby, if the cars are to continue running in virtually the current International Formula 1 format, then the circuits on which they are operating will have to be bought up to the accepted International Formula 1 standards, as has every other circuit around the world on which F1 cars are competing. There are only two circuits licensed for Formula 1 in this country at the present time, namely Silverstone and Brands Hatch. To bring the other circuits involved in the present series to the same standards would include not only the normal safety requirements, but also requirements in respect of pits and various other amenities, as obviously one cannot have one set of regulations appertaining to this country and another to all other countries in the world running these cars.

Why skirts must go

continued

The cost would be completely uneconomic to the circuits concerned and, as a result, we would be left with a situation of trying to run a championship on only two circuits in the United Kingdom, which would hardly be inducive to sponsors, drivers and organisers.

The petition was concerned about the cost of modifying the latest cars. Obviously it is accepted that the cars would need modifying to some degree if skirts were removed. But I wonder whether in fact the competitors in the Aurora series have considered the expense in which they would become involved if they ran and tried to develop cars with skirts beyond International Formula 1 cars as supplied to them. The cost of skirts and skirt packs is extremely high, they are expendable and regularly replaced. I believe it is true to say that most cars have more than one set of skirts for use, as well as others for testing and experimental purposes. Therefore, the maintenance of skirts is high, and any modifications necessary to cars by their removal would surely be offset by the saving in this on-going expenditure.

As to there being no evidence of increased severity of accidents in International Formula 1, there is plenty of evidence this year of the increase in cornering speeds, and the very considerable increase in lap speeds over 1978. This obviously must result in further modifications to circuits. Circuit owners already have to sustain very substantial costs for maintenance and on-going progressive development, and it would be unreasonable to increase this or to accelerate it unnecessarily.

It is suggested in the petition published that speeds achieved in Aurora, even with the use of current Formula 1 cars, would be considerably lower due to the 'fixed' tyres, the lower standards of drivers, more careful use of engine life and so on.

As far as the public appeal is concerned, the fact that the lap speeds may be reduced is of little concern. Their main interest is in seeing good, close racing, and

these cars (with or without skirts) will still be very impressive vehicles.

While obviously some reduction of speed is achieved through tyres, if one accepts that the standard of drivers is lower I would have thought that this potentially created more hazards: the drivers will still be cornering faster, but with less experience than the current Grand Prix drivers.

Do not lose sight of the fact that a car with one damaged skirt can become dangerous and the handling completely unpredictable.

To say that circuit damage has now been shown to be caused by the chassis skid-plates rather than by the skirts, I would have thought, was entirely without foundation. Skid-plates have been used on cars as far as I am aware for probably something like 20 years, whereas this circuit problem has only arisen in the past two seasons. I think it would also be interesting to hear the views of motorcyclists who have to race on the same circuits as Aurora who, I believe, are more than concerned over the surfaces of the tracks.

I agree completely and utterly that it is quite illogical that Aurora does not qualify drivers for 'Super' A-licences. The RAC British Motor Sports Council has put forward strong representation for this and, as a result of a recent FISA meeting, while it and its Formula 1 Commission clearly intend to retain the Super A-licence as a necessary requirement before competitors will be allowed to participate in full Formula 1 World Championship events, the onus for submitting names for consideration remains with the various national sporting authorities, but the FISA is now prepared to allow some latitude in the strict requirements laid down by them at the beginning of the year. While no written acceptance of the value of Aurora results has been forthcoming, it is now open to the ASN to place its own value on that series.

The RAC British Motor Sports Council will therefore, in the circumstances, take into account five placings in the first five in the Aurora AFX British National Formula 1 Championship in one calendar year.

Finally, to suggest that a hasty decision was taken to ban skirts on all cars in the United Kingdom is quite untrue. Discussions have taken place over a considerable period of time, and the decision was taken on May 16 last by the RAC Race Committee to impose the ban, as from January 1, 1980. A press release was sent out immediately following the decision. This decision was

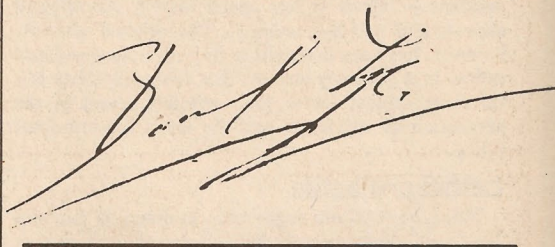
reported to the RAC British Motor Sports Council at their meeting on June 7, it was reconfirmed by the RAC Race Committee on July 25 and finally ratified by the RAC British Motor Sports Council on September 16. This can hardly be called a hasty decision!

Stability in motor sport can only be achieved and maintained by the government of the sport having the courage of their convictions to stand by, for at least a reasonable period of time, any changes to regulations that they may impose. Bearing in mind that such changes are made in the interests of motor sport as a whole, and as there have been many criticisms in the past of decisions being made and then reversed, the RAC Specialist Committees, the RAC British Motor Sports Council and the RAC Motor Sports Association Ltd, having given due thought and consideration before announcing any such changes, will not be bullied into reversing their decisions as a result of minority pressure groups.

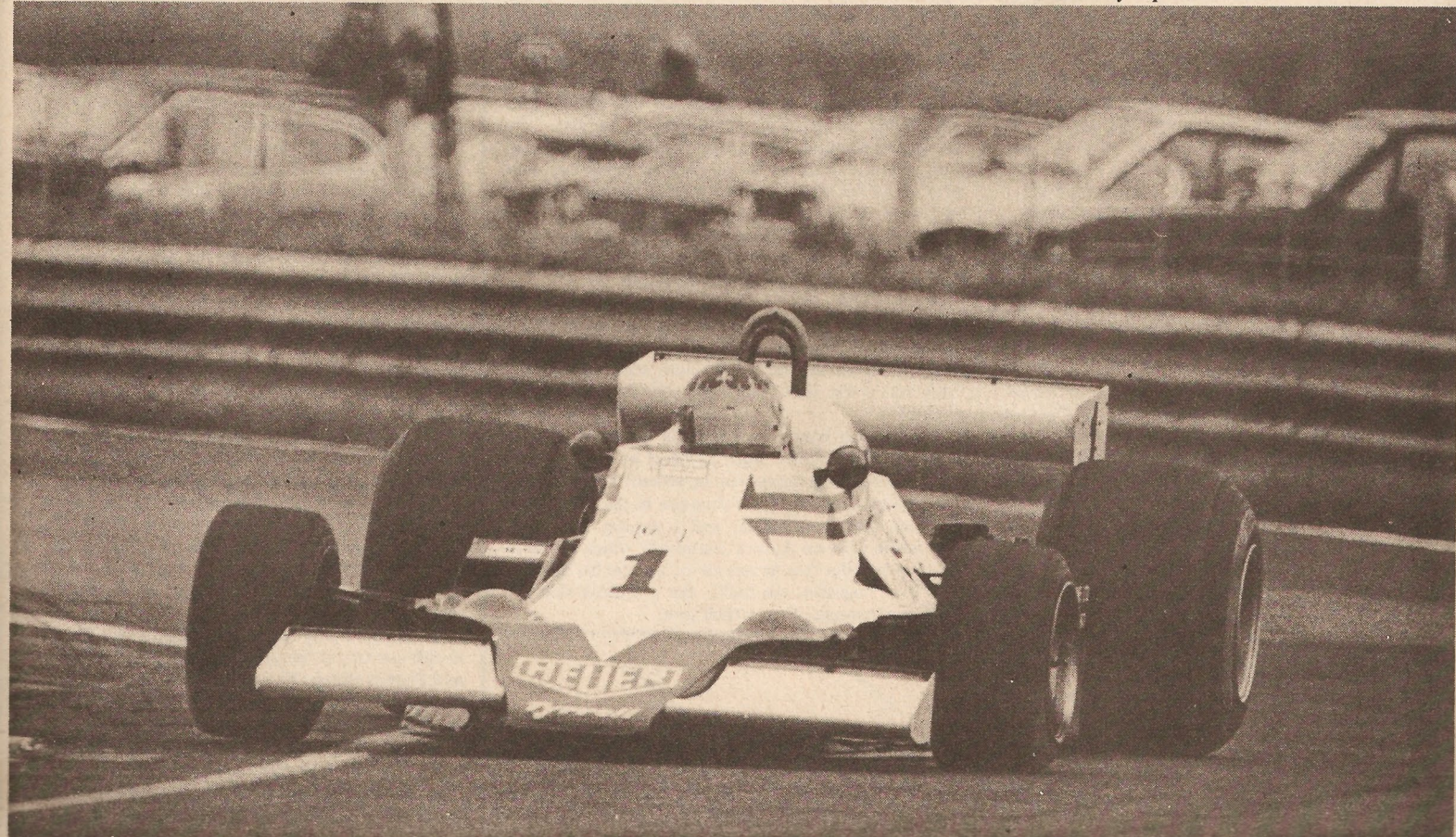
Although the list of signatures submitted on the petition referred to looks impressive, if you analyse it I think you will find that it in fact represents seven drivers currently competing in the Aurora series, which is not even approaching 50% of the normal Aurora entry.

I think it should also be made perfectly clear that there was a considerable lapse of time between the initial press release in May and the current petition being released in September, plus the fact that a meeting of the participants in the Aurora series was held at Brands Hatch on August 22 at which Robert Langford, as Race Executive of the RAC Motor Sports Association Ltd, was present. No further meeting would serve any useful purpose whatsoever.

The amended regulations have already been submitted to the FISA with a request that they be considered for acceptance as a British National Formula 1 series for 1980.



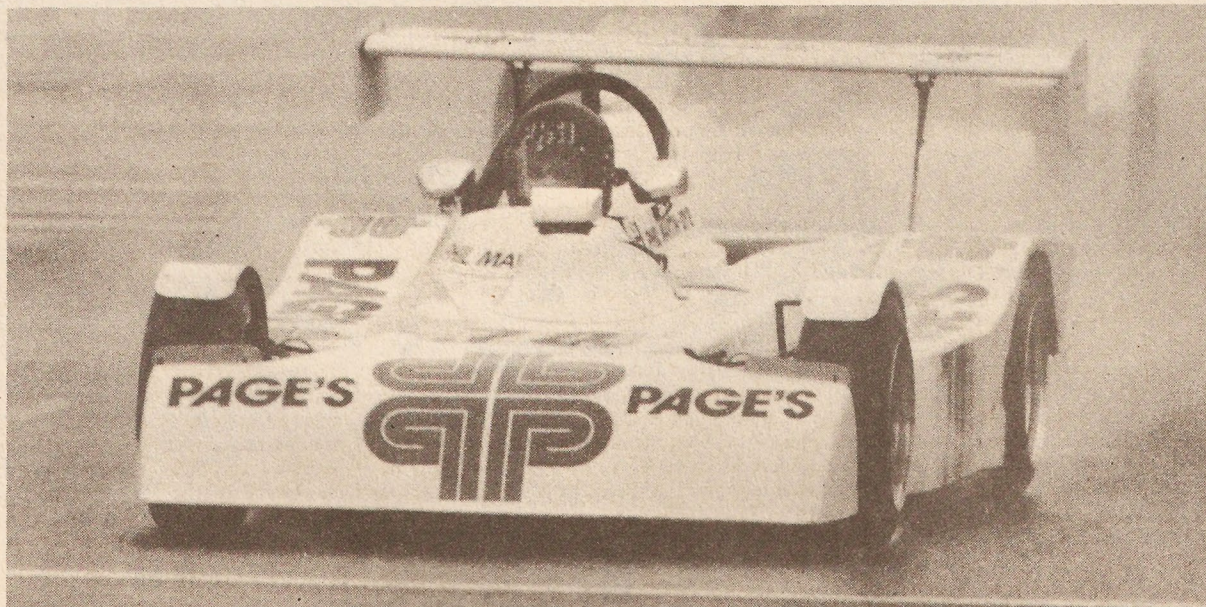
"As far as the public appeal is concerned, the fact that the lap speeds may be reduced is of little concern. The cars will still be very impressive vehicles."



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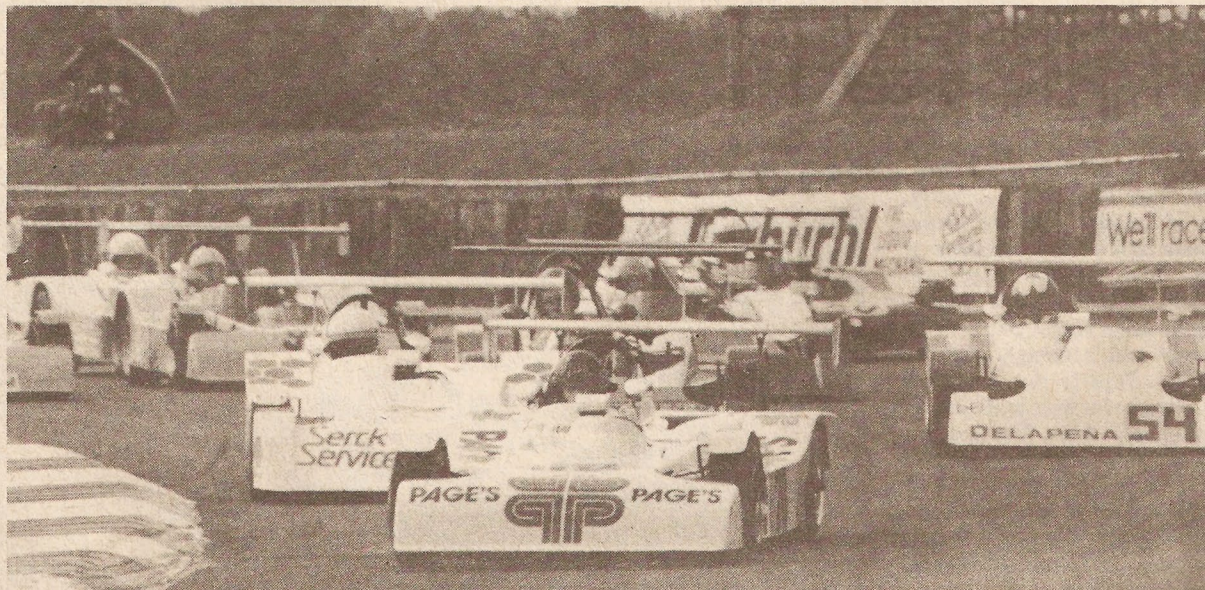
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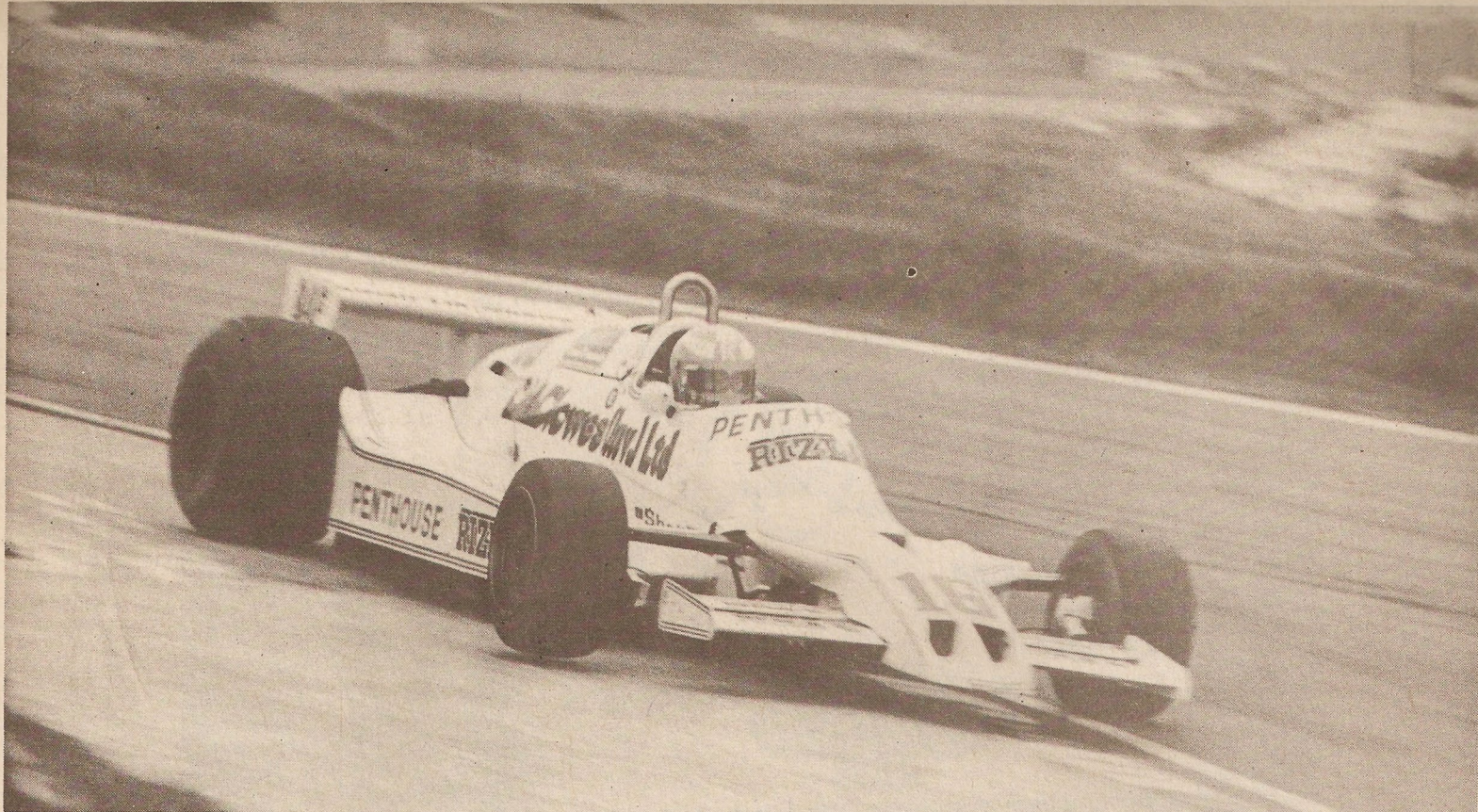


Oceanair would like to thank Phil, the Page's Team, and all the other competitors for making the championship such a success.

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Rupert Keegan's chances for the championship look even brighter now after his confident display at Snetterton.

Keegan closes in

Rupert Keegan strengthens his championship hopes with another win — Ricardo Zunino comes through for another second place — David Kennedy third — Inspired drive by Gordon Smiley — Emilio de Villota fails to score — Report: MARCUS PYE — Photography: JEFF BLOXHAM/MIKE DIXON

In a frantic last minute bid for the Aurora AFX title, Rupert Keegan took all 12 points from the Budweiser Trophy Race meeting at Snetterton last weekend starting from pole and setting a fine lap record on his way to victory. Backed up superbly by Ricardo Zunino once more, the Charles Clowes Investments Arrows team were able to restrict series leader David Kennedy's points score to four for third place, insufficient for the Irishman to take the crown with a race in hand. Thus, with only the Silverstone round to come in a fortnight's time, the outcome of the championship is delicately balanced for Kennedy, Keegan or Emilio de Villota (who failed to score on Sunday after a tyre stop) can all amass enough points to collect the accolades.

Keegan's victory was far from runaway, however, for in one of the most exciting Aurora championship rounds this year, a number of surprises emerged. Star of the race was undoubtedly Gordon Smiley whose Surtees leaped from seventh position on the grid into the lead by the first corner and, although outpaced in a straight line by Rupert, the American held grimly to second place for over half the race until his engine exploded at Sear. The pace car was called into service for the second time this year while the track was cleared of car and oil and by the time the field was let loose again Zunino was snapping at Kennedy's heels, finding a way past shortly afterwards and closing on Keegan for a formation finish.

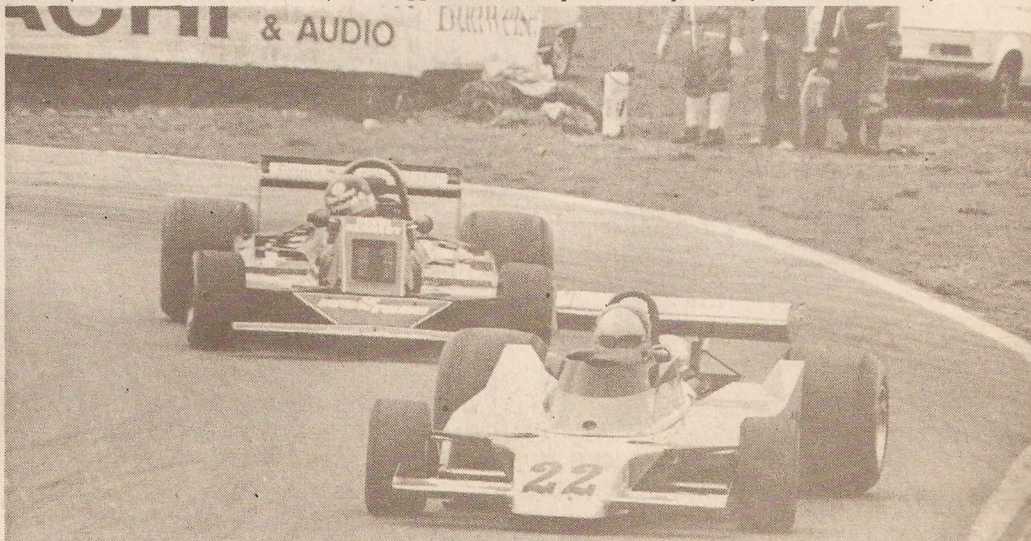
Behind Kennedy it was great to see David Purley take fourth place in his loaned works

Shadow, Purley having driven a hard, fighting race, in the company of Guy Edwards, Bernard de Dryver and Giacomo Agostini for much of the time. De Dryver survived a controversial incident with his team leader at the Esses which left Guy heading for the pits to change a nose section before he fell out with mechanical problems. Desiré Wilson took sixth and Brian Robinson the F2 class as only finisher. An excellent crowd enjoyed every minute but for the large contingent of American servicemen stationed nearby, Smiley's efforts will be savoured for a long time to come.

ENTRY & PRACTICE

Five drivers from an entry of 17 came to the penultimate round of the Aurora series at Snetterton over the weekend with a mathematical chance of either taking the title outright (in the case of David Kennedy) or remaining in the race for overall honours in the 15-round championship. Never before has competition been so close at the top of MCD's premier formula and at long last it seems as though they have got their sums right regarding the format of the series. A feature of the second half of the season in particular has been Rupert Keegan's refusal to accept defeat in the championship without the sternest of challenges. Only by taking the maximum 12 points could he hope to have

After his heroic start, Gordon Smiley soon slipped to a second place under pressure from David Kennedy.



any real crack at the title come Silverstone. Could he maintain this sort of pressure?

The answer was in the affirmative for Rupert's first session qualifying time was unassailable, a full 1.9secs beneath his own lap record set in May. Keegan hurtled the Penthouse/Rizla/BAF-sponsored Arrows round and from the opening laps of practice looked to have pole position safely in his grasp. Persistent brake problems have afflicted the car throughout the season but they were worse than ever at the Norfolk track. A terrible vibration set in and Rupert kept losing his pedal at the end of the Revett Straight. The team could not isolate the cause which baffled them somewhat although the Londoner's other complaint, understeer, was gradually balanced out with revised wing settings.

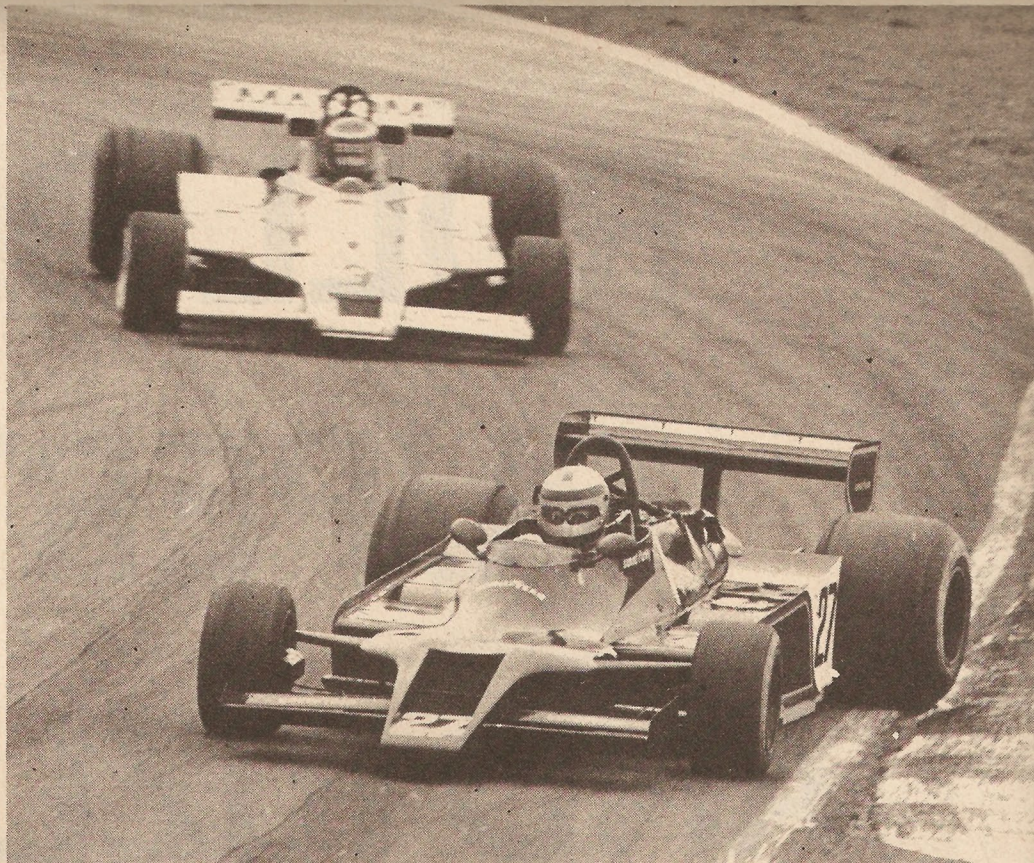
At the end of the second session, during which a squally shower spoiled all chances of improvement over morning times, the Arrows team patron Charles Clowes could not have beamed more widely for Ricardo Zunino was to join Keegan on the front row, his earlier time being only 0.36secs slower than the pole time. The Argentine's machine, backed as usual by Levis and Gallo, benefitted from camber and toe-in alterations at the front which solved the normal tyre-wear problem and allowed Ricardo to run G50s all round. "My only mistake was on gear ratios — fourth too short — but I am very happy. The car is bottoming a little but I won't change it."

The third part of the Arrows plan was not working so well though. Having struck a deal with Charles Clowes for the loan of his 'spare' chassis, Derick Bettridge installed his son Neil behind the wheel of a wing car for the very first time to gauge his potential. The Melchester Racing crew under 'Bill' Charles had put in a tremendous amount of work to build up the car around their own engine and transmission and Neil had got in a few shakedown laps before an engine blew on Thursday in the newly painted red, white and blue car. Having warmed the tyres then come in for a check at the start of the morning session a bleed valve nipple in a rear brake caliper was found to be leaking. A precursory inspection revealed a stripped thread so the faulty caliper (each is a twin-caliper unit) was bypassed leading to an upset balance.

Still, Neil kept circulating, getting to know the car better, or so he thought, for occasionally it would pitch inexplicably straight on in corners, a most unnerving trait finally traced to a sticking skirt. The second practice period was little better. No sooner had the rear braking system been sorted than a front caliper started to leak before Neil could try for any times. The rain did the rest and he was banished to the seventh row alongside Hervé Regout's F2 Chevron.

In complete contrast (fortunately so for the overworked Melchester team) Desiré Wilson's practice was basically trouble-free. Her Tyrrell was going "very very well" apart from a slight misfire emanating from the fuel injection system. "At about 59.0s I got to the point where it wouldn't go any quicker and I decided there was only one way to go about it — to go berserk". By throwing the 008 around like never before Des found nearly a second even with an old set of tyres. Over exuberance at the Esses forced a hairy spin while tyre stagger on a new set, then the rain, precluded further improvement. Mrs Wilson's reward was a fifth row placing with Agostini and the fastest non-ground effects time.

Only a fortnight previously, at Thruxton, Emilio de Villota's championship hopes took a dive when the left hand side of his Madom Lotus 78 was destroyed following an altercation with the Segrave armco. A truly remarkable feat by Lyncar boss Martin Slater and the Spaniard's dedicated crew saw the beautiful



In his hired works Shadow, David Purley holds off one of the championship challengers, Emilio de Villota.

machine completed on the eve of practice, repairs being virtually invisible to all but the most discerning eye. Emilio did a few laps in pouring rain at Silverstone on Friday and confirmed that the Lotus handled as well as ever ('the tub may even be fractionally stiffer', opined Giuseppe Risi) and he underlined this with a fine time on Saturday morning, good enough for the inside of the second row. De Villota's only problem, apparently, was the painful torn tendon in his right hand, sustained in the Thruxton shunt.

Also down in the 56sec bracket, Guy Edwards's Mopar-Fittipaldi shared the second row with the ex-Nilsson Lotus. Using his regular race chassis throughout, Guy's practice was untroubled mechanically, although he did lose the vital last 10mins when a front tyre blistered badly. Edwards was quite pleased with his time, quicker than he had managed on Thursday in testing and instructed John MacDonald's team to work on reducing understeer prior to the race.

The Harksound Fittipaldi of Bernard de Dryver, running 200lbs softer spring rates than his team-mate, sat directly behind the Mopar-liveried example on the grid. The Belgian moaned about the tyres he was allotted, reckoning he could have equalled Guy's time on better rubber. But for excessive wheelspin the car felt good.

Splitting the F5As was a strangely subdued David Kennedy. A first class result here could clinch the championship for the Wolfrace-supported Theodore Racing with Hi-Line team and the Irishman was

certainly conscious of this fact. Kennedy's qualifying run was hindered by understeer, thought to have been due to the available tyres rather than the Wolf chassis. David went quickly from the word go but found himself being demoted down the order towards the end as the others got their acts together.

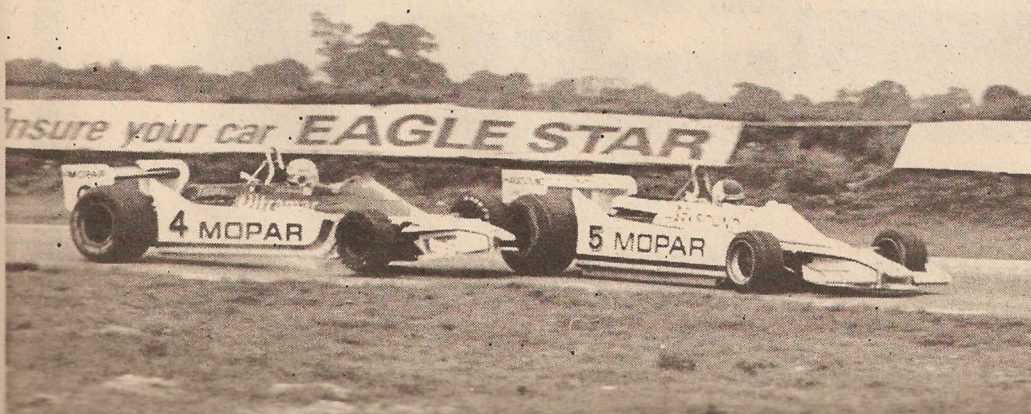
A fabulous performance by Derek Warwick in the BP Racing March 792, also run by the Theodore men, saw the underrated Hampshire driver put the little 2-litre machine on the outside of row 4 alongside Gordon Smiley's Surtees. Without the advantage of pre-race testing, Warwick's crew had to send him out with guessed gear ratios for the morning session hence it was no surprise when the engine proved to be 700 revs down. Nevertheless Derek was absolutely breathtaking to watch, especially at Russell, the left-right flick before the pits which he was taking flat in fifth every time by the raceday warm-up session with everything fully sorted. Warwick was over 2secs beneath Kim Mather's class lap record and 0.26secs inside the outright circuit record in his endeavour to embarrass the F1 drivers.

An aggravating misfire, related to the problem which put him out at Thruxton, slowed Smiley's Surtees TS20+ in the morning. Besides this, the chassis was just not handling well, requiring a lot of road on the exit of corners. Revised damper settings and a new set of tyres transformed the attractive machine's handling to the Texas-based driver's liking while an engine change between sessions improved Gordon's chances still further. 'This one is not great, but it sure doesn't miss', he grinned.

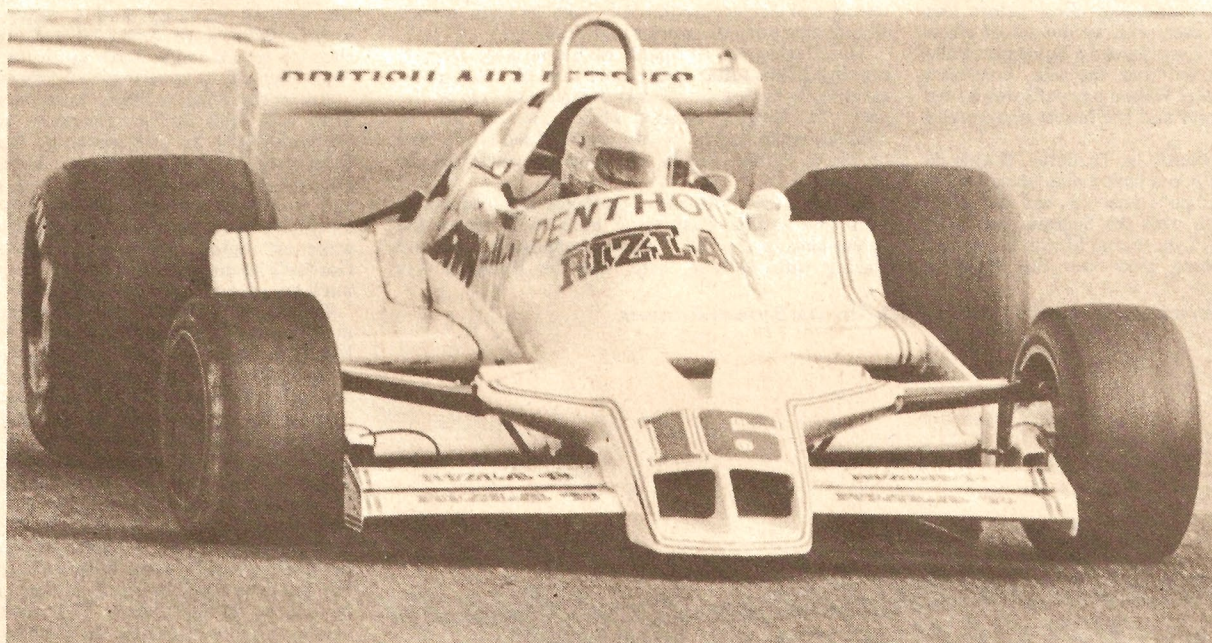
Beside Desiré (the only non-wing car driver beneath the lap record), Giacomo Agostini's Bracey-Price run Marlboro Williams was as reliable as ever, the Italian expecting to go significantly faster in the afternoon session until the rain came. Late arrival in England following the Imola non-championship F1 race last weekend meant that the team had to forgo a much-needed test session at Snetterton where Ago went so well earlier in the year. He noticed a big difference between the tyres he had used the previous weekend and the regulation 'concrete' G50s of the Aurora series and was fairly happy to adjust suspension settings in the quest for more pace. Marco Micangeli was out in the 'self drive hire' chassis, and going much better than he did at Brands Hatch. The wealthy Italian was helped, on this occasion, by Gianfranco Brancatelli who will drive the car at Silverstone.

Onyx Race Engineering brought along not the Lec chassis but Elio de Angelis's Shadow DN9B 'T-car' for David Purley to drive, the George Medal holder taking advantage of 'the best possible deal' arranged by Don Nichols's works team. The car had arrived in Mike Earle's Bognor preparation shop on Tuesday for Purley's engine to be installed and the first 20mins were spent running in the brakes and a new cwp. David's second 'quickie' was a 59.1 and the engine then decided to lose most of its water, probably through an air lock. This was sorted in time for the afternoon period in which the temperatures reverted to

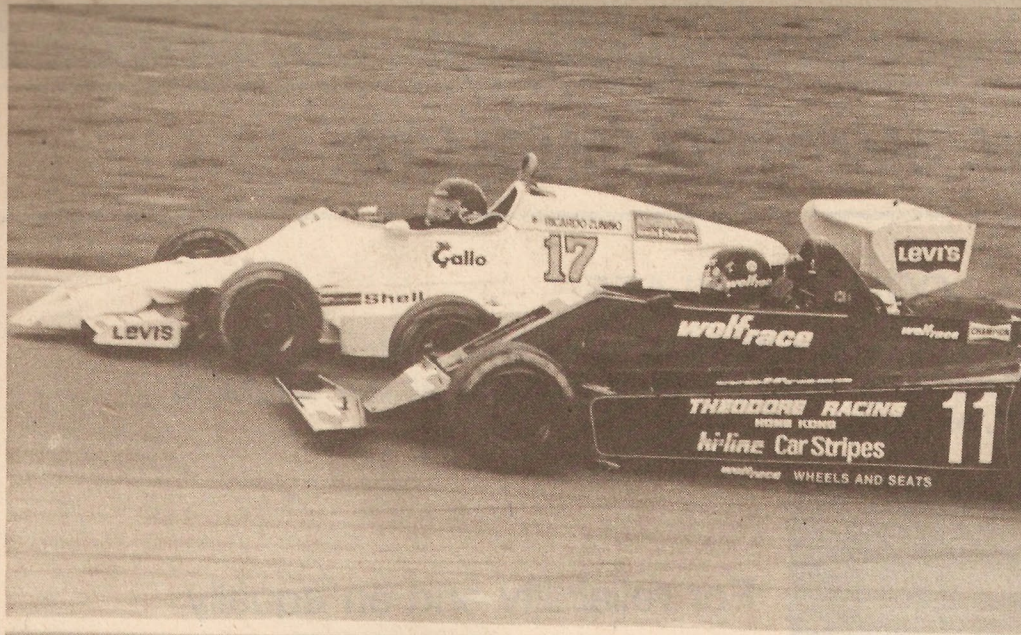
Guy Edwards lifts his skirts in a controversial incident with team-mate Bernard de Dryver.



**ROLL ON
RUPERT
AND RIZLA'S
3RD WIN**



AURORA AFX F1 ROUND, SILVERSTONE OCTOBER 7th



The moment when Ricardo Zunino dived inside David Kennedy at the Esses.

F1 AURORA AFX CHAMPIONSHIP
SNETTERTON **14**

continued

problem was that driver did not fit car, necessitating a reshuffle in the cockpit, solved by Nick Jordan of the nearby Argo concern who shortened the steering column. Purley's own mechanics had virtually lived at the Shadow factory in the couple of days prior to the meeting and two of the works mechanics took the trouble to help out over the weekend. 'We can't stress enough how much help we've received from the works, nothing has been too much trouble for them, explained Greg Field.

Regout's Harksond Chevron B42 went well during practice, its engine now on full-song for the first time. 'Without the engine problem we have time to work on the balance but the tyres are completely finished,' offered the Belgian, in good form.

Kim Mather had just started to get the Durex-Eden Chevron going in the morning session when a broken coil lead stranded him at the back of the circuit and he lost the final half hour. Too much oversteer became apparent in the afternoon so the wing was put up and the front splitter extended which should have improved things but for the weather. 'The circuit's more complex than Thruxton and the problem is trying to find the limit without going off. It lurches alarmingly but way before the limit.' During the untimed race morning session Kim was clocked by the team at 58.9 which pleased him no end and left things looking good for the race.

The 'alias Smith & Jones' Surtees TS19 driven by Robin Smith suffered an understeer problem, lessened by fitting a softer front roll bar, as well as oversteer in the faster ones. 'What we need is a new chassis and two new engines', opined the Scot who qualified alongside Mather while Brian Robinson's Grange Performance Cars Chevron completed the runners after clutch troubles and a faulty Girling brake master cylinder were fixed.

QUALIFYING

Rupert Keegan (GB) ... F1 Arrows FA1/5A	56.28	56.88
Ricardo Zunino (RA) ... F1 Arrows FA1/3A	56.64	1:08.50
Emilio de Villota (E) ... F1 Lotus 78/15 'B'	56.85	59.59
Guy Edwards (GB) ... F1 Fittipaldi F5A/3	56.97	59.23
David Kennedy (IRL) ... F1 Wolf WR6	57.11	58.95
Bernard de Dryver (B) ... F1 Fittipaldi F5A/2	57.64	58.46
Gordon Smiley (USA) ... F1 Surtees TS20+	57.79	59.79
Derek Warwick (GB) ... F2 March 792/11 'C'	57.92	58.00
Desiré Wilson (ZA) ... F1 Tyrrell 008/3	58.10	1:00.72
Giacomo Agostini (I) ... F1 Williams FW06/001	58.51	59.57
David Purley (GB) ... F1 Shadow DN9/3B	59.01	59.65
Marco Micangeli (I) ... F1 Williams FW06/002	59.59	59.97
Hervé Regout (B) ... F2 Chevron B42/9 'B'	59.63	1:01.79
Neil Bettridge (GB) ... F1 Arrows FA1	59.93	1:03.18
Kim Mather (GB) ... F1 Shadow B41/1	1:00.37	1:00.87
Robin Smith (GB) ... F1 Surtees TS19/04	1:01.90	1:02.37
Brian Robinson (GB) ... F2 Chevron B42/17	1:02.16	NT

RACE

Overcast conditions prevailed for the customary 20min warm-up session on race morning during which, unofficially, Keegan, Smiley and de Dryver were the pacesetters in the low 58s bracket on full tanks. Mather professed himself happy with the Durex

braking gremlins on the Melchester Arrows chassis. Indeed Neil sought dispensation from the BRSCC to do an extra 5 laps at lunchtime to test the systems again. This time they seemed better although the nose-mounted oil-cooler split to add to the Melksham driver's tale of woe.

Everyone survived the lap under the green flag to take the start and what a getaway it was. Keegan left the line well while Zunino bogged and for an instant looked to be in trouble. Behind the white Arrows cars de Villota and Edwards had not gone so quickly either, and Kennedy was quick to dart between them and round the outside of the recovering Argentine who had sorted his revs out by this time. The start of the series, however, was that of Gordon Smiley. The American had planned to follow Kennedy, renowned for his hasty getaways, but found himself with incredible traction. 'Flash' Gordon was inside de Villota instantaneously, past the Lotus and gaining on the leaders. 'I saw that I'd passed Kennedy and I just continued up the inside into Riches and came out first. I couldn't believe it.' First he was through having dived through a wide gap left by the cautious Keegan and the object lesson in passing six cars in 300 yards was complete. Alas Mather's race lasted but 150yards when the inner end of the left-hand driveshaft gave way and he walked disconsolately back to the pits.

Down Revett Straight Keegan slipstreamed Smiley, nipping out of the Surtees's draught and barging ahead into the Esses. Holding station round Coram and down into the sweeping Russell complex Gordon was a couple of lengths down on Rupert with Kennedy already breaking away from de Villota, Edwards, Zunino, Agostini, Micangeli, De Dryver and Purley completing the top 10 at the completion of the first of 55 laps.

Could Rupert shake off Smiley's unexpected challenge? No sir, not yet awhile and for that matter the black Wolf of Kennedy seemed to be making an impression too, now well clear of de Villota. Zunino trailed Edwards past the pits on lap 4 before lunging past at Riches, Ricardo using the same tactics to usurp the Spaniard from fourth place four laps later.

Already Micangeli had fallen out when a CV joint failed on his Williams, the Italian coaxing it back to the paddock at snails' pace while Bettridge, up to midfield by the back straight on the opening lap, had arrived brakeless at the Esses and skated down the escape road before resuming last. Neil picked off Robinson, Smith, Regout and Warwick in quick succession, closing on Desiré's Tyrrell in the process only to experience a carbon copy of the previous incident. Pluckily he set about ascending the order again but a third excursion, this time at Sear, persuaded him to give up the unequal struggle. Roll on Silverstone.

As the order settled down Smiley was not letting Keegan have the race all his own way, sitting menacingly in view in Rupert's mirrors. Kennedy could not live with these two at Coram or Russell and slipped back into the clutches of Zunino who had lost his shadow when de Villota rushed into the pits on lap 15 for a fresh front tyre. Thus Edwards was fifth having got the better of a howling pack comprising initially Agostini, De Dryver and Purley with Desiré trying hard to tag on the back and Warwick only 50 yards behind the South African lady.

Two or three times Purley slipstreamed de Dryver past the pits to let the Belgian know his exact intentions and so precise was David's decisive charge that both he and de Dryver took Agostini who fell back

overall and for the second time in his three races this year the courageous Purley was handily placed in a points-scoring position. Once free of de Dryver, David caught Guy Edwards very rapidly, asserting himself above the Fittipaldi driver at Riches, using the DN9B's superb braking characteristics to the full.

As fuel loads became progressively lighter, Keegan was able to draw away from his pursuer, Smiley now being given lap times back to Zunino, who had waited patiently for five laps before demoting Kennedy in one of the most skilful outraking manoeuvres seen this year. The Surtees in second place became noticeable twitchier as the race grew older then, on lap 29, Rupert appeared from Coram with a long lead to Zunino. Smiley was missing. Spectators scanned the horizon at the far end of the circuit in the hope that the Surtees would appear still but a wisp of smoke and flags at Sear told their own tale. Gordon had accelerated down the short straight from Riches as usual and the rear wheels suddenly locked. He kicked out the clutch and stopped, initial reaction being that the diff had seized, but the engine had blown in a big way leaving a liberal coating of oil on the track.

Purley was one of the first on the scene and he gyrated very slowly in the pool of lubricant but managed to keep the engine going by which time Bernard had reversed the order again. In fact the Harksond driver now lay fourth, for a few laps earlier he had caught Edwards and outraked him into the Esses. 'I had a nice brake, all the wheels were locked, it was very impressive', claimed de Dryver but Guy attacked at the next right hander and caught his nose fin on Bernard's rear wheel. The team-leader dashed for the pits for a replacement but resumed a lap down behind de Villota, now in even more trouble with his left front tyre since the canard fin on the nose had sagged.

With Smiley's car stationary on the track it was decided to send the pace car out while the obstacle was cleared and for three laps Mike Wilds in the Capri led the remaining dozen competitors round. The race was back on again with 23 laps remaining and this time the two Arrows chassis stormed away together, dropping Kennedy who in turn was able to extend a sizeable advantage over De Dryver.

The irrepressible Purley came back at Bernard two laps after the restart thereafter pulling away from the Fittipaldi but unable to get within 7secs of the Wolf driver. Behind them Desiré, Agostini and Warwick who had run in formation earlier, continued at varying intervals until the quickest F2 pilot's battery box disintegrated, dropping the Varley into the road at Russell.

For Rupert Keegan it was now only a matter of reeling off the laps to the finish. Zunino, within a couple of seconds for the final five laps, was hardly going to jeopardise his team-mate's championship aspirations at this late stage and they took the flag together, with Kennedy third in a repeat of the Thruxton result.

A magnificent fourth was the property of Purley who strove valiantly to gain on the Irishman then backed off when he realised the enormity of the task, especially as he had become very tired near the end, the extra loading put on the body when cornering a wing car being responsible for this. De Dryver soldiered on to fifth with a cracked exhaust primary pipe which made his DFV sound awful while Desiré ran smoothly and deservedly took the point for sixth place ahead of Agostini, de Villota and Robinson, the sole survivor of the F2 class, who had run clutchless since lap 5. Robin Smith's Surtees had been running ahead of Brian for most of the race but he lost at the Esses about 20 laps from home, the car walloped the bank very hard and was badly bent at the front. The Scot emerged shaken but unhurt but sadly the enthusiast's already depleted bank balance will be drained further still.

Aurora AFX Formula 1 Championship, round 14
Snetterton, September 23
55 laps, 105.05miles

- 1, Rupert Keegan (3.0 Arrows-Ford/Cosworth/Alan Smith DFV FA1), 55m 07.07s, 114.77mph;
- 2, Ricardo Zunino (3.0 Arrows-Ford/Cosworth/Alan Smith DFV FA1), 55m 08.81s;
- 3, David Kennedy (3.0 Wolf-Ford/Cosworth DFV WR6), 55m 31.88s;
- 4, David Purley (3.0 Shadow-Ford/Cosworth/Euracing DFV DN9B), 55m 38.90s;
- 5, Bernard de Dryver (3.0 Fittipaldi-Ford/Cosworth/Hesketh DFV F5A), 55m 54.59s;
- 6, Desiré Wilson (3.0 Tyrrell-Ford/Cosworth/Alan Smith DFV 008), 55m 56.97s;
- 7, Giacomo Agostini (3.0 Williams-Ford/Cosworth/Hesketh DFV FW06), 56m 02.16s; 8, Emilio de Villota (3.0 Lotus-Ford/Cosworth DFV 78), 54 laps; 9, Brian Robinson (2.0 Chevron-Hesketh Hart B42), 49 laps.

Fastest laps: F1, Keegan, 56.53s, 122.08mph (record); F2, Derek Warwick (2.0 March-Hart 792), 58.39s, 118.19mph (record).

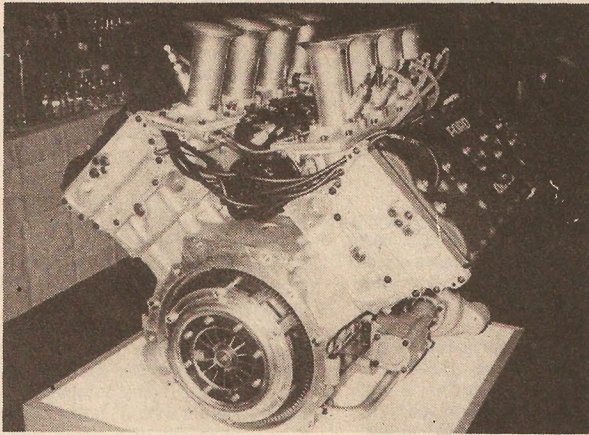
Retirements: Warwick, 41 laps, battery box; Robin Smith (3.0 Surtees-Ford/Cosworth/Robin Smith DFV TS19), 36 laps, accident; Guy Edwards (3.0 Fittipaldi-Ford/Cosworth/Hesketh DFV F5A), 35 laps, engine; Gordon Smiley (3.0 Fittipaldi-Ford/Cosworth DFV TS20+), 28 laps, engine; Hervé Regout (2.0 Chevron-Hesketh Hart B42), engine; Neil Bettridge (3.0 Arrows-Ford/Cosworth/Alan Smith DFV FA1), 13 laps, brakes; Marco Micangeli (3.0 Williams-

WELL DONE RUPERT & RICARDO – TWO ONE TWO'S!

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Rupert Keegan and Ricardo Zunino (Clowes Arrows) on their second 1-2 and David Kennedy (Theodore Wolf) on their success at the weekend using Alan Smith D.F.V. engines.



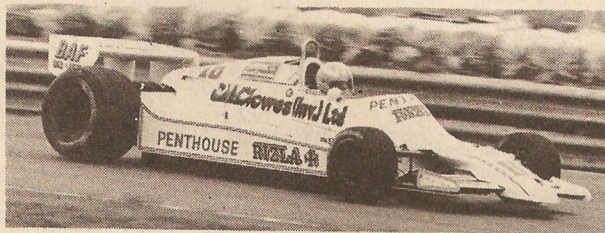
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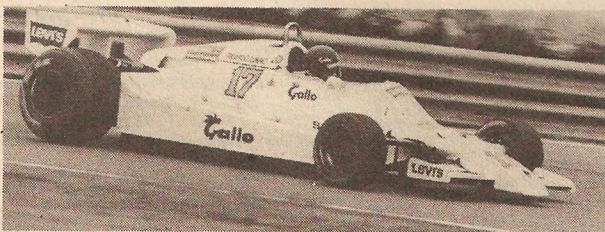
RUPERT KEEGAN

1^{st.}

AND

RICARDO ZUNINO

2^{nd.}



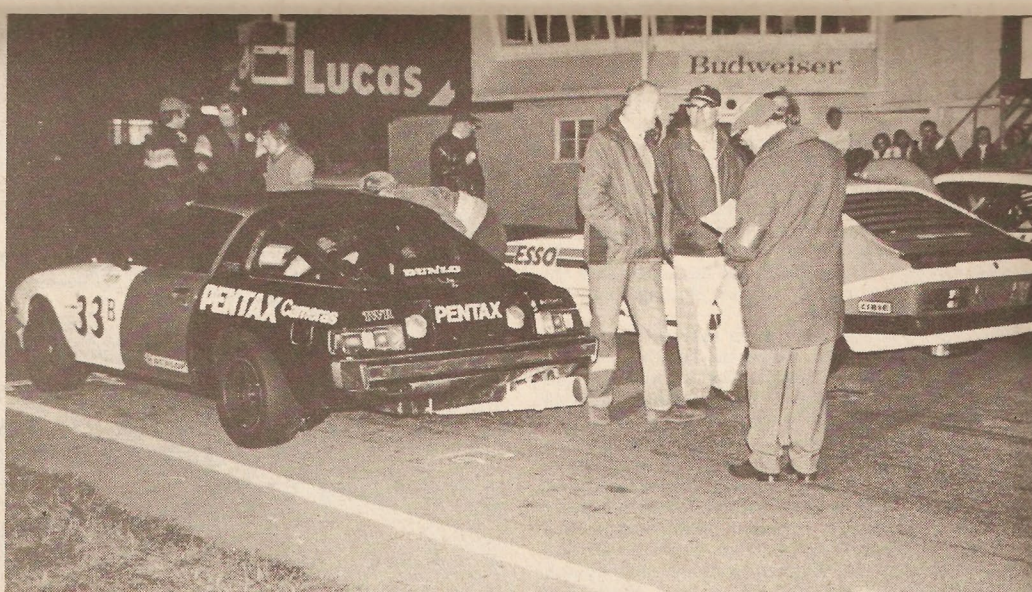
IN THE AURORA AFX F1 RACE AT SNETTERTON. CWC RACING AGAIN WISH TO THANK THE FOLLOWING FOR THEIR SUPPORT AND CONTRIBUTION TO THE TEAMS SECOND CONSECUTIVE ONE-TWO.

SHELL
GOODYEAR
A.P. RACING
BRITISH AIR FERRIES

ARROWS
ALAN SMITH RACING
CHAMPION
PENTHOUSE & RIZLA

A special thank you to all the people behind the scenes whose hard work is invaluable — Charles Clowes.

For the second year running, Jeff Allam won this country's only night race at the wheel of a BP backed Capri. Last year's victory was in a poorly supported production car race and this year, at Snetterton on Sunday, his competition for overall honours was no stronger. Don't let that detract from his performance in this unique event, however, for he was positive, his speed outpaced his rivals and the 3-litre Ford Capri looked and sounded marvellous as it stormed through the night. Tom Walkinshaw, third overall with the raucous Pentax Mazda RX-7, Win Percy fifth in his Toyota Celica and Richard Longman (Mini 1275 GT) were the class winners, although the last, who secured the championship when he snatched the class lead from Jon Dooley in the closing stages, has not yet been recognised in the official results. Indeed, there appeared to be several discrepancies in that document but, with midnight fast approaching, much was left to be clarified another day.



The saloon cars came out well after darkness fell — Tom Walkinshaw's Mazda RX-7 has a slot on the front row.

Allam by night

Jeff Allam wins Snetterton's night race — Woodman second — Class victories to Walkinshaw, Percy and Longman — Report: ANDY LEEDER — Photography: MIKE DIXON.

ENTRY & PRACTICE

Considering that the Tricentrol British RAC Saloon Car Championship Night Race, to give it its full title, was the penultimate round of our premier National Saloon Car Series it was poorly supported. For reasons too many and complex to catalogue in this report, many of the championship regulars wanted little to do with the night race at Snetterton.

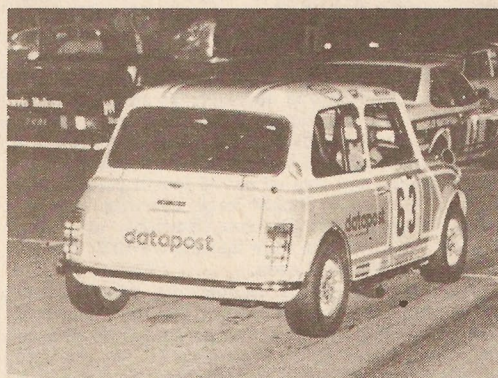
When practice ended, we were not only without many of the Capris that have raced all season, but also the Team Triplex with Esso and Motor Triumph Dolomites which have a lot of spectator appeal. In all there were just 19 cars on hand.

Practice was in two sessions, 40mins before lunch that were timed and then a further 20mins after dark that were not. Fastest was Jeff Allam, who recorded 74.98s, a time difficult to evaluate, as the National saloon series has not visited Snetterton in recent years and the yardstick has been lost, but it was 1.3sec faster than his nearest challenger for pole, Vince Woodman in a Capri, the Equipe Esso car. Completing the front row was Tom Walkinshaw in the Mazda, in turn almost 1sec slower than Woodman.

Row two contained the Vauxhall Magnums of Barrie Williams and Derrick Brunt while the first real surprise came in the next rank of the grid. Jock Robertson, having a rare outing in a third Capri, was on the inside but next to him was the first Class C car and it was not Richard Lloyd. Win Percy had taken the honours with the Arden-engined Toyota Celica; Lloyd was back on row five. Next to Percy was Roger Saunders in the first of the Dolomites.

The other big shock was that Richard Longman was only fourth fastest in Class D, but this was because he was not using his usual championship car that was being saved for the final round at Oulton Park.

Vince Woodman's Capri, complete with spotlights on the front, receives last minute attention.



Alan Curnow's Mini 1275GT under the arclights.

QUALIFYING

Jeff Allam	3.0 Ford Capri	74.98
Vince Woodman	3.0 Ford Capri	76.28
Tom Walkinshaw	2.3 Mazda RX7	77.17
Barrie Williams	2.3 Vauxhall Magnum	77.65
Derrick Brunt	2.3 Vauxhall Magnum	78.12
Jock Robertson	3.0 Ford Capri	78.31
Win Percy	1.6 Toyota Celica	79.47
Roger Saunders	2.0 Triumph Dolomite Sprint	79.71
Tim Goss	2.0 Triumph Dolomite Sprint	79.72
Tony Strawson	2.0 Triumph Dolomite Sprint	79.76
Richard Lloyd	3.0 Volkswagen Golf GTI	79.81
Martin Brundle	2.0 Toyota Celica	80.15
John Morris	1.6 Volkswagen Scirocco GTI	81.70
Alan Curnow	1.3 Austin Morris 1275 GT	82.94
Jon Mowatt	1.3 Mini 1275 GT	82.94
Tom Pitcher	1.3 Austin Morris Mini 1275 GT	83.00
Richard Longman	1.3 BL Mini 175 GT	83.07
John Spiller	1.3 Chrysler Avenger GT	83.27
Jon Dooley	1.3 Alfa Romeo Alfasud TI	83.35

RACE

Night racing is rare and, for that reason alone, it warrants a place on the British racing calendar; but why, oh why, were the BRSCC forced to run it on a Sunday evening in late September. The pessimists disappeared home in thickening mist after the Sports 2000 race, but at 7.30pm the weather showed that it, at least, was giving its support if others were not and, at the start of untimed practice, the mist cleared and the evening became warmer. There was a pleasingly large number of people still in attendance enjoying the open air food and anticipating the unusual spectacle still to come — racing in the dark. They were not disappointed.

From the green light, Jeff Allam went into the lead and one hour later at the close he was still there, almost 50secs ahead of his nearest rival which, not surprisingly, was Vince Woodman. Walkinshaw brought the class winning Mazda home third, its performance perhaps subdued when compared with what the spectators expected of it, but Tom had been given a fright when Jock Robertson flashed past on lap 10 to snatch third, running considerably more competitively than practice had suggested he would.

Tom tigered back to regain third seven laps later, whereafter the pair circulated closely in that order. Barrie Williams finished fifth, despite a pit stop and numerous attempts to black flag him for an open boot — but anyone should know you can't see a black flag at night!

Into sixth came Win Percy — an excellent effort to beat Richard Lloyd, in the Akai VW Golf, to the class C win. Third in class went to Win's team mate Martin Brundle who had had a very exciting evening. Martin recovered from a slow start, worked his way through a closely dicing bunch of five cars to also get ahead of Lloyd and then spun his Celica long and wildly on the grass the length of the pits and beyond. Amazingly he hit nothing and even more surprising he knew which way he was pointing when he came to rest to immediately reselect a gear and continue.

Jon Dooley had been slowest in practice but, in the race, his Sud was soon going rapidly and by lap 7 had moved from last spot into the class lead. Richard Longman chased hard and closed in rapidly to snatch the class lead with just three laps left to run.

Not a great race but an interesting one and a success despite a lack of interest from various parties.

Tricentrol British RAC Saloon Car Championship Night Race Snetterton Sunday, September 23

1 Hour 47 laps

- 1, Jeff Allam (3.0 Ford Capri), 1hr 00m 19.8s, 89.60mph;
- 2, Vince Woodman (3.0 Ford Capri S), 1hr 01m 08.6s;
- 3, Tom Walkinshaw (2.3 Mazda RX7), 1hr 00m 12.8s;
- 4, Jock Robertson (3.0 Ford Capri), 1hr 00m 16.4s;
- 5, Barrie Williams (2.3 Vauxhall Magnum), 1hr 00m 51.3s;
- 6, Win Percy (1.6 Toyota Celica), 1hr 00m 54.6s;
- 7, Richard Lloyd (1.6 Volkswagen Golf GTI), 1hr 00m 59.6s;
- 8, Derrick Brunt (2.3 Vauxhall Magnum), 1hr 01m 06.4s;
- 9, Tim Goss (2.0 Triumph Dolomite Sprint), 1hr 01m 15.9s;
- 10, Roger Saunders (2.0 Triumph Dolomite Sprint), 1hr 00m 04.4s.

2301-3000cc: 1, Allam; 2, Woodman; 3, Robertson; No other starters. Fastest lap: not given.

1601-2300cc: Walkinshaw, 87.86mph; 2, Williams; 3, Brunt; 4, Goss. Fastest lap: not given.

1301-1600cc: 1, Percy, 84.84.97mph; 2, Lloyd; 3, Martin Brundle (Toyota Celica). Fastest lap: not given.

Up to 1300cc: 1, Richard Longman (Mini 1275GT); no times given 2, Jon Dooley (Alfa Romeo Alfasud 1.3TI), 3, Tom Pitcher (Longman Mini); 4, John Spiller (Avenger GT). Fastest lap: not given.

continued

SUPPORTING RACES

Saturday's afternoon schedule consisted of two FF1600 races sandwiching the final timed F1 practice. Before that futile session there was a Dunlop Challenge race for the slower fordsters, for which the prize at stake was the rearmost grid position for the concluding 15-lapper, the final round of the Dunlop 'Star of Tomorrow' championship.

The series was still open when the grid assembled but leader Guy Dormehl was on the front row and his only challenger Martin Holman was down on the fifth rank. From the green light, the determined Holman rapidly gained places but by the completion of the first lap, the series was Dormehl's; Holman was climbing from his battered Royale at the Esses. A very tightly packed bunch of six or seven cars had entered the complex with Holman, already third, barely in front of Dormehl. With space at a premium in the braking area and the track slippery, cars collided. Holman was spun round by his rival and then rendered immobile by Rob Tennant's Royale. All but the leading two, Allen Revell (Royale) and Chris Creswell (Ray) were delayed and the race broke up.

Undeterred, Dormehl, in his first season of racing, quickly caught and passed these two and, by one-third distance, the Londoner and his Scorpion Van Diemen were ahead and looking comfortable. Keith Wiggins (Royale) however, who had survived a spin at Russell emerged as a challenger for victory and, in the final laps the ex-Serra F3 mechanic, spurred on by the Rushen Green team, caught Dormehl but failed by 0.14sec to wrest the lead from the delighted championship winner. Revell finished third, in turn almost caught by a fast closing Barry Paffey, whose Sark recorded fastest lap, after Creswell had crashed at the Esses.

Earlier Ted Lambert (Van Diemen) had also provided Scorpion Race Hire with a win. The Essex driver led the challenge race all the way to convincingly beat poleman Simon Haughton (Reynard). The rest were way behind, their beginners' tags on display as they fell off everywhere. Paul Dennis though was learning fast; he twice spun his Dulon at Riches early on and, although he finished only 10th, a lap down, he set fastest lap.

Sunday's racing programme opened with a ShellSport Sunbeam race. Titled 'Normanton's Conquerors versus Alexander's Greats' this team match, with Lord Normanton and the Hon. Brian Alexander the two captains, proved an excellent appetizer. An absorbing three-car scrap had the crowd on their toes throughout; involved were the irrepressible Barrie Williams, the redoubtable Innes Ireland and Porsche man Mike Franey. Initially, Williams had the advantage but so close were they dicing that the slightest error would decide the issue. Williams lost out at half distance when he went wide at the Esses and Ireland and Franey went by. Barrie was quickly past Mike again and, when Innes exited the Esses off-line on lap 8, Whizzo was through to the lead once more, a



Paddy Hopkirk led this group when Normanton's Conquerors met Alexander's Greats.

lead he held at the flag by less than 1/2sec. Into a worthy fourth behind Ireland and Franey, came Divina Galica who forcefully (as is necessary in these cars) recovered from a bad start.

The light was already deteriorating and a fine mist dampened everything as the FF2000 runners assembled for the ShellSport Martini qualifier after the F1 race. For David Leslie, however, the afternoon was anything but dull, by comfortably winning from pole position and setting fastest lap at the wheel of the Dukes Pallets Reynard, he clinched the Championship — another step forward for the talented Scotsman.

Continuing his recently improved form Mike O'Brien also looked impressive in the National Girobank Reynard on the way to an unchallenged second place. Tim Wallwork was another consistent runner and held third spot throughout with the Richard Dutton-entered Reynard, as the man most likely to have challenged him, team-mate Simon Kirkby, spun at the Esses. Simon had recovered well from a poor start and matched Leslie's pace until he tried too hard and rotated out of fourth place at the complex. He again fought back catching but just failing to pass Dave Dickson (Reynard) and Paul Jackson (Sparton) who were fighting for fifth, behind the Austrian Thomas Lauda.

With darkness rapidly approaching, extraordinary scenes were acted out on the grid for the Chequered Flag Sports 2000 round. As competitors dithered as to which tyres to use in the increasing drizzle, the field were finally green flagged away for their final warm up lap with mechanics still on the grid, in fact some cars were still suspended wheel-less on their jacks. Happily the race quickly got underway without incident, but tyre selection was to prove a major factor. With Champion Ian Taylor opting out, James Weaver in the slickshod development prototype for Tiga's 1980 model, ran out an easy winner by 15secs, the regular

FF1600 driver's second victory with the car. Initially pressure came from Nick Adams (Tiga) and Jeremy Rossiter (Lola), indeed the Maclean-Hunter driver briefly snatched the lead on the third lap. On a drying track these two fell back and suddenly, in the closing stages, Desiré Wilson (Lola) who for much of the race had languished in fifth place, lead Richard Morgan into a spirited attack which resulted in them both demoting Jeremy Rossiter, whose car was on wets, to fourth on the last lap.

Dunlop Formula 1600 Challenge Race (10 laps): 1, Ted Lambert (Van Diemen-Scholar RF79), 13m 12.62s, 87.07mph; 2, Simon Haughton (Reynard-Minister FF70), 13m 17.18s; 3, Michael Cornwall (Van Diemen-Ford), 13m 34.07s; 4, Christopher Laming (Saracen-Scholar Ford 79F), 13m 34.07s. **Fastest lap:** Paul Dennis (Dulon-Scholar MP21), 1m 17.96s, 88.52mph.

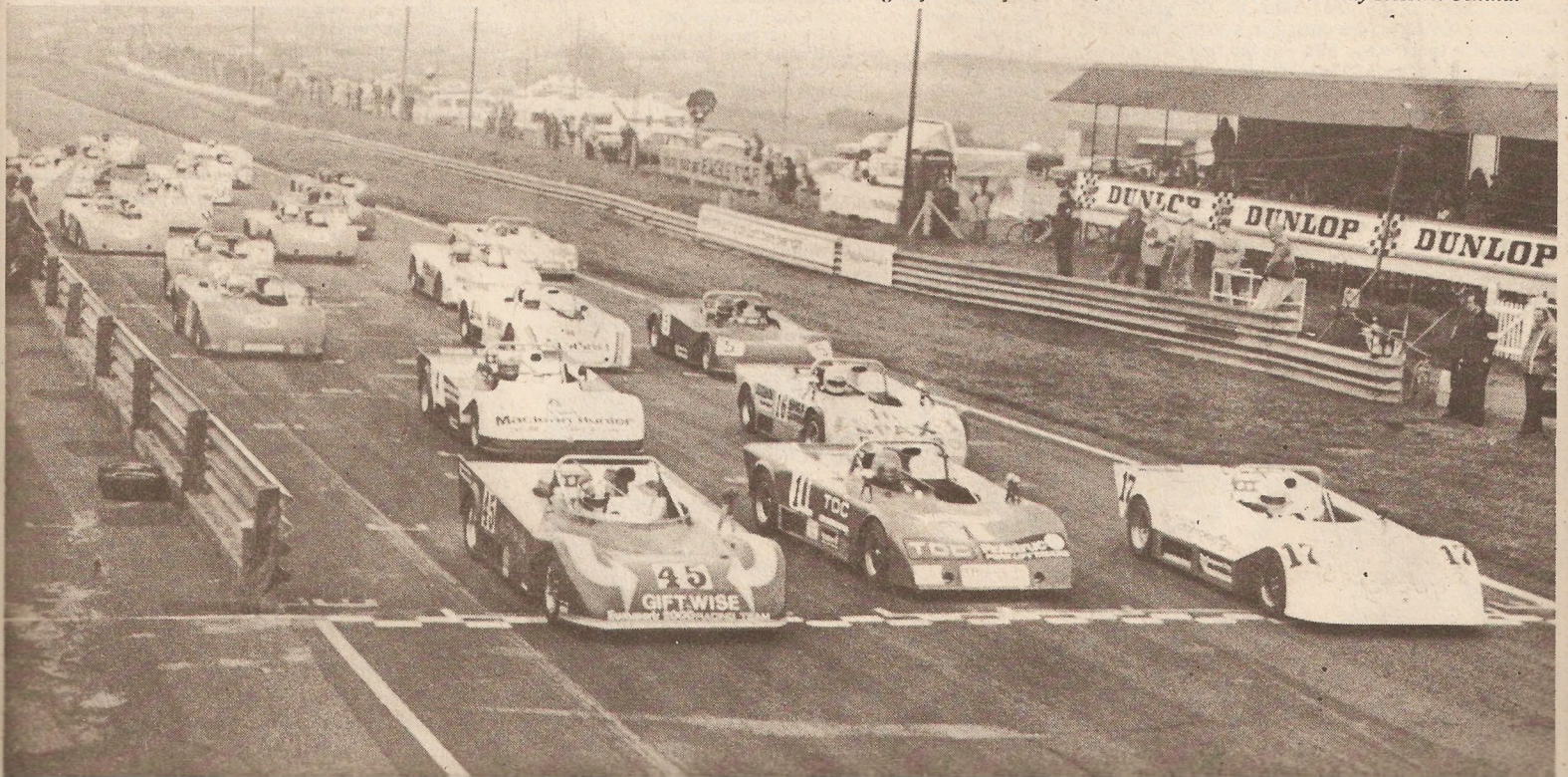
Dunlop Star of Tomorrow Formula Ford 1600 Championship Race (15 laps): 1, Guy Dormehl (Van Diemen-Scholar RF79), 19m 36.33s, 88.00mph; 2, Keith Wiggins (Royale-Monister RP26), 19m 36.47s; 3, Allen Revell (Royale-Auriga RP24), 19m 44.62s; 4, Barry Paffey (Sark-Scholar 01), 19m 44.90s; 5, Dave Harridge (Hawke-Neil Brown DL19), 19m 57.48s; 6, Michael Raylor (Van Diemen-Scholar RF79), 19m 58.23s. **Fastest lap:** Paffey, 1m 14.82s, 92.23mph.

ShellSport Sunbeam Race (10 laps): 1, Barrie Williams, 15m 15.03s, 74.42mph; 2, Innes Ireland, 15m 15.51s; 3, Mike Franey, 15m 15.63s; 4, Divina Galica, 15m 24.29s; 5, Brian Alexander, 15m 25.90s; 6, Paddy Hopkirk, 15m 30.59s. **Fastest lap:** Ireland, 1m 29.86s, 76.80mph.

ShellSport Martini Formula Ford 2000 Championship Race (15 laps): 1, David Leslie (Reynard-Titan SF79), 17m 17.80s, 99.75mph; 2, Mike O'Brien (Reynard-Titan SF79), 17m 20.37s; 3, Tim Wallwork (Reynard-Neil Brown SF79), 17m 24.16s; 4, Thomas Lauda (Reynard-Titan SF79), 17m 32.97s; 5, David Dickson (Reynard-Scholar SF79), 17m 36.72s; 6, Paul Jackson (Sparton-Titan SF79), 17m 37.09s. **Fastest lap:** Leslie, 1m 08.13s, 101.29mph.

Chequered Flag Sports 2000 Championship Race (15 laps): 1, James Weaver (Tiga-Nelson SC80P), 19m 02.74s, 90.59mph; 2, Desiré Wilson (Lola-Ford T492), 19m 17.13s; 3, Richard Morgan (Tiga-Morgan), 19m 17.38s; 4, Jeremy Rossiter (Lola-Titan T492), 19m 22.12s; 5, Nick Adams (Tiga-Nelson SC79), 19m 28.36s; 6, Adrian Hall (Tiga-Nelson SC79), 19m 38.03s. **Fastest lap:** Morgan, 1m 10.09s, 97.34mph.

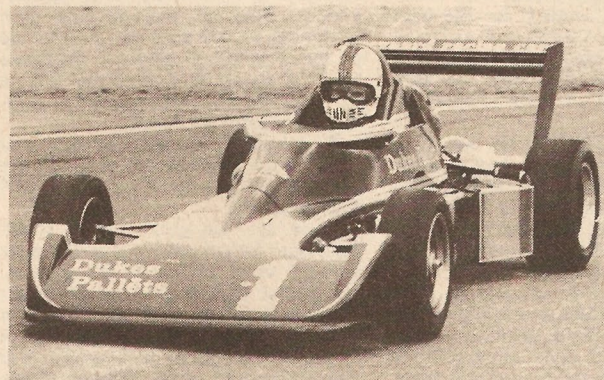
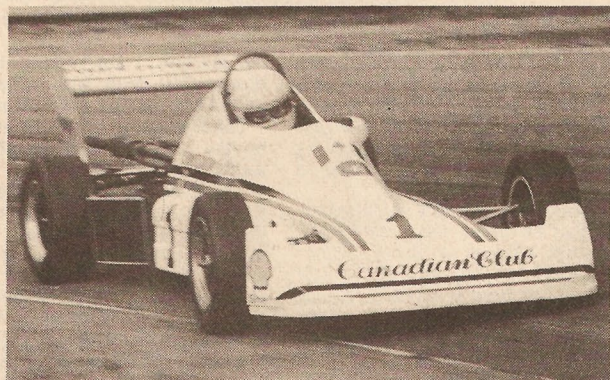
The Sports 2000 runners are about to take off — James Weaver, Desiré Wilson and Richard Morgan form the front row, with Nick Adams and Jeremy Rossiter behind.



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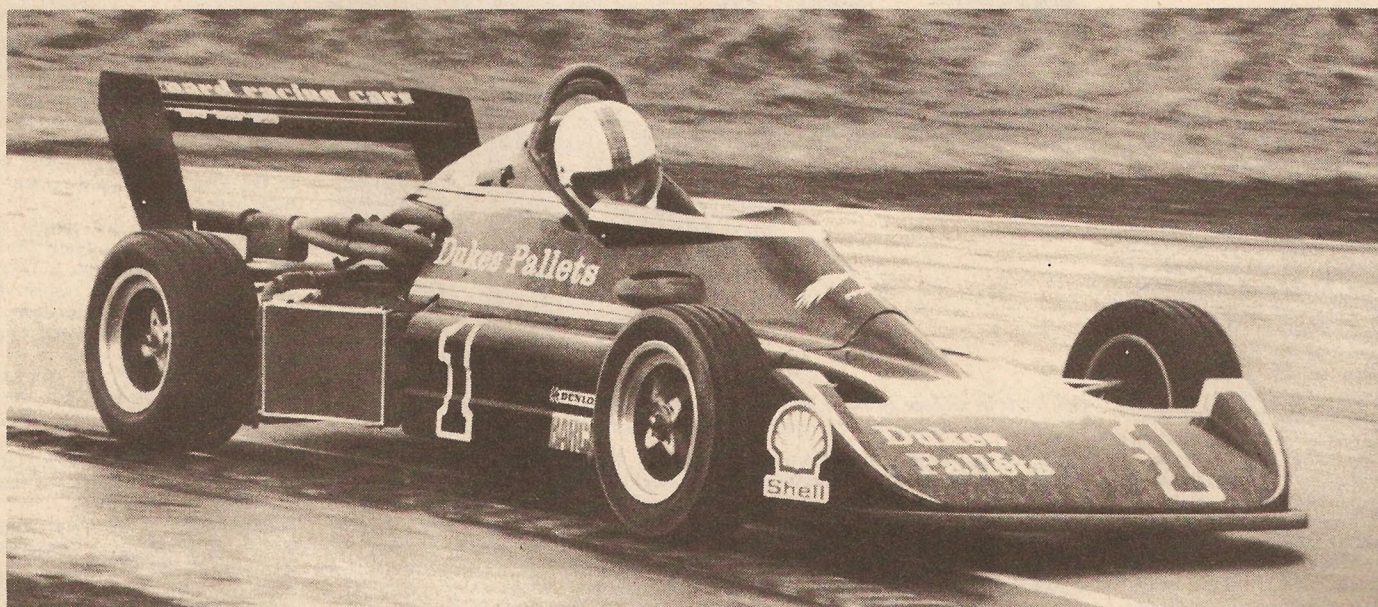


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Ford withdraw from international rallying

In a shock move at the end of last week, Ford Competitions Director Mike Kranefuss announced that there will be no works Ford involvement in international rallying next year. We understand that this will mean a complete halt to all international rallying activity, even to the extent of withdrawing works support for those private and dealer teams which run Escorts across the world.

As a result of the decision, four of the world's leading rally drivers, Hannu Mikkola, Bjorn Waldegaard, Ari Vatanen and Roger Clark, find themselves without a contract for the next season, and private teams such as David Sutton Cars, Masport (New Zealand) and Sachs Racing (Germany) will have completely to rethink their competition plans.

"The RAC Rally will be the last international rally in which we shall be competing for some time," Kranefuss said in his official statement. "We have been active as a major participant in international rallying for 17 years without a break. There is hardly any event of significance we have not won, and we have won a number of these several times."

"In the rallying field, therefore, we intend to pause and catch our breath. It will enable us to analyse and anticipate the coming changes in motor sport and the way it will be organised in the eighties. The international calendar these days leaves our competitions department little time for single-minded research and development. A rallying 'sabbatical' will give us the opportunity to proceed with vehicle development, aerodynamic research and work on new engines which combine performance with economy."

Behind the decision, which seems to have taken the rallying world by surprise, are a number of factors, the major one being the lack of any obvious successor for the Escort RS. In the weeks prior to the announcement, there had been rumours of a partial shutdown at Boreham, but it had always been assumed that Escort competition activity would be farmed out to private teams. Thus the drivers would be kept on some sort of contract. Now this will not happen.

It is an open secret in the motoring world that Ford will be replacing the current rear-wheel-drive Escort with a front-wheel-drive car late in 1980. The currently projected launch date for 'Erica', as the car is code-named, is October 1980, the next Motor Show. Part of the strategy for the launch of the new car involves helping the public to 'forget' about the old model, and we understand that, at the end of this year, all the money allocated to promote the Escort will be switched to other budgets and to the launch of the 'Erica'. A rallying programme would obviously run across that marketing decision, and this point was made to Ford PR chiefs when they met in Frankfurt a couple of weeks ago, prior to the German Motor Show.

Ford are remaining tight-lipped about exactly what decisions have been made about an eventual Escort replacement for competition. Obviously they have learned a lot about the characteristics of front-wheel-drive from this year's limited Fiesta programme, but they cannot always have been totally happy about the results of that research. Within the crowded rallying programme, it is certainly true that there has not been much time to concentrate on either the Fiesta or front-wheel-drive, and the current message from Ford is that this halt in competition will allow them to accelerate the

discussed many times within the Ford empire. They consist of the 'Erica' or a return to rear-wheel-drive with a powerful, two-door Cortina. More recently, Boreham, where Ford Competitions is based, has been working on both a rear-wheel-drive and a mid-engined version of the Fiesta, but we understand that work on these projects was suddenly halted about four weeks ago.

"We can't find an Escort replacement while we are doing a full international rallying programme," Andy Anderson, the Ford Competitions Press Officer, told us. "We feel that we have done everything we can with the Escort, and we certainly do not agree that the Fiesta has been a disaster. I think that it is on the cards there will be some sort of rallying involvement next year."

We take this last remark to mean that some of the development work on the new cars will be done at a National level in this country.

There are two other factors which must have influenced Ford senior management when they made the decision. The first of these is the new rally regulations which will come into force in 1982. These are expected to make quite significant changes to the type of cars in competition and to the number of cars which have to be built in order to homologate models into particular FIA Groups. By working hard prior to the new regulations, Ford must hope to have a competitive car ready by the time the rules come into force.

Secondly, it cannot have escaped the Ford bosses' attention that theirs has not always been a happy team this year. The drivers get on very well together, but there have been problems in the workshop with some of the mechanics. Ever since the Ford strike at the end of last



Just one of the many Escort successes — Hannu Mikkola wins the 1978 RAC Rally.

year, there has been quite a strong union presence at Boreham and some disputes have even led to the short-term 'black-ing' of rally cars. This has particularly applied to those cars which are built by Boreham and which are then serviced on events by outside contractors.

By closing down all but a development workshop at Boreham, there is bound to be a certain amount of 'natural wastage', although it must be said that the mechanics have been assured there will be no redundancies. When Ford do come back, there will be a chance to build the team up again.

The Ford drivers were told of the decision immediately after the end of the World Championship Criterium du Quebec rally, and the mechanics were told by Walter Hayes, Ford of Europe Director, last Wednesday afternoon. Those teams which have always rallied Escorts, such as David Sutton (the world's leading Escort privateer), were also appraised of the situation early last week.

Sutton has obviously been considering his future very carefully: "After 16 years with Ford, I am anxious to stay loyal to

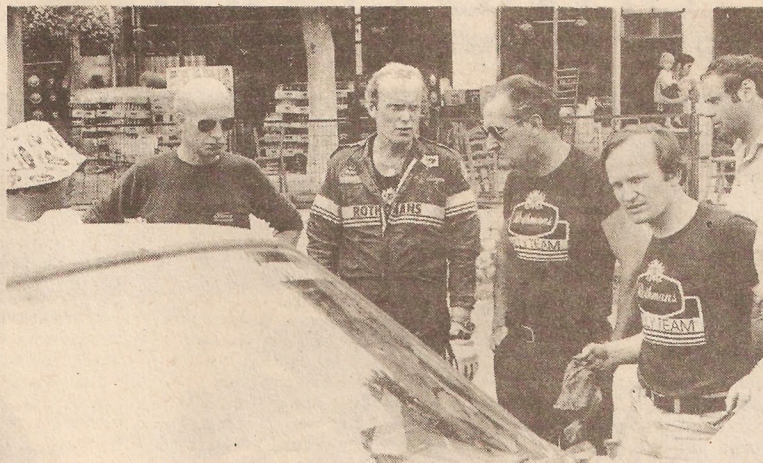
the marque. I am looking into various sponsorship deals with various drivers and will be making a statement shortly."

Other teams in rallying were surprised by the announcement. Fiat's Daniele Audetto told us, "I am very, very sorry. We were trying hard to make the World Rally Championship more interesting to the press, and now we have to do that without Ford. I feel sorry for their drivers who now have to find new teams to go to. It is very late in the year to do that. This news will make no difference to our own programme or driver choice. We have already signed drivers for next year."

Back at Boreham, where the cut-back will be felt most of all, the feeling is one of "gloom and despondency". Despite the 'no redundancies' promise, everybody is aware that they will lose money in both wages and overtime payments.

No date has yet been set for a return to competition by the Ford rally team. Obviously this will depend on how quickly the development programme progresses. At the moment, the word is that we won't see a works rally Ford in international events until 1982.

Four world class drivers out of work



The team in Greece (from left): Mike Kranefuss, Bjorn Waldegaard, Motorsport Manager Peter Ashcroft and Competitions Co-ordinator Charles Reynolds.

The news that Ford's competition department will not be going international rallying next year leaves four of the world's top rally drivers out of work. Hannu Mikkola, Bjorn Waldegaard, Ari Vatanen and Roger Clark will now have to look around to find suitable employment, and many of the other world teams have already signed their drivers for next year.

Roger Clark is perhaps the simplest of the drivers to 'place'. His retirement from rallying has been rumoured for some time now and he is left with choices. Either he retires now, or he stays in rallying and runs his own team next season.

made, Roger told us, "I would have thought it was a logical move. They can't do anything with the old Escort and the new one won't be launched until the middle of next year. I certainly won't be with Ford next year. There is no sense in me going back to the Escort and I certainly won't be doing another year in the Fiesta. I decided last year that this would be my last year with Ford."

"What I do next will depend on whether I get the right offer or not. I'm talking to two or three people and there are lots of deals in the offing. If I get the right deal, then I will stay in rallying."

When asked whether he was talking to Porsche, Clark replied in his usual enigmatic

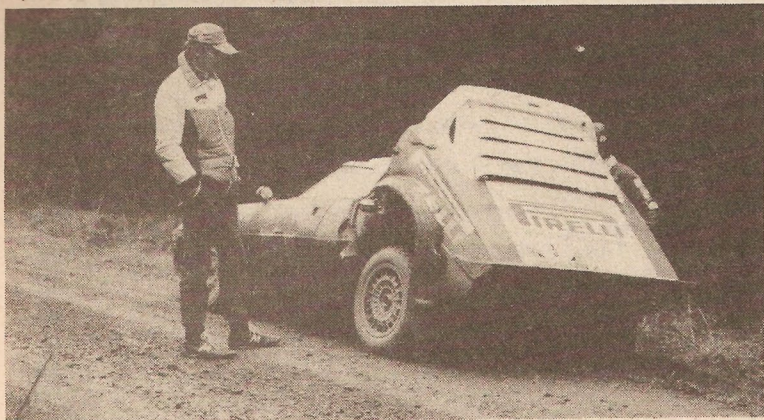
Even before the Ford announcement was made, there were rumours that Hannu Mikkola would move back to Toyota but, when we spoke to Cologne, they hadn't even heard the Ford news. Marion Bell, Team Toyota Europe Press Officer, commented, "We'd be delighted if Hannu came back to us, but we haven't heard any news and nothing has happened yet. When we last spoke to Hannu, it seemed fairly certain that he would stay with Ford — now I will have to tell Ove (Andersson) when he gets back from testing."

Hannu enjoyed his couple of years driving for Toyota, and only left because they couldn't offer him a competitive car. He has immense respect for Ove Andersson, the team manager, and we wouldn't be at all surprised to see him back with the team.

Of all the Ford drivers, Ari Vatanen is probably in the best position. He has the strength of a major sponsor (Rothmans) behind him. More significantly, maybe, both he and Bjorn Waldegaard were sponsored by Rothmans on the recent Criterium du Quebec.

Ari's co-driver, Dave Richards, is also Rothmans Motorsport Consultant. "At the moment the official Ford policy is not to help any private teams at all. Rothmans are looking at various programmes which involve both Ari and a car. We could well back two drivers and form a team but, if we do, then we will almost certainly move to another car."

"Personally, I am very sad. It's been a great team working together. Hannu and Bjorn have the experience, but I think that Ari has the potential. I don't think any of them will have any trouble



The sad end to Markku Alen's attempt to win last year's RAC.

Swansong for Stratos

Markku Alen is to drive a Lancia Stratos on this year's Lombard RAC Rally. The bosses of the Lancia/Fiat competition department have announced that they will be taking the rallying 'supercar' out of mothballs for just this one event. They reached the decision apparently after considerable pressure from Alen himself. Markku has an ambition to win the Lombard RAC Rally, and feel that the Stratos is the car in which he could do it.

On last year's RAC Rally, Alen drove a Stratos and led the event until the gearbox failed on the borders of Scotland. Following that event, there was a rationalisation of the Fiat/Lancia competition activity and it was announced that the factory would not be running the Stratos again. All the remaining cars and all the spare parts were sold off to privateers such as Chardonnet and Pub-

limmo. Fiat stuck to rallying the Abarth 131, while Lancia went over to racing with the Group 5 Beta Turbo.

There is also a chance that Lancia (UK) will be entering up to 10 Autobianchis on the coming RAC Rally. "We have been asked to reserve places for up to 10 cars from the Autobianchi championship," Andrew Andersz of Lancia (UK) told us. An entry on the RAC is one of the major prizes in Italy's highly successful championship, a series which is breeding the next generation of Italian international rally stars. The series is strongly backed by Fiat/Lancia, and current works men such as Fusaro and Bettega all did their initial rallying in Autobianchis. With a Fiat 131 entry for Walter Rohrl already confirmed, there will be a strong Italian presence on this year's RAC.

Rallying in the Himalayas

Plans are well advanced for what promises to be an incredible rally in August 1980, the Himalayan Car Rally. This event will be a week long and the rally route, as the event's name suggests, will take the competitors into India's famous mountains.

Air India will be supporting the 6000 kms event, as the official carrier bringing cars and crews from all parts of the world to India.

The format planned by the newly formed Himalayan Rally Association is for a four-part event starting from Bombay. The first part will be across the hilly sections of the Western Ghats and the forest areas of Madhya Pradesh. After an overnight halt, the rally will go through more of the Madhya Pradesh

area and into Rajasthan before the second halt at Delhi. The rally will then go north into the foothills of the Himalayas, where there will be the third and final rest halt. The finish will be back in Delhi, and the cars will take a different route back there.

An August date means that the competitors will have to contend with monsoons during the southern part of the route. Climatic conditions will vary greatly from very cold to very hot, and the rally will start at sea level and go as high as 4000 metres.

Further details are available from the Himalayan Rally Association, Liberty Building, 41-42 Marine Lines, Bombay 400 020, India (tel: Bombay 293899).

Tough test ahead in Cyprus

The Rothman Cyprus Rally, which starts tomorrow (Friday) in Nicosia, should have been the deciding round of this year's European Rally Championship. Both the leading contenders, Jochi Kleint in his Opel and Antonio Zanini in his Fiat, are entered, and a good score by Kleint could have clinched the title for him. Now, with Kleint's non-finish on last week's Tour de France, all that is changed. The series is still wide open.

The outright favourite for victory on this tough, coefficient 3, round of the series must be Ari Vatanen, partnered by Dave Richards in the works Ford Escort. Last year the rally was won by

Roger Clark in his works Escort, and the car is ideally suited to the tight twisty mountain tracks. The other important British interest comes from Andrew Cowan in his locally prepared Colt Lancer, and several British club crews who are making the long trek to the island.

European interest in the island is high, with numerous crews from Belgium and Germany. The rally starts on Friday evening and finishes on Sunday afternoon, having covered some 900 miles in between times.

The leading entries are:

1 Ari Vatanen/Dave Richards	Ford Escort RS
2 Harry Kallstrom/Claes Billstam	Datsun 160 J
3 Antonio Zanini/Jorge Sabater	Fiat Abarth 131
4 Shekhar Mehta/Yvonne Mehta	Peugeot 104 ZS
5 Jochi Kleint/Gunter Wanger	Opel Ascona
6 Christos Kirmitsis/David Adams	Peugeot 504 Coupe
7 Andrew Cowan/Johnstone Syers	Mitsubishi Lancer
8 Kypros Kyprianou/Theodoros Vassiliades	Talbot Avenger

Fiat's home event

The San Remo Rally, round 9 of the World Rally Championship, will start from the northern Italian town on Monday morning, and the route promises to be the longest and toughest in the event's history. Competitors are faced with a daunting 3500kms route, of which nearly 1300kms will be on stages.

It is very much a new-look event, as there will be 618kms of stages on tarmac, and 662kms on gravel. In the past, it has been a very fast tarmac rally.

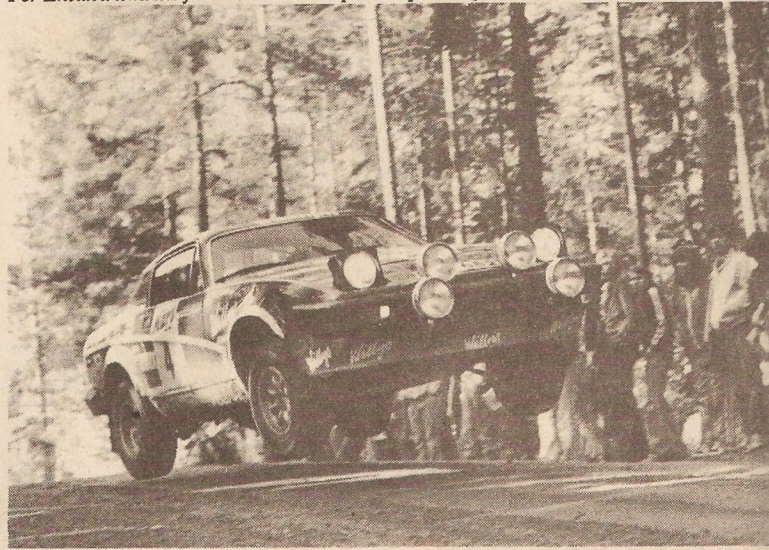
With Italy being the home of Fiat, it is obvious that the team will be there in strength, with Markku Alen, Walter Rohrl and Attilio Bettega in 131s and Giovanni Fusaro in a Ritmo. Unfortunately, we have been able to glean very little information from the organisers for our early copy deadline, so we can only assume that last year's winner, Alen, will start at number one. Ford will not be there to defend their 26pts lead in the Makes championship, so second-placed Datsun will be hoping to gain points with their entry for Timo Salonen.

Per Eklund had his first World Championship drive for BL in Finland.

British hopes will be with the Talbot and BL Cars teams, with Tony Pond and Jean-Pierre Nicolas in the Sunbeams and Per Eklund and Simo Lampinen in the Triumph TR7 V8s. It will be a first-time visit for both teams, and they certainly have cars that could do very well there.

The route will be going much further south than in the past, and will be travelling towards the area where earthquakes have recently rocked the country. It seems that tremors caused the BL drivers to flee their beds one night during their recent period! Unfortunately, we have not been able to establish if the 'quakes have caused the organisers to alter any part of the route.

The original route outlined by the organisers was a 9am start from San Remo, and a halt in San Marino on Tuesday. A short leg on Wednesday was to cover ten gravel stages before an evening run back to San Remo. The final leg should take place on Friday night over the twisty mountain roads above San Remo.



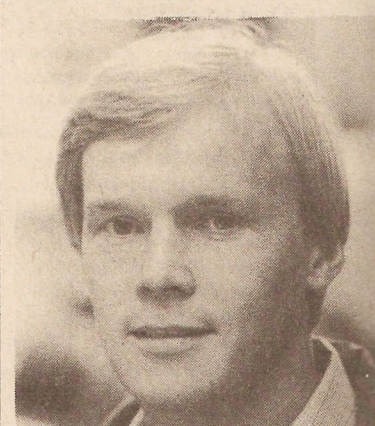
PCA to do European Championship

Despite news that Ford will be taking a 'rallying breather', the Escort based team of Peter Clarke Autos seems to be doing just the opposite. In fact, Peter Clarke told us that, next year, he will be doing the European championship, and it may well be with a two-car team.

Peter did not seem at all perturbed about the Ford announcement, telling us in his usual blunt Yorkshire way, "It won't make much difference to me because we don't get any help from Ford Motor Company anyway. All we get are parts at cost, which I don't call proper help."

The programme that Peter envisages is definitely with one driver and the strong possibility of a second. He is currently building two brand new Escort RS cars for the Lombard RAC Rally, and these will form the basis of next year's operation. The new machines will be the rally cars, while this year's cars will be used for rallying.

For the past few years, PCA have run Total-sponsored cars for Kyosti Hamalainen and Henri Toivonen, but it seems unlikely that Total will be



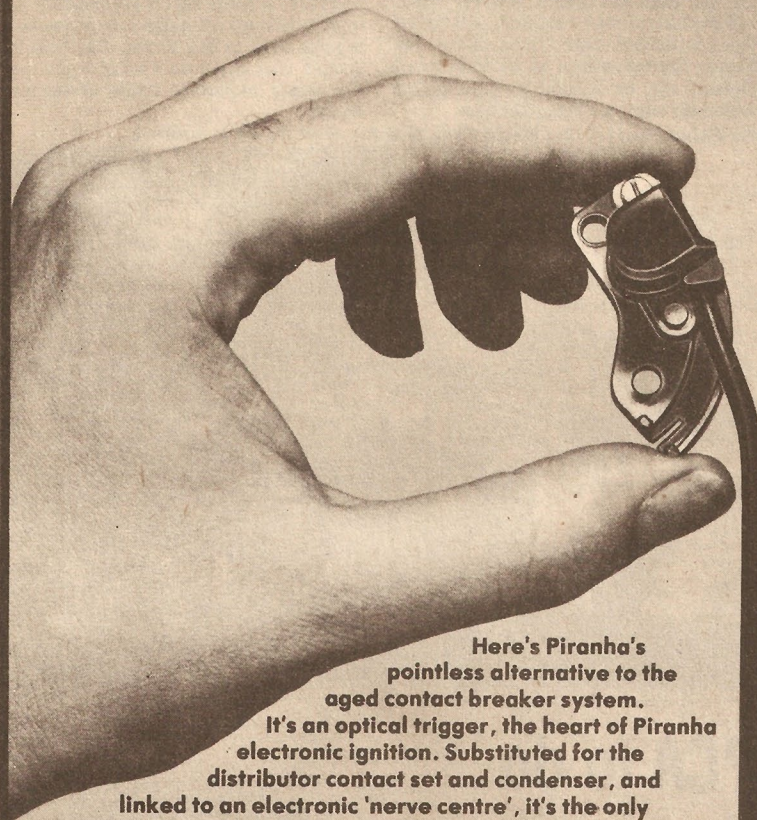
Vatanen — helping Ford Germany

Ari helps out

Ari Vatanen will not be going to the Haltone Cork 20 in a David Sutton Cars Escort, but to Germany instead, hopefully to help the Ford of Germany works driver, Reinhard Hainbach, to win the national championship again.

It seems that the outcome of the championship all hinges on the round that is taking place on the same weekend as Cork. The threat to Hainbach comes from a Group 2 driver, and so Ford are entering Vatanen in a Group 2, 1600cc Fiesta (one of his Monte Carlo Rally cars). Although Vatanen will not be going to Ireland, David Sutton Cars will still be sending the Tuca Carpet Tiles Escort to David Sutton.

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Atlantic Garage, Manilla Road, Weston Super Mare. W.S.M. 26208

BEDFORDSHIRE

Auto Technique, Unit C, Kingsway Industrial Estate, Luton. Luton 414000

BUCKINGHAMSHIRE

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CLEVELAND

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Wey Valley Service Station, 680 Dorchester Road, Upwey, Weymouth. Upwey 2683

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ESSEX

Mowatt Motor Engineers, Pound Lane, North Benfleet, Wickford. Basildon 726225

Tricentral Limited, Robjohns Road, Widford Industrial Est., Chelmsford. Chelmsford 64111

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Fernbank Service Station, Montroe Mtrs. Ltd., Epping New Road, Buckhurst Hill. 01.504.1324

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Turnpike Motors, 20a High Street, Hornsey, LONDON N.8. 01.348.1246

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Hannu Mikkola's last visit to Wales was to win the Welsh.

Stars join national championship regulars

The Castrol '79 entry list is looking more and more like one for an international rally, the latest entries coming from Hannu Mikkola, Ari Vatanen, Henri Toivonen, Timo Salonen and Andy Dawson.

Obviously, Mikkola and Vatanen will be in Escorts, and both these cars will be entered by David Sutton Cars and painted in Eaton Yale livery. Toivonen will be in his Total Oil Escort, while Salonen and Dawson will be in Team Datsun Europe Violets. The rally has always proved an ideal opportunity for some pre-Lombard RAC Rally testing, and the teams seem even keener this year to do this.

Although entries have not yet closed

(the final closing date is October 1) the organisers have been able to come up with a provisional top 15. The only top name missing is Graham Elsmore, but the Wolverhampton & South Staffs CC are ready to fit him in somewhere. The top entries are:

- 1, Hannu Mikkola; 2, Ari Vatanen; 3, Timo Salonen; 4, Jean-Luc Therier; 5, Henri Toivonen; 6, Malcolm Wilson; 7, Jimmy McRae; 8, Leif Asterlag; 9, Andy Dawson; 10, Terry Kaby; 11, David Stokes; 12, George Hill; 13, —; 14, Willie Rutherford; 15, Mike Jackson.

Anyone who still wants an entry should get in touch with Mrs Christine Chick, 12 Brooklands Road, Albrighton, near Wolverhampton WV7 3DW, tel: Albrighton 3281.

An escape from the cold

Those who can't face the cold and damp of the Lombard RAC Rally should perhaps turn their attention to the Mini Price Motor Inn Nevada Rally, which takes place in the Nevada desert over the weekend of November 17-18. Not only does this rally present some really different special stage terrain, and have one of the biggest prize funds in America, it also has the advantage of being based in Las Vegas.

The rally promises to follow 'the Route of the Pioneers' with its 305 miles of special stages taking you through desert terrain, high mountain passes, ghost towns, old mining trails and

abandoned Spanish explorers' footpaths. The rally is currently a round of the SCCA Pro Rally Championship and so should attract entries from all the leading North American drivers, but the organisers obviously have their sights on something bigger and so are aiming much of their publicity towards Europe. Presumably a date change to avoid the RAC clash could be arranged for next year.

If you do want further information then the contact is Ken Adams, 2825 Rice Street, Bakersfield, California 93306, USA.

Green leads Two's Company

Winner of last weekend's round of the Two's Company series on the Norking Alcan Stages Rally was Derek Quinn-Hall in his Escort Mexico, who also won Class A.

The Doncaster based event included stages in Clipstone forest and was won by Peter Lilley in his Escort RS1800. Quinn-Hall finished 13th overall but has

not been able to gain on series leader John Green, who won Class C in his 998cc Mini. Class B at the Weekend was won by Chris Castle in his 1300cc Mini, and current points standings are Green 30, Quinn-Hall 24, Castle 24.

The next round of the series is the Wootton Tour of the Cotswolds on October 7.

Tarmac sponsors bow out

The Tarmac Rally Organisers Association and Tudor Photographic, the sponsors of their championship, have parted company.

A statement from the Association said, "The Tarmac Rally Organisers Association regrets to announce that,

aceuticals Ltd, Tudor Photographic have withdrawn from the sponsorship of the 1979 championship. However, the organisation is happy to say that, in spite of this, prizes will be awarded in accordance with the regulations for the championship."

Hitachi rallysprint

Hitachi will again be sponsoring a tarmac rallysprint in Ireland the Sunday after the Lombard RAC Rally, November 25. This event proved extremely popular last year, and this year's will have a larger prize fund. A total of 50 crews will be invited.

The stage to be used will again be at Aghavannagh in the Wicklow Mountains. The total prize fund will be £2200 with the winner taking away £1000.

Further information and regulations can be obtained from either Mrs Sue Leneham, Acorn Cottage, Brannocks-town, Co Kildare (tel: 045 83648) or Patrick Reilly, Team PR Reilly, Karkraft House, Killbarrack Industrial Estate, Dublin 5 (tel: Dublin 393066, telex: 5590).

Open House goes west

BL Motorsport Open House will be visiting the West Country in October for evenings at Taunton on the 9th, Plymouth on the 10th and Barnstaple on the 11th. Each evening will have a similar format of motor sport films, chat shows and a forum. The films include *Horsepower* and a new film featuring action from various rallies. Stars on the forum will be Graham Elsmore, John Davenport and Gerry Marshall.

The evenings will start at 8pm and the locations will be Wadhams Stringer, Wellington New Road, Taunton; Mumfords, Marsh Mills roundabout, Plymouth; and County Garage, Boutport Street, Barnstaple.



Final round in Dean

The last round of the Castrol/AUTOSPORT Rally championship is the Bovis National on November 3 and the regulations for this event, formerly the Wydean, have now been published.

This is the first year that the event has been sponsored by Bovis, who in the past have sponsored such sports as golf, horse racing and ocean sailing, and the second year that it has been a round of the national championship.

All the action is set in the Forest of Dean, a relatively unused rallying area, and the organisers, the Forest of Dean MC have come up with about 70 miles of stages in their 140 mile route.

This year rally headquarters moves to the Chase Hotel, Rose-on-Wye but the event will start from Lydney at 8.45am. The increased Forestry Commission charges has meant that the organisers have had to put up their entry fee, but they have only passed £8 of the £14 increase on to competitors and so the fee will now be £75. Regulations are available from Secretary of the Meeting, Mary Thurston, Highbury House, Bream Road, Lydney, Glos, Tel: Lydney 2339.



George Forbes won the Escort 1300 championship round for the fourth time.

Two winners from one rally

Although George Forbes won the Escort Championship section of last weekend's Bowmaker Rally in south-west Scotland, Chris Atkinson made sure of the series as a whole with a well-paced and incident-free third place. The Bowmaker was the ninth event in the 10-round Championship and, as Atkinson has scored in all of them (winning four rounds), he now has the luxury of dropping scores in his best-eight series.

Forbes, who also notched up his fourth win of the year, had already missed two scores (he went off on the Halewood last month, for instance), and even if he wins in the Scarborough Stages next month it will not be enough.

Rene Livingstone, who drove well last weekend to split the two Championship leaders, now has beat Forbes in the last

round, and has elbowed the unfortunate Dick Slaughter (who crashed on Saturday at 'Heggie's corner') down into fourth place. A dispirited Ian Hughes is now also out of contention.

Scrutiny of the leading cars, as ever, was tight, and RAC official Bruce King sealed the engines in Atkinson's, Forbes's and Livingstone's cars, prepare to full strip-downs in a few days, where particular attention will be paid to camshaft profiles. It is interesting, incidentally, that repeated snap checks have shown up no infringements in car build specifications in what is a particularly tightly-defined Championship.

Points positions, with one event to go, are: Chris Atkinson, 88 from 8 scores; George Forbes, 75 (8); Rene Livingstone, 77 (8).

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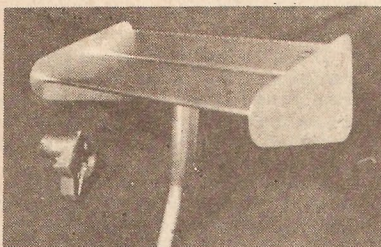
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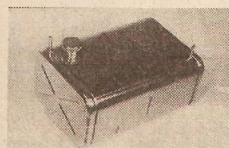
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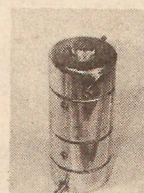


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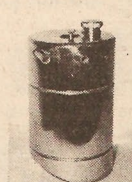
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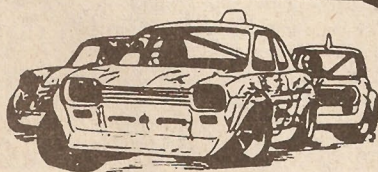
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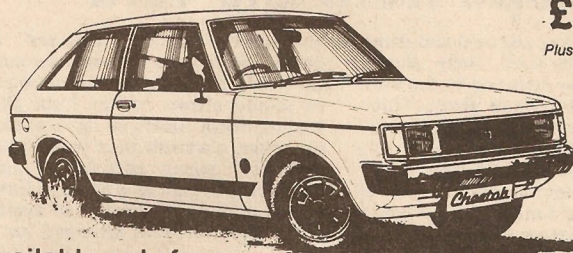
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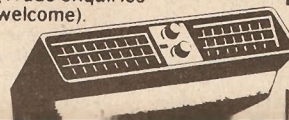
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Darniche wins his third Tour de France

Bernard Darniche and Alain Mahe eventually won their third Tour de France Auto, which finished in Nice last Thursday. They entered the last night 2mins behind the Porsche Carrera of the amazing Bernard Beguin, and Darniche's Lancia Stratos then fell further behind after a shock absorber broke.

With six stages left to run, Beguin then led the rally to the Burzet special stage, on which he had previously taken 33secs off Darniche. By now, the weather conditions were so bad that visibility was reduced almost to zero, and in these conditions Beguin left the road and was forced to retire.

The rally was a disappointment in that there was only one serious foreign entrant, Jochi Kleint with his Eurohandler Group 2 Ascona, and he retired on the second of the five days with engine failure. The only other notable retirement was Francis Bondil, whose Group 4 Porsche Carrera left the road on the third day while lying fourth.

This year, the Tour Auto started in the north-west of France and was held entirely over asphalt special stages, except for one test at a rallycross circuit on the first day.



Darniche — third win.

1, Bernard Darniche/Alain Mahe (Lancia Stratos), 9h 24m 50s; 2, Jean-Claude Andruet/Chantal Lienard (Fiat 131 Abarth), 9h 37m 41s; 3, Michele Mouton/Françoise Conconi (Fiat 131 Abarth), 9h 49m 03s; 4, Jean-Louis Clarr/Jean-Jacques Fauchille (Opel Kadett GT/E), 10h 08m 18.4s; 5, Yves Loubet/Allemany (Opel Kadett GT/E), 10h 11m 38.2s; 6, Jan-Hug Hazard/Morel (Porsche 911), 10h 18m 38.8s; etc.

Group 1: Clarr/Fauchille. Group 3: Hazard/Morel.



Geoff Birkett won the two car battle that developed on Saturday night.

Local knowledge helps

Despite a concentrated attack on the territory by the championship regulars, the Lake District remains an area where local knowledge is of prime importance and last Saturday night Geoff Birkett and local man Nigel Hunter beat the 1978 winners Terry Benson and Chris Pudsey in what was virtually a two car battle for victory on the R L Brown Rally run as usual in a most efficient manner by Furness District MC.

Very much the odds-on favourite, Benson started in a manner which suggested he was going to leave the field dead as he defended his winner's trophy. By half time he was over ½min ahead with the aid of Chris Pudsey in his Opel Kadett which is run by Benson's own car dealership in Grizebeck. But his chance of repeating his victory disappeared when he spun on the 16th selective, lost about ½min and Birkett was through like a flash after a night of undramatic motoring apart from a loose plug lead on the 13th selective.

Leading the also rans were Tony Jackson/Rod Carter (Escort RS2000) who were 2½mins off the pace in their Escort RS2000 but they managed to keep Mick Briant and Dave Kirkham at bay in their Escort RS2000 to the tune of 29secs. Next up, and making an almost nostalgic return to the fray after nearly a year's absence due to lack of various vitals for their new car, were John Blox-

ham and Richard Harper. In their Fiat 131 they hung on to fifth spot beating the redoubtable Gill Gwynne/Paul Watkins partnership by a handsome 2m 48s margin.

Of the better-known crews who did not feature in the top ten Ron Beecroft/John Millington managed 12th in their Sunbeam after the driver felt ill for most of the night and Pete Smith/Jeremy Matthews broke a rocker arm on their Opel Kadett and retired. Harold Morley took along local man Dave Sherwin and were going well in their Escort RS2000 until the 12th selective when they rushed down the wrong road and lost 8mins. Even more frustrated at the finish was Mike Hutchinson in his TDK Tape Cassettes Escort who, along with Geoff Hignett, missed the last control completely and threw away a good result in consequence.

1, Geoff Birkett/Nigel Hunter (Opel Kadett), 43m 52s; 2, Terry Benson/Chris Pudsey (Opel Kadett), 44m 47s; 3, Tony Jackson/Rod Carter (Escort RS2000), 47m 23s; 4, Mick Briant/Dave Kirkham (Escort RS2000), 47m 52s; 5, John Bloxham/Richard Harper (Fiat 131), 48m 28s; 6, Bill Gwynne/Paul Watkins (Escort RS2000), 51m 16s; 7, Steve Hill/Barry Cooper (Escort RS2000), 54m 11s; 8, John Haygarth/Derek Fryer (Avenger), 54m 50s; 9, Peter Tringle/Neil Wilson (Escort RS2000), 55m 59s; 10, Ian Harrison/Stephen Bye (Opel Ascona), 56m 2s. Semi-experts: Ivan T aylor/Peter Leary (Opel Ascona), 58m 10s. Novices: Dave Parminster/Robert Grieve (Mini), 74m 5s.

Kidney is champion elect

The Ulster Automobile Club's Timber Trail Rally provided a day-long David & Goliath battle between the very experienced Ronnie McCartney in his Group 1 Avenger engined Sunbeam, and the powerful David Sutton Cars built Permapost Escort of Ernest Kidney in his first season of forest rallying. But, this time, Goliath won.

After the seven special stages Kidney and co-driver Nicky Moffett finished 4secs ahead of McCartney/Peter Scott, with the next car over a minute behind.

Although there was the smallest entry of the year, all the top crews were at the Ballycastle start, and former champion Robin Lyons in his Sunbeam led the field to Ballypatrick forest, only to have his clutch fail on the startline; he retired after two stages.

Some new loops in Ballypatrick, which became badly rutted for the later cars, extended the stage slightly and saw the battle commence. McCartney, Kidney and Hugh O'Brien in his Escort RS were equal fastest, with the next car 10secs behind. John Lyons (Vladivar Vodka RS2000) was surprisingly far off the pace.

Derek Boyd put his BRM Avenger off the road for 40secs on stage two at Slieveanorra, and McCartney was fastest by a second from Kidney and the Chevette of Bertie Law.

The Causeway Coast Lion Park was the unusual venue for the third stage — a one-mile spectator special stage through the hairpins of the lion enclosure. John Lyons — no relation! — had found the stage for the club, but Kidney was best, a second ahead of McCartney, and this left them equal once again. O'Brien hit the tail of his car quite hard, but was next best and still lying third ahead of Law and Jimmy Logan (RS2000), who was the surprise Group 1 leader, from John Lyons.

After lunch it was back to the real forest and Springwell — with its long, fast straight — was very slippery. Law was 2secs up on Kidney, who had one on McCartney. Freddy Patterson (RS1600) lost a few seconds off the road just before the finish line.

difficulties here was Bertie Law, who spent 40secs off the road on the first corner. A couple of hundred yards later, O'Brien put his car into the ditch, also for 40secs, and no sooner was he out than Logan lost his G1 lead by spending a number of minutes stuck in a ditch.

The longest stage of the rally, at 10 miles, was in Cam Forest, and this was obviously where it was all going to be decided. McCartney was fastest on the previous stage, and now had a 3secs lead, so the top two drivers put in major efforts here. Although the Sunbeam driver tried everything he knew, he could not beat the more powerful Escort on the long uphill pulls, and Kidney took 5secs back and the lead again. Michael Kernaghan in a 1600cc Group 1 Avenger put in a tremendous time here and ended up winning the class — this was the first time that George Robinson has been beaten by a similar car.

Only one stage remained, and this was a 2-miler in Gortnamoyagh. Kidney took a further 2secs from McCartney to assure himself of the win. Lyons, now lying third, stalled his car on a hairpin and, because of a battery that had been flat all day, took about a minute and a half to get going again. Unfortunately this dropped him down to ninth overall and second in Group 1.

This result virtually assures Kidney of the championship. To beat him, McCartney, who was more than happy with his Quaife-gearboxed Sunbeam on this event, would have to be the best-placed Irishman on the Ulster Rally, with Kidney not making the top 10 Irish crews.

PETER SCOTT

1, Ernest Kidney/Nicky Moffett (Ford Escort RS), 33m 11s; 2, Ronnie McCartney/Peter Scott (Talbot Sunbeam) 33m 15s; 3, Hugh O'Brien/Flint Cullough (Ford Escort RS) 34m 16s; 4, Sean Campbell/Drew Todd (Ford Escort RS2000), 34m 40s; 5, Bertie Law/Lenny Weir (Vauxhall Chevette), 34m 50s; 6, Freddy Patterson/Roy Kernaghan (Ford Escort RS1600), 35m 02s; 7, Derek Boyd/Warwick Parkinson (Talbot Avenger BRM), 35m 08s; 8, John Hunter/William Hunter (Ford Escort RS2000), 35m 26s; 9, John Lyons/Trevor Semple (Ford Escort RS2000), 35m 28s; 10, David Francis/Willie Carse (Ford Escort

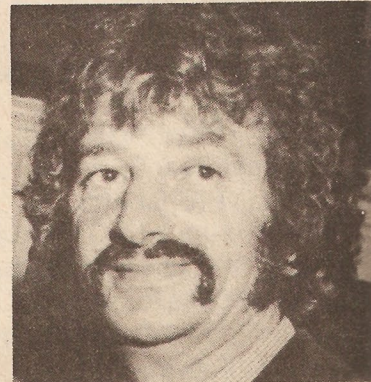
Mullenger's happy rally

After a tough 19 hour rally, extended by about a dozen stages this year, Reg Mullenger/John Wisbey brought their Escort RS1800 home to be handsome winners of the Happy Eater Southern CC's Stages Rally last weekend.

Starting and eventually finishing at Burgh Heath, Sussex, the 112 crews faced a Saturday night section of 16 stages including farm tracks and a little new forestry commission land in the Dunsfold area. After breakfast they charged off round the countryside tackling a further 26 stages on Army land and on local authority ground in several areas.

Mullenger/Wisbey took the event by the scruff of the neck from the start and opened up a useful 2mins lead during the night and they powered their way remorselessly on during the day and eventually finished more than 8mins ahead of Mick Greenland/Jim Anderson (Talbot Sunbeam). At breakfast they were down in fifth spot but they really got to grips with things in the daylight and finished runners-up by more than 1min from Harry Hockley/Andy Roberts (Mini). They also suffered a lowly position at breakfast, just being in the top dozen but they managed to really motor to some purpose in the daytime.

John Weatherley/Ray Smith (Sunbeam) would have been comfortable



Mullenger — convincing win.

hatful of penalties for booking in 2mins early at a stage start just before breakfast. Last year's winners John Cleary/Richard Chow suffered transmission failure on their Escort RS2000.

1, Reg Mullenger/John Wisbey (Escort RS1800), 6391s; 2, Mick Greenland/Jim Anderson (Talbot Sunbeam), 6880s; 3, Harry Hockley/Andy Roberts (Mini), 6959s; 4, Dave Childs/John Perry (Escort), 6986s; 5, Steve Lyle/Yvonne Maintance (Escort), 7004s; 6, Adrian Struthers/E Manuel (Talbot Sunbeam), 7176s. Class winners: David Woods/A Winkworth (Mini), 13167s; Paul Evans/J Morris (Talbot Sunbeam), 7230s; Richard Ives/Paul Durrant (Escort), 8398s. Novices: Mike and Jackie

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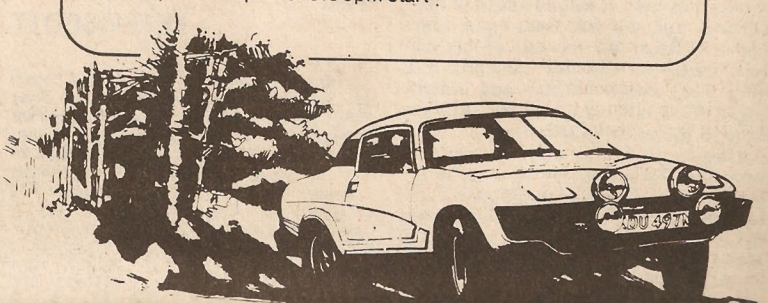


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Drew Gallacher repeated his Border Counties win with a fine consistent drive.

BOWMAKER RALLY

Reaping rewards

When Drew Gallacher was asked about his problems, at the finish of last weekend's Bowmaker Rally, he merely glanced up at the sky and commented: "The weather". That was a puzzle, until he explained that he had to rush off, be a good farmer, and start the harvest before the rains came again, which sums up his performance in the rally completely. As in the Border Counties of July, that other Scottish qualifier in this Esso-BTRDA series, it had been a routine run without dramas. Co-driver David McHarg agreed, but: "We had a puncture near the end of Dalbeattie — but then, we always seem to puncture in Dalbeattie!"

It might have been a Scottish Rally, but once the challenge of Donald Heggie had ended in an Ae ditch (and thereby hangs a sorry tale . . .), the battle was all about Esso-BTRDA points between Geoff Simpson, Derek Evans, Bill Dobie and George Hill. The Simpsons won on the day, but Dobie held on to his Championship lead — just — and it is all to play for on the Scarborough Stages next month.

It was a good day for retirements — and punctures. Some stages were long enough to make a wheelchange essential in mid-stage, and as the unfortunate Chris Lord said: "When you equate the cost of a new wheel, half shaft and diff against driving on a puncture, you just have to stop!"

In the morning, however, the drama centred around Donald Heggie and the second of the Ae stages. The Road Book was explicit ('Care! Bends over flying finish'), but couldn't adequately describe the severe corner immediately after the finish board. Gallacher, whose forestry memory is good, and whose co-driver is very forthright, scabbled round in time, but Heggie — who had just set up fastest time on the stage, and therefore led the rally — had no chance. Co-driver George Dean leapt out to wave down following cars, "But three more cars followed us in . . . then some official came along to complain that I'd been flagging cars down. So I stopped — and the very next car went off, just as I'd said he would!". Heggie was furious because the flying finish could so easily have been further up the road (apparently it usually is at this point anyway), and the Road Book instructions could have been more explicit.

For all that, the Bowmaker was a compact little event, with 10 stages concentrated in three areas — Twiggless/Castle O'er, Ae, and Dalbeattie — with all but the Dalbeattie stage used twice. One major organisational misunderstanding caused a 90min delay in the afternoon runs, but results appeared with commendable speed, and without protests.

The day started badly for the top seeds, and it was the Chevette brigade who suffered at once. Pip Dale's car flew off on the first stage, not far from where Malcolm Patrick's newly-built (by DTV) engine expired. Fred Henderson's Chevette suffered a failed rev-limiter on the same stage, which killed the electrics, and caused some head-scratching; but for Fred, that was only the start of an incident-packed event.

Drew Gallacher was immediately 17secs faster than any other driver (Heggie was next up) in Twiggless, and left people like the Simpsons, Hill and the Evans brothers struggling. He was also fastest in Castle O'er, on the other side of the road, but shared this time with Heggie, who was really beginning to motor.

By the time the cars arrived to start three stages in the Ae complex (none of which, incidentally, was given its proper name in the programme, though the map references were published alongside!), the troubles had started. Esso-BTRDA leader Bill Dobie had swiped off his ZF gearbox's drain plug, drove many miles off route to find his service crew with a completely dry gearbox, had it repaired, and finished the day with the same hard-working component in place.

The first long Ae, a triumph for Heggie, who was 12secs faster than Hill's Chevette and Arneil's single-cam Chevette and no less than 18secs quicker than Gallacher, was tragedy for Henderson and Lord (both of whom had to stop to change punctures), and for Bill Taylor's Escort, whose engine started making horrible blown-gasket noises. By comparison, the Simpsons, whose brakes failed at this point, had a positively routine run. Kevin Stones, too, whose flying Imp is

Driving his co-driver Kevin Doyle's Avenger, Ivor Clark drove a spirited rally to sixth overall.



always a pleasure to watch, suffered gearbox failure.

The badly-sited flying finish was next, in the fourth stage, and the silly point was that the stage was cleanable in any case, for no fewer than 10 crews. Across the road, in the western forest, there was more excitement at the stage finish, where Hughie McNeill, who was spectating, said he'd never seen seven cars roll at the same place, within half an hour, before! One of these was Paul Kynaston, whose Chrysler Sunbeam had been going well up to that point.

At the lunch halt, near Dumfries, Gallacher's smoothly driven RS1800 was 37secs clear of the rest, but behind him there was battle royal between the Simpson's RS, the Evans's 2.6-litre Chevette, George Hill's smart Chevette and Arneil's similar car. Even so, Ivor Clark, driving Kevin Doyle's Avenger while his own was being readied for this weekend's Tour of Cumbria, held seventh place, and confessed to driving even harder than usual. Ken Wood's TR7 was eighth and the battling British Airways/Scotsman entrants, Naim and Nicholl, were more than 1min behind him.

All that was due for a shuffle in the afternoon runs, for Nicholl's car rolled, and his co-driver Ian Nicholl had to be rushed to Dumfries hospital with a badly gashed arm, while George Hill eventually edged his in front of the Evans's Chevette. Not that any of this disturbed the Gallacher Escort, which set fastest times on three of the afternoon stages, and was only 4secs off the pace at the last of all. Gallacher, however, was clearly not going as hard as he had in the morning, for the gaps were smaller, and the bunching behind him more intense.

Ken Wood's TR7 lost all its brakes in the last Ae stage, but still managed to make the finish without more expensive dramas. Fred Henderson, on the other hand, suffered yet another puncture — and then discovered that rocks had buckled the Chevette's floor so much that the jack could not be removed. Faced with that sort of luck, the car was retired for the day. Steve Bannister, on the other hand, kept plugging on, seventh and just behind the brawl for top BTRDA points, and consolidated his lead in the Newcomers' category.

Bill Dobie, who wants that BTRDA Championship very much, plugged away from his mid-field position after the gearbox troubles. Having been 29mins late on the road (just 1min away from exclusion) his stage times were good enough to get him back to ninth overall at the close. And that was what the Bowmaker was all about this year — points and personal battles. In Scotland, Drew Gallacher has that sort of effect on an event; if you can't beat him (and, on home ground, that's usually the case) you might as well go for consolidation.

GRAHAM ROBSON

Bowmaker Rally 79 Esso-BTRDA Championship, Round 9 September 22, 1979

1. D. Gallacher/D. McHarg (Ford Escort RS1800), 64m 52;
2. G. Simpson/A. Simpson (Ford Escort RS1800), 65m 42s;
3. G. Hill/R. Varley (Vauxhall Chevette 2300), 65m 56s;
4. D. Evans/T. Evans (Vauxhall Chevette 2600), 66m 02s;
5. A. Arneil/D. Brown (Vauxhall Chevette), 66m 16s;
6. I. Clark/K. Doyle (Chrysler Avenger), 66m 53s;
7. S. Bannister/F. Husband (Ford Escort RS1800), 66m 56s;
8. K. Wood/P. Brown (Triumph TR7), 67m 02s;
9. W. Dobie/P. Mellor (Ford Escort RS1800), 68m 17s;
10. S. Robertson/L. Clark (Hrysler Sunbeam), 69m 02s.

Class Winners: Up to 1000cc: M. Dickson/D. Fotheringham (Clan Crusader), 79.50. 1001 to 1300cc: M. Oxborough/Ms. P. Llewellyn (Mini 1275GT), 73.11. 1301 to 1700cc: I. Clark/K. Doyle (Chrysler Avenger), 66.53. Over 1700cc: D. Evans/T. Evans (Vauxhall Chevette), 66.02.

BA/Scotsman Scottish Championship Div I Award: D. Gallacher/D. McHarg (Ford Escort RS1800). **Div II Award:** R. Christie/E. Stewart (Vauxhall Chevette). **Best BTRDA Entrant:** G. Simpson/A. Simpson (Ford Escort 1800). **Lday Driver Award:** Ms. C. Ashford (Vauxhall Chevette).

Wilson favourite for Pirelli Tour of Cumbria

The Castrol/AUTOSPORT rally circus moves to Cumbria this weekend for its first visit to the Lake District Stages for three years. This Pirelli Tour of Cumbria will also be taking the competitors back to Kielder, and will give them a rare opportunity of rallying in two completely different forest areas during a one-day event.

The outline of this 230-mile rally (80 of these miles are on stages) is a start from Carlisle, five stages in the Newcastleton and Kielder areas, and then a return to Cumbria for the Lake District stages. It should prove to be a most interesting event.

At the moment, it is anybody's guess who will win the Castrol/AUTOSPORT Championship. With six rounds gone, and three left, Jimmy McRae has an 11-point lead over David Stokes, which is not enough to feel safe in such a competitive series. All the top championship contenders will be there, and obviously local interest will be centred on Cumbria's own Malcolm Wilson. He has the unenviable job of starting at number one, with everyone expecting him to dominate the event. Another crew who will be expected to do well is Ivor Clark, who comes from just over the Border, and Malcolm's father, Ken, Clark's co-driver in the rapid Group 1 Avenger.

As with other rounds of the series, there will be a forum the night before



which will be held at the Social Club of the Pirelli factory in Carlisle. This is being recorded for broadcast by BBC Radio Carlisle, and so people will not be allowed to walk in and out at will. The evening will start at 7.15pm on the dot and the doors will be closed from 7.40pm to 9pm. Admission will be 50p, and tickets can be obtained by ringing Mrs M. F. Usher at Pirelli (tel: 0228 28169).

The cars will be flagged away from the start by the Mayor of Carlisle, Councillor David Weedall, at 8am on Saturday morning and, although the Forestry Commission want the organisers to keep certain stages secret, there will be points of interest for the spectators.



Top: Malcolm Wilson is used to starting from the number one position, and will be hoping to keep his championship chances alive. Above: Robin Eyre-Maunsell should be the quickest of the Talbot Sunbeams. Below: Geoff Stewart has been doing well this season in a Group 1 Mazda Hatchback.

TOP ENTRIES

1, Malcolm Wilson/Terry Harryman	Ford Escort RS
2, Jimmy McRae/Mike Nicholson	Vauxhall Chevette
3, David Stokes/John Warner	Ford Escort RS
4, Drew Gallacher/David McHarg	Ford Escort RS
5, Graham Elsmore/Stuart Harrold	Triumph TR7 V8
6, Terry Kaby/Brian Rainbow	Triumph TR7 V8
7, Mike Jackson/Steve Howard	Ford Escort RS
8, George Hill/Ron Varley	Vauxhall Chevette
9, Willie Rutherford/Bryan Harris	Mazda Hatchback
10, Robin Eyre-Maunsell/TBN	Talbot Sunbeam
11, Bill Dobie/Peter Mellor	Ford Escort RS
12, Robin Farrington/Tony McMahon	Ford Escort RS
14, Ivor Clark/Ken Wilson	Talbot Avenger
15, Julian Raymond/John Daniels	Ford Escort RS2000
16, Tim Brise/Lyn Jenkins	Opel Kadett GT/E
17, Peter Clarke/Phil Boland	Ford Escort RS
18, Jim Howden/Hugh McNeill	Ford Escort RS
19, Geoff Churchill/Roger Evans	Ford Escort RS
20, John Cleary/Mark I Anson	Ford Escort RS2000
21, Mike Stuart/Frank Rowlands	Ford Escort RS2000
22, Alex Jackson/Dave Orrick	Opel Kadett
23, Geoff Fielding/Tony Goulding	Ford Escort RS
24, Mike Taylor/Jill Taylor	Vauxhall Chevette
25, Martin Watson/Peter Stokes	Talbot Sunbeam
26, Mike Gilligan/Chris Walker	Ford Escort RS2000
27, Steve Ward/Ed Morgan	Datsun Sunny
28, Guy Lockwood/Eddie Ganderton	Ford Escort RS2000
29, Steve Bannister/Ade Robson	Ford Escort RS
30, Steve Smith/Martin Smith	Talbot Sunbeam



Mike Jackson.

Drew Gallacher.

PIRELLI TOUR OF CUMBRIA SPECTATOR INFORMATION

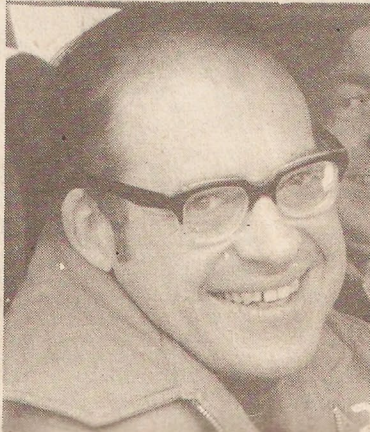
Start: At 08.00 from the Crest Motel, Kingstown, Carlisle, map reference 85/394596, at Junction 44 of the M6 with the A7.

Castrol Stage: Hadrians Camp, Carlisle, at 13.45. Spectators access to this 1.5-mile stage is via map reference 85/410589 and parking will not be allowed along the B6264 nor Houghton Road including the verges. Special spectator parking will be arranged at a nominal fee.

Coomb Forest: This is near the south-western tip of Bassenthwaite Lake, at 16.30. Spectators must park in the area allocated by the Forestry Commission adjacent to Whinlatter Pass road at map reference 90/215245, and access to the stage itself, for walking spectators, is via map reference 90/205245.

Finish: Approximately 18.00 at Shepherd's Inn, Rosehill, Carlisle, map reference 85/428557 close to Junction 43 of the M6.

For members of the public, a special telephone enquiry service is to be installed from 15.00 hours on Saturday. The number is Carlisle 34583.



McRae has narrow lead in national championship

With the halfway mark in the Castrol/AUTOSPORT RAC National Rally Championship now past, it is time to take stock of just what has been going on in this highly competitive series. With three different points winners from the five rounds, it is obvious that no one man has been dominating the series, and a close look at the points table shows tales of consistency as well as mechanical unreliability.

No one can really say they are surprised to find the name of Chevette driver Jimmy McRae at the top of the points standings. McRae drives for both SMT on these national championship rounds and Dealer Team Vauxhall on Sedan rounds. He has proved time and time again just how quick he is, especially on tarmac, and his wins on the Gwynedd and Europa Lodge Lindisfarne rallies were just rewards for fine drives.

David Stokes has been contesting this series for quite a few years now. He won it in 1978, and is driving as well now as he has ever done. His reward for consistency was a win with his Warner Motors Escort on the Peter Russek Manuals, not to mention two seconds and a third.

The reigning champion is Malcolm Wilson, who is without doubt the man to beat. The Total Escort won the York National and CP Granite City events, but mechanical failures have plagued him on the other events, usually when he was in the lead.

Perhaps the most pleasing thing to be able to report so far is the extremely high standard of organisation. The organisers of the remaining three rounds have an

A season of consistency has hoisted John Cleary to the top of the G1 league.

increasingly difficult job to keep up with the standards of the previous events. To warrant inclusion in a national championship round, an organiser has to prove his ability to come up with top class stages, and then keep the rally running smoothly and on time. Organising rallying these days is by no means an easy task, as not only do the competitors have to be kept happy, but so do the general public. One of the biggest black marks that can be earned is upsetting the inhabitants of a rallying area, either by thoughtless routing or inconsiderate driving.

Although we have mentioned the winners of the rounds already run, several other competitors have been showing exceptional skills this year. George Hill, like Stokes, is a past champion, and again is having a good year when his Martin Group Vauxhall Chevette allows it. Considerable experience and determination have helped him out of tricky spots, and he has only failed to finish on one round so far.

The man everyone considers to be the star of the series is Mike Jackson. Driving a Group 4 Escort rally car down stages at speed is not the easiest task at the best of times — but try it with only one arm. It really is amazing (sorry if we keep using that adjective to describe Mike) how he does it. By dint of this determination, and his ability to build his own car to a very high standard, he has a very good track record. His highest placing was on the Lindisfarne, when he finished fifth, and there is every reason to believe that he can better this placing yet.



Mike Jackson's year with the Crystal Escort has been outstanding.

All sorts of conditions have been experienced by the crews, snow in north Wales, rain in Yorkshire and even sun on Eppynt, and they have all stuck in there, doggedly enjoying the events. One man who has had a harder job than most has been Terry Kaby. Last year he was in a Group 1 Dolomite Sprint, this year it is the Dunham & Haines Triumph TR7 V8. Not an easy car to get used to, but Terry is proving as each event (International as well as National) goes by just what sort of driver he is. He has mastered the powerful car well, and now, with Graham Elsmore (doing the series for experience but not points) has another driver to match himself against. Both men are proving themselves in these machines.

The year so far has not been good for some of the other regulars such as Willie Rutherford (Mazda), Robin Farrington (Escort), Tim Brise (Opel) and Robin Eyre-Maunsell (Talbot Sunbeam). They are all quick men, and hopefully, with a little more luck, could be with the winners soon.

Down the field a bit from the overall battle is always a good scrap for Group 1 and class honours. The Group 1 battle has developed this year between points leader John Cleary, who is proving very

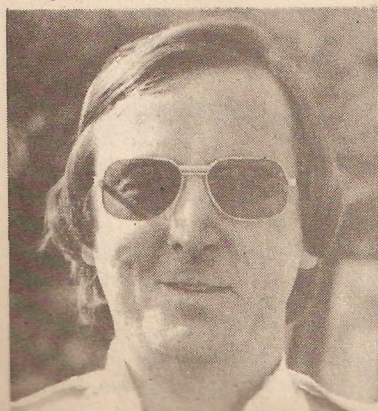
reliable and consistent with his RS2000. Although he has not won the category on any event, he has never been lower than fifth and has been second three times. Rather sensibly, Cleary usually waits in there while Ivor Clark and Julian Raymond have a good go. Both Clark's Avenger and Raymond's RS2000 have proved very quick, and the score in wins to date is three to Clark and two to Raymond. Raymond is new to the series this year, having graduated via the 1300 Escort series, and another new man is Mike Stuart. Stuart is currently second in the class; again, through consistency. Both these new men are people to watch for the future. With Alex Jackson also adding some variety in his Opel Kadett, this is always an interesting class.

In such a short round-up it is impossible to mention everyone who justly deserves it, but the other class leaders should not be left out. These men are Roger Lane, Martin Watson, Colin Mack and, of course, Mazda Hatchback man Geoff Stewart. The battling that goes on between these men and their rivals further down the field is often very fierce, and anyone who can spare the time to linger longer on the stages can witness some very good, quick driving.



George Hill

Ivor Clark.



Castrol/AUTOSPORT National Rally Championship

1. Jimmy McRae
2. David Stokes
3. George Hill
4. Malcolm Wilson
5. Mike Jackson
6. Terry Kaby
7. Peter Clarke
8. Ivor Clark
9. Robin Farrington
- 9 = Willie Rutherford

Group 1

1. John Cleary
2. Mike Stuart
3. Ivor Clark
4. Alex Jackson
5. Julian Raymond

Class 1 — G1 up to 1600cc

1. Roger Lane

Class 2 — G1 over 1600cc

1. Ivor Clark

Class 3 — up to 1300cc

1. Martin Watson

Class 4 — up to 1600cc

1. Colin Mack

Class 5 — over 1600cc

1. Jimmy McRae

	Feb 10 Gwynedd	Apr 07 York National	Apr 28 Granite City	Aug 18 Peter Russek Manuals	Sep 01 Europa Lodge Lindisfarne	Sep 29 Pirelli Tour of Cumbria	Oct 13 Castrol '79	Nov 03 Bovis National	Total points
1. Jimmy McRae	15	10	14	13	15				67
2. David Stokes	14	13	—	15	14				56
3. George Hill	10	14	12	12	—				48
4. Malcolm Wilson	—	15	15	—	13				43
5. Mike Jackson	—	8	11	11	12				42
6. Terry Kaby	11	—	13	14	—				38
7. Peter Clarke	9	11	—	—	8				28
8. Ivor Clark	7	1	9	—	9				26
9. Robin Farrington	5	9	—	10	—				24
9 = Willie Rutherford	—	3	10	—	11				24
Group 1									
1. John Cleary	11	12	14	14	14				65
2. Mike Stuart	10	13	13	12	13				61
3. Ivor Clark	15	14	15	—	15				59
4. Alex Jackson	12	11	11	11	9				54
5. Julian Raymond	3	15	12	15	—				45
Class 1 — G1 up to 1600cc									
1. Roger Lane	5	5	—	—	4				14
Class 2 — G1 over 1600cc									
1. Ivor Clark	5	4	5	—	5				19
Class 3 — up to 1300cc									
1. Martin Watson	5	1	—	5	5				16
Class 4 — up to 1600cc									
1. Colin Mack	3	4	2	4	4				17
Class 5 — over 1600cc									
1. Jimmy McRae	5	—	4	3	5				17

A weekend off

... at which BARRY SHEENE plays Golf. Forsaking two wheels for four, he was at Silverstone for the TT, where he spoke to ROBIN BRADFORD

"It's a totally different sensation. Anyone who says it isn't is mad. That's like saying to Tony Jacklin: 'Well, you're just like Geoff Boycott, really. You've got a bit of stick and you're hitting a ball with it. You could play cricket just as well.' Racing bikes and racing cars are two totally different things."

Those are the words of twice World Motor Cycle Champion Barry Sheene, who was in the Paddock at Silverstone preparing for his first ever motor race — the Pentax RAC Tourist Trophy 10 days ago.

A week or so before this annual endurance event, Barry had been put in touch with Richard Lloyd by a mutual friend, photographer Julian Seddon. As a result, Sheene went to Silverstone on the Tuesday before the

Barry Sheene seemed delighted to be spending a weekend away from the 'biking world.'

race — his birthday, incidentally — to test Lloyd's Group 1 Volkswagen Golf GTI. Lloyd was so impressed, Sheene got the drive immediately.

Of that first run in the Golf, Sheene says: "I had been celebrating the night before, got to bed around half-five, and had to be up again two hours later to drive up here. That sort of thing doesn't affect me. I'm very lucky like that: even if I'm tired, ill or whatever, I never let it affect my sport.

"I felt okay in the car. I was alright on the corners, but I was worried about braking for them. I reckoned I was doing it much earlier than I should. But I was here on Friday with a load of other guys and I passed three Capris under braking. Then I knew I was alright."

For Sheene, now 29, this was his first experience of a racing saloon car. He tested a Surtees Formula 1 car towards the end of last year with a view to running in



Racing 'titfer'...

the Aurora AFX Formula 1 series this season but, when he was unable to tie together the right combination of sponsors, he stayed on two wheels. By the TT weekend, he was lying third in the 500cc World Championship, the series which he won in 1976/1977 and in which he was runner-up last year.

He adapted very quickly to the Golf, sponsored for the TT, as for Tricentral RAC British Saloon Car Championship, in which it comfortably leads the 1600cc class, by Akai. Barry's main problem was learning the names of the corners — he can't even remember them when he's on a 'bike.

"They stuck a map on the steering wheel. Yesterday afternoon, some guy went into the bank in practice and I came in to tell them where he was. 'He's off at Copse', I was saying, and they were all looking up the pit road. So I said, 'No, over there', pointing out to the back. They were looking at me like I was mad. Then Richard realised I'd got the steering wheel turned the other way!"

Before official practice on the Saturday morning, Barry was already well into the normal pattern of race meeting weekends; signing autographs and talking to a sizeable crowd of fans, both young and old.

He was, however, very relaxed and not at all apprehensive about his forthcoming debut. In official practice, he was lapping the Golf within 1sec of Lloyd, the car's regular pilot, and finding it remarkably easy to adapt to practising in heavy traffic.

After the morning session, an excited Barry said: "I can catch the BMWs going into the corners, but it's not worth the effort of trying to get past them. All you do is mess up their lines. It's the ice-cream freezers — that's Cockney for geezers, you know — who come Screaming up the inside that worry me a bit."

The Golf laps the Silverstone GP circuit in about 1m 48.00s, almost 20secs slower than Sheene's racing bike. Sheene: "Of course, we don't use the chicane but, even if we did, it would probably only knock about 3secs off lap times. You can make up a lot of time at Woodcote on a bike, but the chicane is fun in the car."

Built and prepared by Lloyd at his Silverstone workshops, the G1 car ran faultlessly in practice, Sheene, Lloyd and Derek Bell — who was also sharing Richard's G2 car — all qualifying it. Lap times were impressive, the Golf nearly 1½sec quicker than anything else in the class. The G2 car, incidentally, was also way ahead in class.

Between sessions, Sheene was keen to sleep — another late night staying with his old friend Alexander



this week's centre spread

Richard Lloyd has been running a Group 1 Volkswagen Golf GTI since 1977, and this is his second season competing in the Tricentral RAC Championship with Akai sponsorship. The Japanese Hi-Fi giant was supporting two Golfs at the Pentax RAC Tourist Trophy on September 16, this G1 car being driven by Lloyd and his guest driver for the weekend, twice World Motorcycling Champion Barry Sheene.

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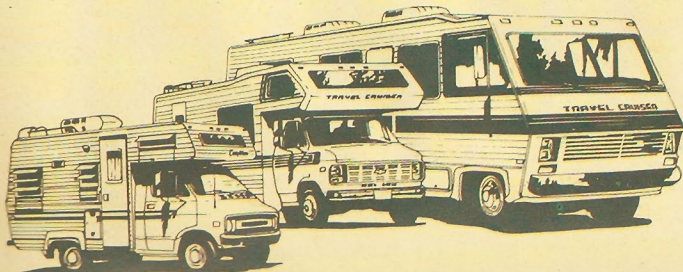
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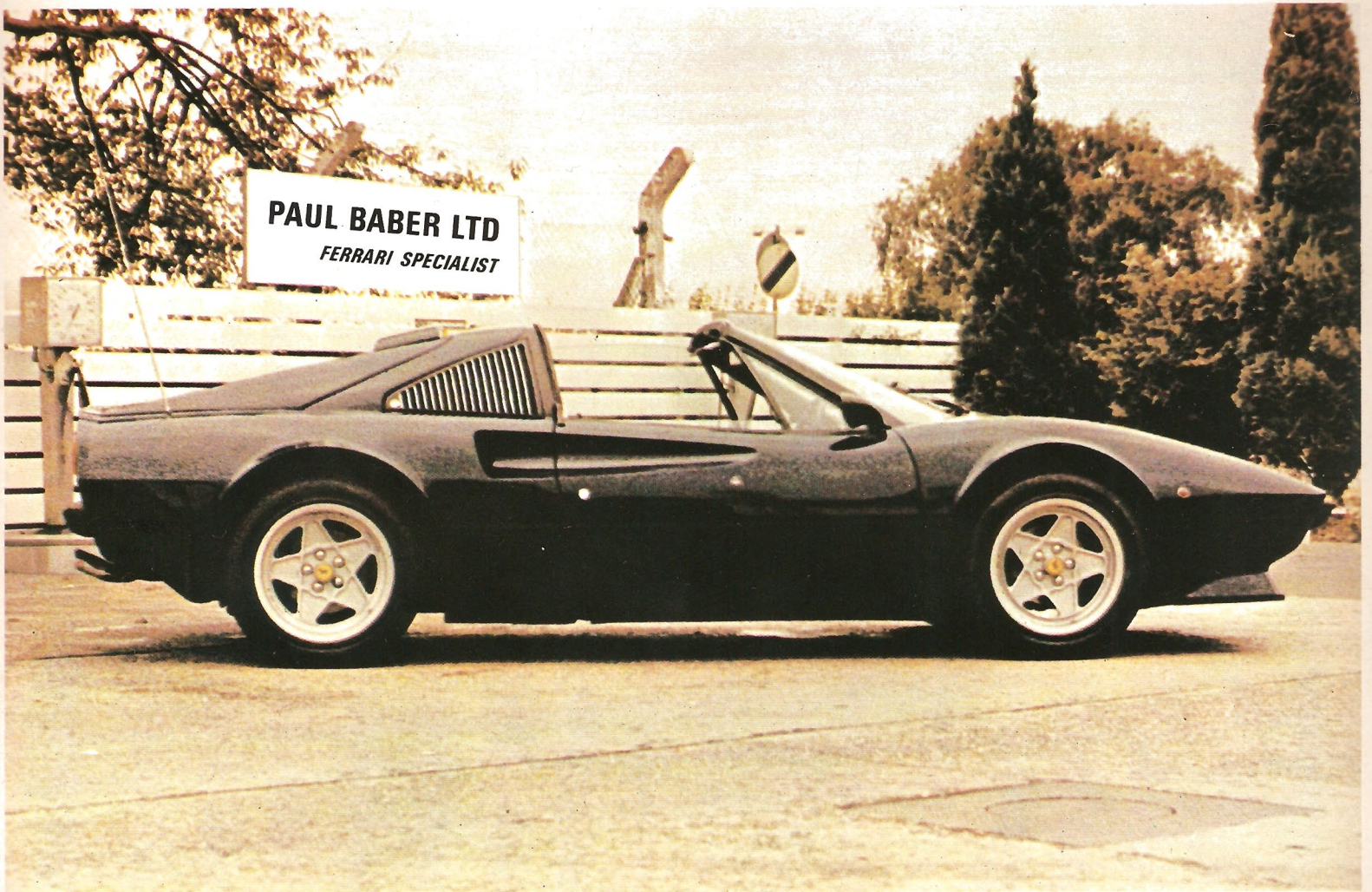


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Sheene

continued from page 32

Hesketh reaping its toll — but the bustle in the Akai motorhome prevented him. We got round to discussing motor racing groups and formulae. Between us, Richard and I could explain most things, but the experienced bike racer managed enough questions to come out feeling totally confused.

The 'bike world, you see, is so much easier. Everything, except their Formula 1, is based on capacities, unlike the groups and formulae of the four-wheeled world. What further confused Barry was a missive from the organisers: "Competitors should note that the penalty will be imposed on all cars crossing the penalty line with all four wheels before coming to a complete stop."

"What's this?" said Barry. "Stand five paces from the ball before you shoot, I suppose, I thought you only had free kicks in football." His questions were met with some rather blank faces, to which he reacted in typically witty fashion: "You bloody lot are car racers, and even you don't know what it means." The missive was, in fact, about the chicane and the penalties imposed for going straight through it, but how were we to know?

Sheene, accompanied, as ever, by his fiancée Stephanie McLean, was enjoying this excursion into the motor racing world. The TT is a testing event — as our report showed last week — but, had Barry been required to drive for a long time, it would have been no problem for him. His longest ever 'bike race was a 24-hour event he entered when he was 19. He rode for more than 4hrs in one stint, so the possibility of having to drive the Golf for around one-quarter of that time held no problems for him.

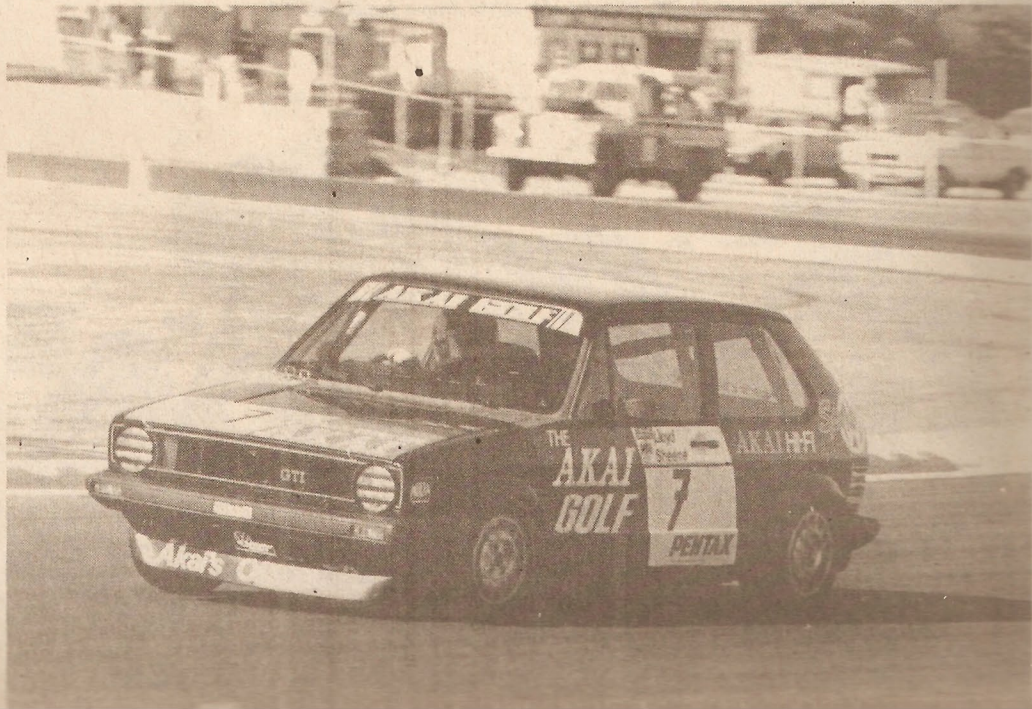
As it turned out, Barry was not required to drive for anything like that time. After displaying such superb reliability in practice — and, it must be said, for most of this season — the Golf decided it didn't like the TT. Within a few laps of the start, Lloyd pitted the car with front suspension problems.

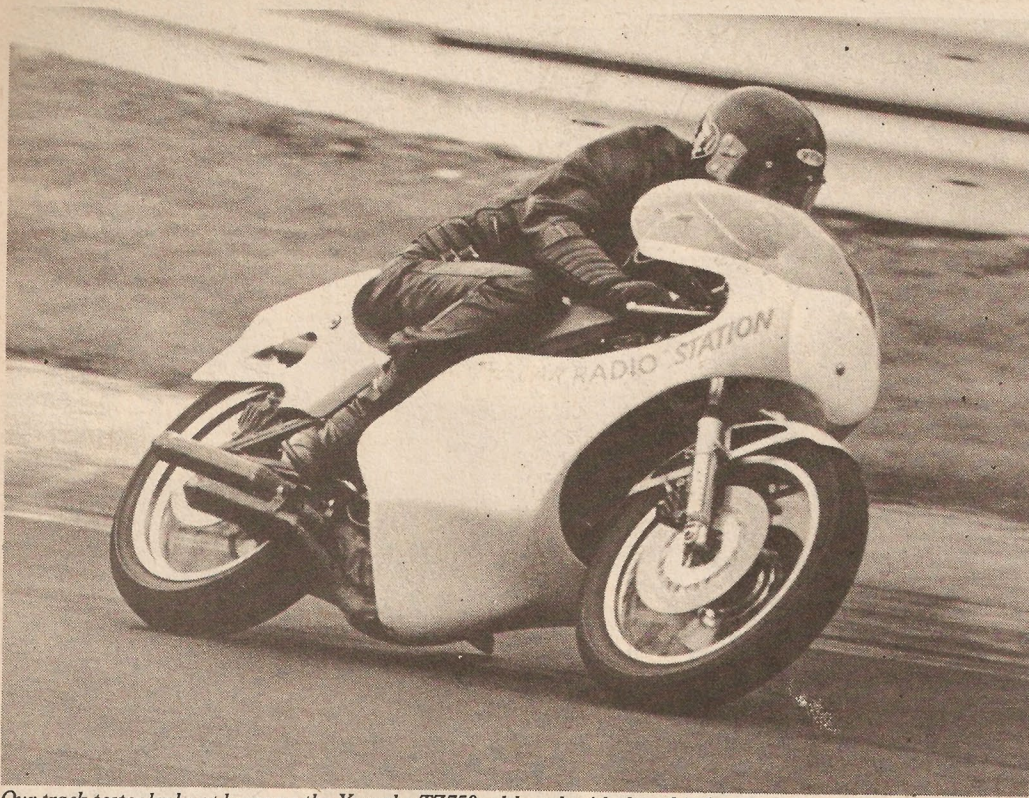
The Akai Golf spent a long time in the pits while one of the team's road cars was jacked up for the suspension to be removed and fitted to the race car. With this lengthy job completed, Barry leapt into the driver's seat and set off . . . for his first motor race. Sadly, it was to be a short race. The flywheel sheared soon after.

Naturally, Barry was disappointed that his well-publicised debut should end so quickly, particularly after such a bright start to the weekend. Despite his disappointment, however, we can expect Barry back. Saloon racing certainly appealed to him, and his enthusiasm for single-seaters — particularly in the Aurora series — is not as great as it was before. We shall wait and see. ■



Above right: The Golf Club — Sheene with Derek Bell and Richard Lloyd. Below: Stephanie and admirer. Below right: Barry at the wheel of the Group 1 Golf GTI.





Our track tester looks at home on the Yamaha TZ750, although with those big feet, he might trip up.

Dron two wheels

Just for a change, TONY DRON finds out what it's like to drift through Clearways on two wheels instead of four . . .

Leaving Clearways, there is really no straight before you reach the braking point for Paddock. Passing the pits at well over 100mph, you have to be careful with the gearchanges, as any snatch could get the front wheel off the ground.

I have driven all sorts of cars, even DFV-powered machinery, but never in my life have I driven anything to compare with Roger Klimcke's racing bikes for the sheer sensation of acceleration and speed. First I tried his Colourset-sponsored Suzuki RG500 Mk3, and then the Yamaha TZ750D, which is backed by in-car entertainment specialists, the Car Radio station.

With a recommended retail price of £8,500, it's advisable not to drop a Suzuki RG500.

Given a long enough straight, both these bikes will reach something approaching 200mph at maximum revs, which in each case is 10,500rpm. My first sight of Roger that Wednesday afternoon at Brands Hatch caught him halfway along the Bottom Straight, leaning way off the Yamaha at an amazing angle, and, although his backside and left leg were virtually on the tarmac as far as I could see, the bike was rock steady. But it was like I had never seen anyone going fast before and, despite the beautifully smooth style of Mr Klimcke, it still looked really dangerous.

So how come I was allowed to track test these superb machines, and what qualifications do I have for the job? The answer to the second part of the question is that I am not qualified to ride racing bikes, for I have

never ridden a bike on a circuit before and in fact only took my bike test two years ago (To stop myself from feeling too ancient when I reached the grand old age of 30). After watching the fantastic spectacle of modern big bike racing on the box, I decided that it was only right and proper for AUTOSPORT'S track tester to report back on what those daunting machines are like to ride.

To put myself in the right mood, I rode down to Brands on a very pleasant Kawasaki Z200 which my wife was using at the time. The Z200 is a single-cylinder four-stroke producing 18 very controllable horses. When Roger rode back into the paddock, he wasted no time in getting me out onto the track on the Colourset Suzuki, warning me that the engine only works above 7000rpm.

"Remember the gearchange is on the right side of the bike," added Mr Klimcke, as if I hadn't got enough worries already, "and don't use the back brake as the wheel will hardly be touching the ground if you've got the front brakes on hard. And be careful how you change gear, don't change in corners and don't snap the changes even on the straights, or you'll be doing a wheelie past the grandstand."

"How powerful are these engines?" I asked.

"The Yam's got about 125 brake," I was told, "and you'll find the acceleration about the same on both bikes."

"Any other tips?" I asked. I was trying to delay the moment of truth.

"Yes. The bikes are on treaded racing tyres at the moment, which is what we use for British national meetings. On slicks you can drift them quite easily, but be careful as the treads can make them step about a bit. Anyway, be careful how you open the throttle coming out of corners."

And, with that, I set off towards the track, pulling down my visor and thinking that that was about the most unnecessary bit of advice I've had in my life. Careful? Chicken? You bet.

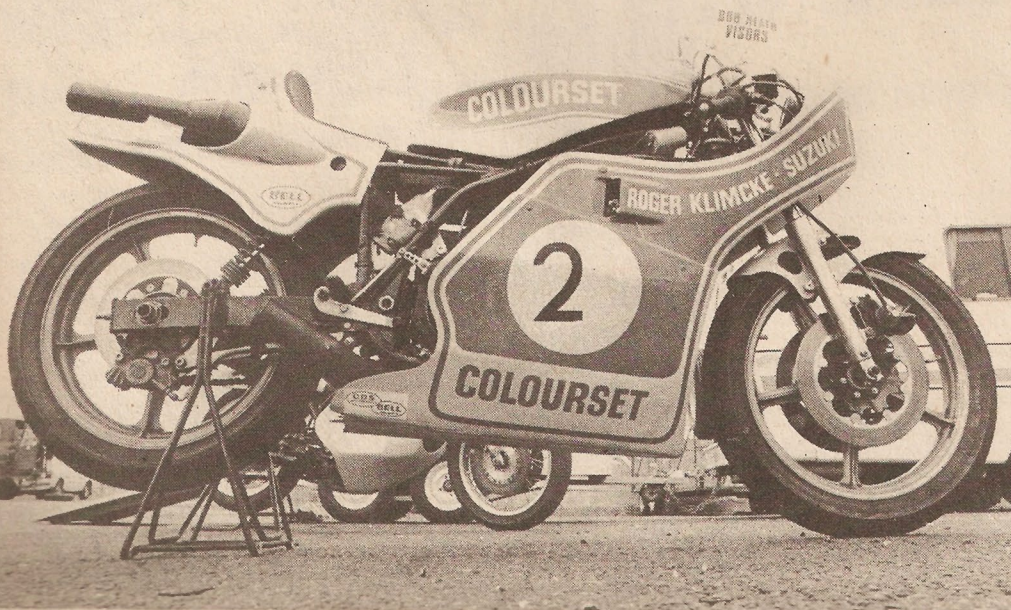
I did a cautious lap, feeling stretched out with my hands somewhere near the road and my feet hunched up near my hips. My feet are too big, I was thinking. Photographer Jeff Bloxham was obviously not impressed with the fact that he was able to snap me at Paddock, then stroll down the hill, eat his sandwiches, change the film, and then have to wait for me to appear out of Druids and wobble down the hill through Bottom Bend.

Then I gave it a bit of stick coming out of Clearways, and suddenly Kent wasn't a very big county any longer. Still leaning as I entered the pit straight, I was frantically saying to myself, 'Change gear with the right foot — lever down to change up.' And I backed off really early for Paddock, I can promise you, only to find that the brakes were so powerful that the whole terrifying experience seemed to shoot into reverse. After a couple of laps I got a bit more confident, leaning well into Bottom Bend and actually touching my foot on the road. The angle of lean required to do that on a racing bike is astonishing to one accustomed to occasional rides on road machinery. Although I was still well off the pace, I was beginning to enjoy myself, but after four laps I decided to take a halt to collect my thoughts. I had a nasty feeling that I was enjoying myself enough and had better watch out before I got out of my depth. In the right hands, that bike can get round the Brands club circuit in 52 seconds — and remember that bikes have no wide tyres or aerodynamic cornering aids. I rolled up the pit road with a new-found respect for bike racers.

It had been a strange sensation, riding round Brands Hatch which I know so well, but on a machine that was so different from anything I know that I was right back to square one as a total beginner. I think it is probably harder to get the most out of a motorcycle than it is to push a car to the limit, and it occurred to me that maybe that's why the motorcycle lads I have met seem a friendlier bunch than many of the car racing fraternity — my noble readers excepted of course!

Back at the Colourset team motor home behind the pits, I cut the engine and sat up. "It wouldn't take me long to kill myself on that," I admitted to Roger. Unused to the machine, and not seated correctly, I had been letting my arms take too much punishment, and I was experiencing diabolical cramp across the bridge of my untrained clutch hand.

"Now try the 750!" says the maestro, "you'll probably find that easier."



And he was right. Still a long way from the pace I nevertheless felt that I was beginning to get the idea on the Yamaha. I had to work even harder on the gears with it as my feet were certainly far too big for that machine, but I was beginning to get the power on and ride the bike in something like the right style. I didn't want to stop, that astonishing straightline performance, braking, and cornering being quite seductive. With every second I found my brain saying "Go faster — you'll come to no harm." The limiting factors were a sense of responsibility towards Roger Klimcke's valuable machines (recommended retail price of an RG500 is now £8500, and the TZ750 is worth about £6500), and a lingering if diminishing fear that I might be about to wipe myself out. Four laps on each bike was enough: with these engines the barrels have to be changed every 250 miles, and that means that they are not for joyriding.

The man with the guts to ride these bikes in anger, Roger Klimcke, is 27 years old, lives in Essex, and works for Brierley Autos in South London. After a good showing at Geoff Crookbain's Brands Hatch Motorcycle Racing School in 1977, he bought a 500cc Triumph on which he did four races, the best result being sixth in one very wet event. Then he got backing from the Car Radio Station to ride an 850 Seeley Norton in 1978. Usually in the top six, he had one win at Snetterton, but started "falling off a lot" through riding the bike too hard against faster machinery. To discourage injury through frustration, the Car Radio Station decided to move him up to the Yamaha, which is a full-race machine built to Daytona spec.

Things are just beginning to go well for Roger. Riding the Yamaha earlier this year, he scored a win and was spotted by John Kennedy, managing director of Colourset (printers and designers of magazines, advertisements and promotional material). Kennedy bought him the Suzuki and he won first time out on that at Snetterton. The Suzuki is a Mk3, and the team is on the lookout for a Mk4, which is worth up to a second a lap at Brands. Such machines are like gold dust, however, and they have a wait before they may find one. Naturally, Klimcke is hoping to become an International rider: at present he is leading the 'Newmarket' club racing championship.

Complicated

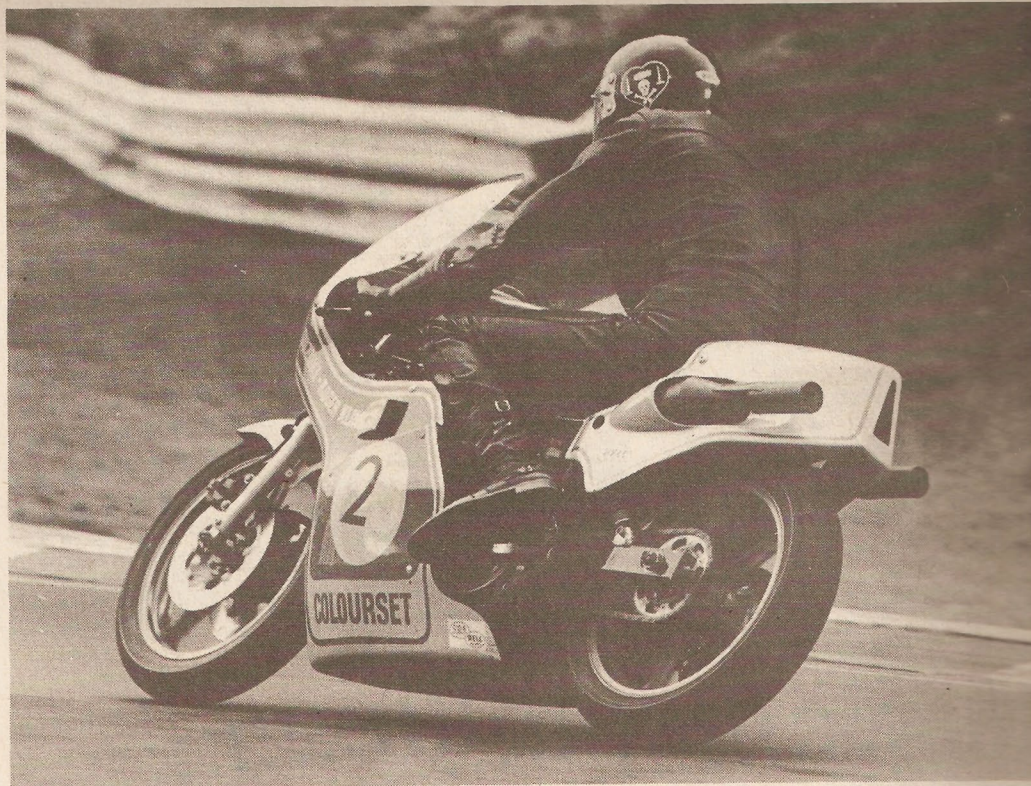
From my own point of view, I have satisfied my curiosity about the difference between racing cars and bikes, and been left in no doubt as to which requires the greater amount of courage. The handling of the bikes is perhaps simpler to sort out. Cars are becoming so complicated these days that you need a university degree to understand what's going on. With bikes, Roger explained that you set the back to the desired amount of stiffness and then trim the front end to adjust for the correct amount of understeer — within certain limits you can lower the front end to get the front tyre to bite more. The stiffness of the front end can also be adjusted by the choice of oil used in the forks. When slicks are fitted the bike has to be set up harder, as you would expect, but as Roger explained, in most National meetings you must have treaded tyres which is "quite dangerous really". Bear in mind that the man is talking about top speeds of 165mph on the Brands GP circuit and 175mph at Snetterton. The magic engines that achieve these figures are built by Bob Smith.

Phil Bridgen, Roger's mechanic and next door neighbour, works for Henly's of Romford as a car mechanic. He sits there quietly smiling while Roger offhandedly mentions his last broken wrist as if he was describing how he nicked himself shaving. These people are different, but I can understand only too easily how they are drawn irresistibly towards such mighty machinery.

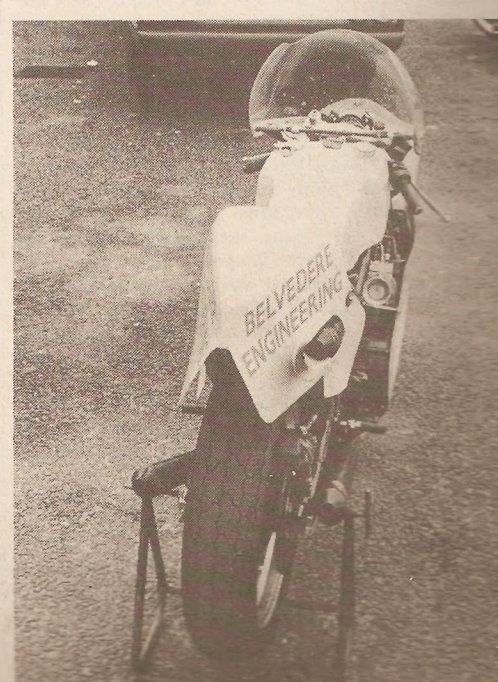
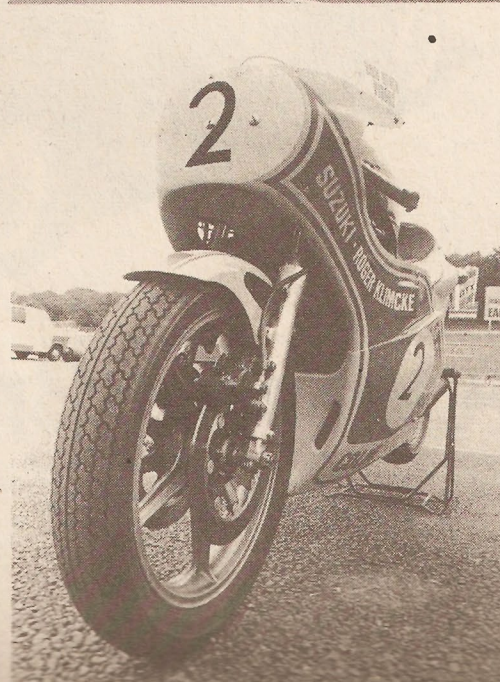
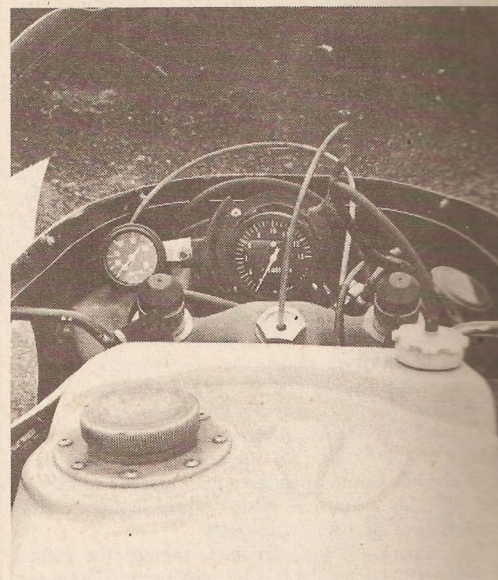
While we talked, the rain came down, so that was the end of the track test. I hopped back onto the 200, which Roger was giving the once-over. Pausing at the tyres, he read the name off the side: "Hmmm, have a drama on a Yokohama," he said. Nobody saw me drop it on a left-hander not half a mile away. Painful, it was.

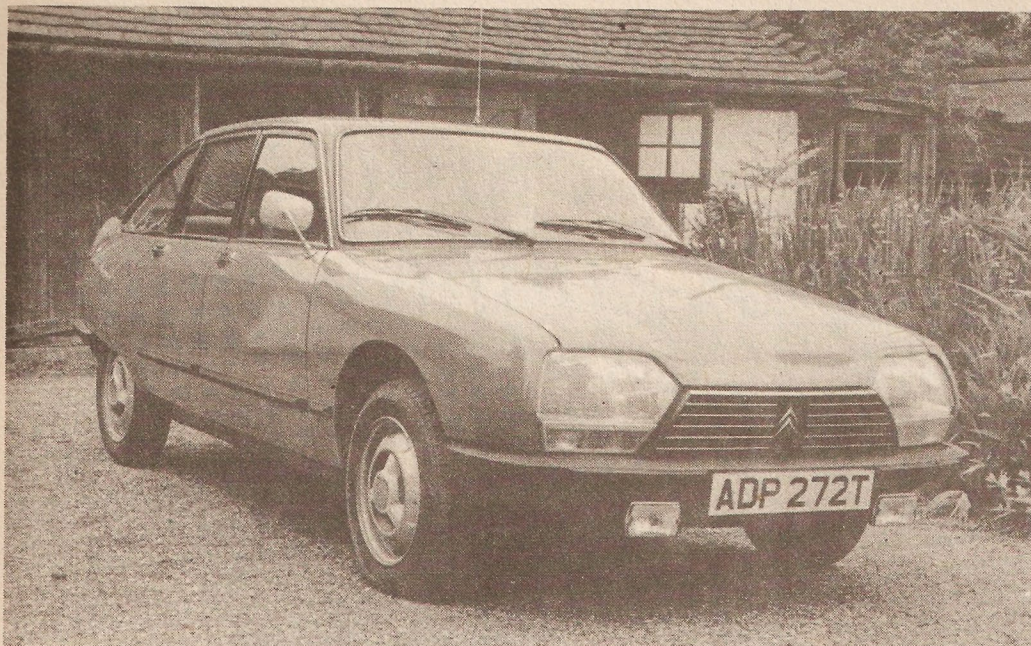
The bike's fine but those Japanese tyres shouldn't be allowed — they have a stunning inability to keep the bike the right way up in the wet. A set of Avon Roadrunners would do the trick.

This biking thing is all right, though, and as for falling off — well, what of it? It doesn't usually hurt very much.



Above: A cautious outing on the Suzuki RG500 — the acceleration "made Kent feel like a small county". Below left: Klimcke shows Dron the 125bhp Yamaha. Below right: Where the rider puts his head. Bottom: The two bikes compared — the Suzuki RG500 (left) and the bigger-engined Yamaha TZ750, both wearing treaded tyres.





This four-door body allows plenty of space for tall occupants.

Magic carpet luxury

The Bolster motor house seems to have housed an awful lot of Citroëns lately. Nevertheless, when it was decided to import the GSX-3 into Britain, I reluctantly handed back 'my' beloved Prestige and took over the smaller model. This version of the GS has an enlarged flat-four engine of 1300cc, which produces 65bhp like the 1220cc GSX-2 but has more torque available in the middle ranges. This means quicker acceleration and less changing of gears, which implies better fuel economy.

Like all the many variations on the GS theme, the GSX-3 is air-cooled and has a belt-driven camshaft for each cylinder head. The engine is ahead of the front wheels, which it impels through a four-speed synchromesh gearbox, containing the spiral bevel final drive, and constant-velocity driveshafts. Still the most advanced suspension system in production, the hydro-pneumatic scheme is used, with self-levelling operated by an engine-driven pump that also powers the disc brakes. The fully-powered steering of the big Citroëns is considered unnecessary with this lighter car.

As far as the UK is concerned, this new model is in fairly limited supply. All the cars are finished in a special shade called rouge geranium and the specification includes a sunroof, tinted glass, foglights, side protection strips, and a rear spoiler.

The machine is well finished, though the rather prominent black spoiler is a bit un-Citroën. There are four doors and the front seats are particularly comfortable, with plenty of space for tall occupants. The rear seats are quite adequate, though the leg room is only just sufficient if the people in front are greedy. The instrument panel is remarkably attractive, with proper round dials and an anodised aluminium finish.

Quite in the vintage tradition, the engine idles regularly and extraordinarily slowly, but it never stalls. It makes that gentle 'chuntering' noise that is typical of flat-fours, but this is by no means objectionable. At an easy 70mph cruising gait, the power unit is quiet and very smooth, but it buzzes enthusiastically at maximum revs. The increased torque is in evidence and this is the most flexible GS engine so far. The gearchange is easy and rapid but the transmission is available at all speeds.

Irrespective of the road surface, the ride is outstandingly comfortable. Indeed, this small Citroën rides far better than many big cars. The suspension certainly feels soft, but this does not prevent the GSX-3 from getting through corners extremely quickly. Unlike earlier front-wheel drive cars, it does not understeer to excess when pressed and this is a comfortable saloon that can be driven in a sporting manner. On some coarse road surfaces, one hears rather more road noise than with the bigger Citroëns and there is occasional bump-thump.

The single-spoke steering wheel, which other manu-

facturers are beginning to copy, gives an unobstructed view of the instruments and the driver is able to see out in all directions through the generous area of glass. The spare wheel and jack are housed in the bonnet above the flat engine, which leaves the spacious boot unobstructed. This has a flat floor and absolutely no lip over which luggage must be loaded, so that heavy objects may be stowed with a minimum of effort. Even if the luggage is very weighty, the car never takes on a tail-down attitude, thanks to the fully-powered self-levelling suspension.

At first glance, the engine seems rather low down in the bonnet but the ancillaries are well placed for regular servicing. A rare but much appreciated refinement

is the provision of a starting handle.

The heating seems effective, though it's hard to test it properly in the summer, and the ventilation works well, with adjustable inlets of the eyeball type. The headlamps are powerful and low-mounted, foglights are standard. Although not power-assisted, the steering is quite light, with plenty of feel of the road. As the brakes are operated from the high-pressure hydraulic system and there are discs all round, they are naturally very powerful, but the wheels cannot be locked inadvertently as this requires a very determined push.

Earlier versions of the GS were not very economical, because they needed a lot of gearchanging. This latest type has plenty of torque in the middle ranges and the engine pulls well on the higher gears, so any owner should average 30mpg, or a good deal better if he drives intelligently.

The name, Citroën, may mean two-cylinder economy motoring or silent luxury of the magic carpet variety. The GSX-3 is rather in between, a full-sized family car of considerable comfort that can achieve a timed 98mph on only 1300cc. For those who must say goodbye to their 'gas-guzzlers' and buy something more sensible, it's quite a proposition.

Specification and performance data

Car Tested: Citroën GSX-3 4-door saloon, price £4,311.

Engine: Four cylinders, horizontally opposed, air cooled, 79.4 x 65.6mm (1299cc). Compression ratio 8.7 to 1.65bhp DIn at 5500rpm. Belt-driven single overhead camshaft per bank. Solex 28 CIC carburettor.

Transmission: Single dry plate clutch. 4-speed synchromesh gearbox, ratios: 1.10, 1.50, 2.29, and 3.82 to 1. Spinal level final drive, ratio 4.125 to 1.

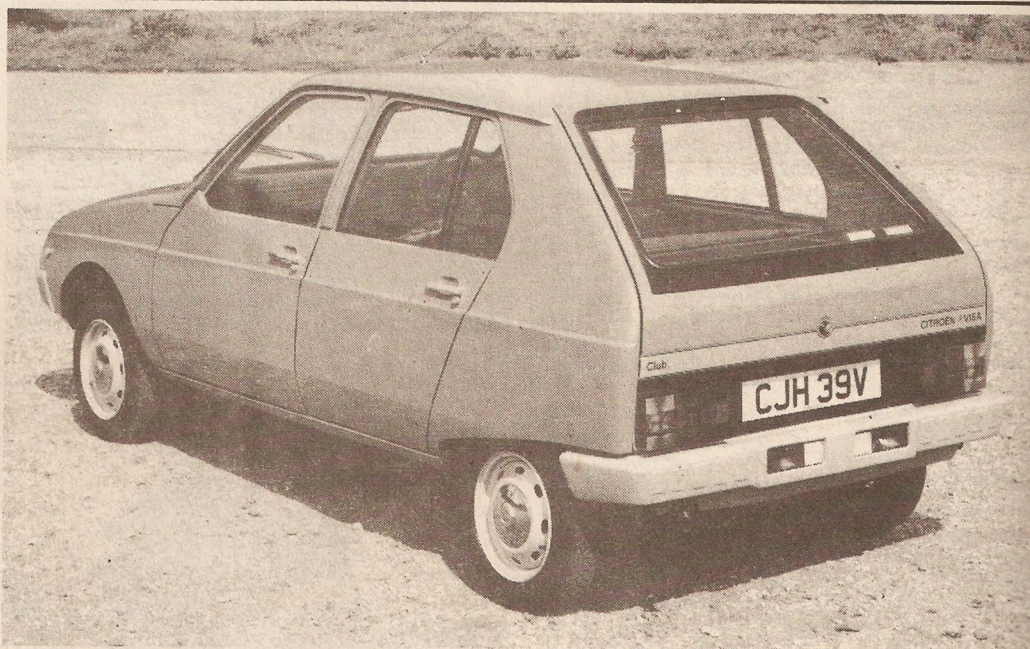
Chassis: Combined steel body and chassis. Hydropneumatic independent suspension of all wheels with front wishbones and rear trailing arms plus anti-roll bars both ends. Rack and pinion steering. Fully assisted dual circuit disc brakes all round. Bolt-on steel wheels, fitted Michelin ZX 145 x 15 tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Fuel gauge. Clock. Heating, demisting and ventilation system. Heated rear window. 2-speed windscreen wipers and washers. Sunroof. Flashing direction indicators. Spot lights. Reversing lights.

Dimensions: Wheelbase 8ft 4¼in. Track 4ft 6¼in/4ft 4¼in. Overall length 13ft 6¼in. Width 5ft 3¼in. Weight 2072lbs.

Performance: Maximum speed 98mph. Speeds in gears: third 70mph, second 48mph, first 30mph. Acceleration 0-30mph 3.8s, 0-50mph 11.1s, 0-60mph 14.2s.

Fuel Consumption: 29 to 35mpg.



The new Citroën Visa is now available in this country.

A Visa for Britain

Regular readers may remember that I drove the Citroën Visa in Greece last year. The car is now available in the UK and I have been driving it in right-hand drive form. With the emphasis on fuel economy, this is a very important car, for it combines 45/50mpg consumption with the refinement associated with six-cylinder cars.

There are two versions of the Visa, the Club with a new 652cc flat-twin engine and the Super, which has the Douvrin-produced four-cylinder 1124cc unit,

mounted transversely and lying almost horizontally on top of its front-wheel drive transmission. This is the power unit of the Peugeots and Renaults, so this description will concentrate on the Club, as the chassis of the Super is identical, apart from a rear anti-roll bar to balance the handling with the heavier engine.

Although based on many year's of experience with horizontally opposed, air-cooled engines, the new unit differs radically from its predecessors. Light-alloys are used extensively in its construction, even for the cyl-

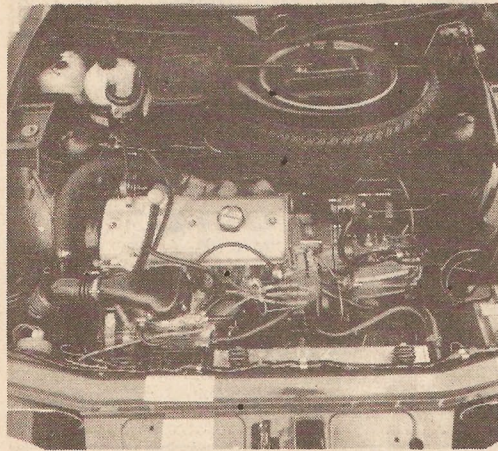
Athena and Reflex action

As a result of the collaboration between the Peugeot-Citroën Group and the Régie Renault, the 2 litre overhead-camshaft engine from the Douvrin factory has replaced the pushrod unit in the CX2000. This power unit, already employed in the Renault 20TS and the recently announced Peugeot 505, has been adapted for the transverse front-wheel drive layout of the CX without much alteration.

The principal change is an extended camshaft; to drive the pump for the Citroën high-pressure hydraulic system and the distributor, which has been mounted high up for better accessibility. The engine is inclined forward at 15 degrees, instead of the greater rearward inclination of the pushrod unit, to give a similar polar moment of inertia in spite of the reduced weight of the light-alloy cylinder block. A slightly lower pressure in the front hydropneumatic suspension compensates for this.

The engine is in unit with a manual gearbox having four or five speeds and a helical spur gear final drive.

The new overhead cam unit in the new CX models.



The Reflex is less elaborately equipped.

The C-Matic transmission is not at present available with the 2-litre engine, its use being confined to the 2400 models, which retain the existing pushrod engine. The Citroën 2-litre range consists of two saloons, the Reflex with the four-speed gearbox and the Athena, which has the five-speed box and additional equipment, such as electrically-operated windows, ribbed jersey upholstery, engine oil level indicator, tinted glass, and air horns. The Reflex actually costs less than the old CX2000.

The new engine gives better performance figures than its predecessor and uses less fuel, making the Citroën a very competitive car in the popular 2-litre class. The prices are £5679 for the Reflex and £6229 for the Athena, and the new cars are in the showrooms now.

Road impressions

I drove the CX Athena on roads that ranged from motorways to country lanes. The combination of soft seats and highly sophisticated suspension design gave incomparable riding comfort, irrespective of the surface, and the car seemed to roll less when cornered fast

than its predecessor, perhaps due to the lighter engine. The CX was always a quiet car and I would say that the overhead-camshaft engine is considerably quieter when pressed, but perhaps slightly more audible when idling.

Both the Athena and the Reflex share the Varipower steering of their larger sisters, giving very light operation at parking speeds but less assistance on the open road. There are only 2.5 turns of the wheel from lock to lock and the powered self-centring is a boon during low-speed manoeuvres. The steering and brakes were very light in operation, but the gearchange called for a little more effort, perhaps because my test car was rather new.

The high fifth gear gives effortless cruising as it is geared for 22.1mph per 1000rpm. Citroën are always conservative in their claims and their suggested maximum of 109mph is easily attained, indeed I saw an indicated 115mph on occasion. The combination of high gearing and a slippery shape gives excellent fuel economy, the official test figure for 75mph being 31.88mpg.

The Citroën CX Athena is a spacious and outstandingly comfortable car which seems much larger than a 2-litre saloon. It is also extremely good looking, with a functional beauty that will never date.

Specification and performance data

Car Tested: Citroën Athena, price £6229 (Reflex £5679).

Engine: Four cylinders 88 x 82mm. Compression ratio 9.2 to 1. 106bhp at 5500rpm. Belt-driven overhead camshaft. Weber twin-choke downdraught carburettor.

Transmission: Single dry plate clutch. Five-speed synchromesh gearbox, ratios: 0.733, 0.939, 1.250, 1.833, and 3.166 to 1. (Reflex 4-speed ratios: 0.800, 1.133, 1.833, and 3.166 to 1). Helical spur gear final drive, ratio 4 to 4 to 1.

Chassis: Combined steel body and chassis with full-length sub-frame. Hydropneumatic suspension with engine-driven pump, equal-length twin transverse arms in front and trailing arms behind, anti-roll bar both ends. Self-centring Varipower steering. Power-operated dual-circuit disc brakes, ventilated in front. Bolt-on steel wheels, fitted Michelin XVS tyres, front 185HR14, rear 175 HR 14.

Dimensions: Wheelbase 9ft 4in. Track 4ft 10in/4ft 5.5in. Overall length 15ft 3in. Width 5ft 9in. Weight 2712lb.

Performance: Maximum speed 109mph. Acceleration, 0-62mph 11.7s (Four-speed 12.1s). Maker's figures.

Fuel Consumption: 39.77mpg at 56mph, 31.38mpg at 75mph, 23.34mpg urban consumption. (Four-speed 35.76mpg at 56mph, 29.12mpg at 75mph, 23.54mpg urban consumption). Official test figures.

inder barrels, of which the bores are protected by a plating process. The crankshaft has three bearings instead of two, and all the engine bearings are plain, the crankshaft being pressed together with the un-split big ends in place on their journals. An oil radiator is standard and as the fan is mounted directly on the nose of the crankshaft, the usual belt is eliminated.

The ignition system is so sophisticated that it is perhaps worthy of inclusion in a technical article later on. Suffice it to say that there are no mechanical parts to wear, there being no contact breaker or distributor, while the advance and retard arrangements are electronic, information on speed and load being processed by a solid-state computer. A magnetic slug on the flywheel provides the impulses, as on Formula 1 engines. Carburation is by a single instrument with twin chokes, Solex 26/35 CSIC.

As we tend to carry more people per car nowadays, a five-door body is standard, of low-drag form to economise on fuel and to extract the maximum speed from a small engine. MacPherson front suspension is used, with rack and pinion steering, and there are independent trailing arms behind. The disc/drum brakes have dual circuits and a rear pressure regulator, but no servo is considered necessary with a vehicle weight of only 1621 lbs.

Road impressions

I first drove the Visa Club. As is well known, the balance of a flat-twin engine is far superior to that of an in-line four; indeed, it would equal a straight-six, apart from a small rocking couple due to the cylinders not being exactly opposite each other. In practice, one can hear that there are only two cylinders at low speeds, but at its maximum speed the car was phenomenally quiet. The claimed rate is 77 mph and I saw an indicated 80 mph on occasion, so although the acceleration is not particularly shattering, one can keep up with most cars on the motorways. The air refinement was let down a little by some wind noise — most unexpected on a Citroën.

but all the bumps seem to have disappeared from familiar roads. The cornering power is quite high and the angle of roll is far less than with earlier Citroëns, while the steering gives plenty of feel and has strong self-centring. Obviously, there is more gearchanging than with larger-engined cars but the change is easy and the transmission quiet. This is a small car, but it provides ample space for four people and a sensible luggage boot, while the seats are comfortable and such creature comforts as ventilation are well arranged.

This is a little machine with a lot of character and I enjoyed driving it, while my average of approximately 45 mpg suggests that many owners will obtain regular 50 mpg motoring.

I also drove the Visa Super and naturally the acceler-

ation was livelier, the claimed maximum of 89.5 mph being confirmed by a 90mph speedometer reading. The engine is considerably heavier and presumably stiffer front springs are used, so the ride is noticeably harder, but the extra anti-roll bar at the rear prevents excessive under-steer.

The water-cooled four-cylinder engine revs very freely, though it is not quite so refined as the twin at high cruising rates. The transmission emits a whine, not loud but irritating, at all speeds, a sound which owners of small Peugeots know only too well. I averaged about 36 mpg with the Super and the extra power was useful for overtaking, but the little 'un has the more attractive personality. The prices are £2,950 for the Club and £3,250 for the Super.

The Italian Bertone company exhibited this prototype cabriolet conversion of the Fiat Ritmo (or Strada, as it is known here at the recent Frankfurt show). The Ritmo appears well-suited to this tidy transformation, and Bertone have made considerable efforts to ensure that the hood disappears neatly when opened



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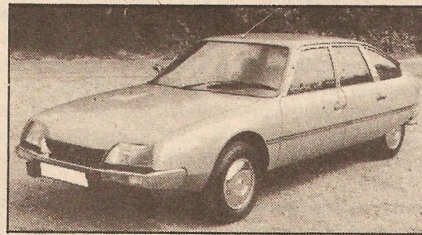
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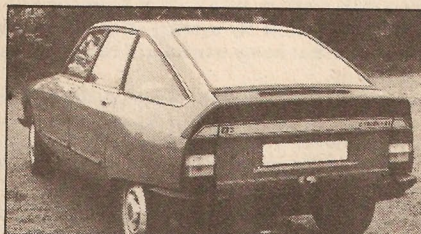
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Ambitious BARC day

An ambitious eight-race programme at Croft last Sunday looked at one stage as if it could turn out to be rather too ambitious and still be running in the gathering gloom — perhaps that is why Mod Sports (with lights) were last race today! Despite the incidents, however, the BARC Yorkshire Centre finished the last race at the time the programme said it should have started: full marks for effort and a good days motor racing as well.

The visiting Oceanair Clubmans grid suffered a few non-starters but, at the front, Peter Clark (Mallock) made the initial pace followed closely by Nigel Butcher (Mallock) and Phil Martin-Dye (Mallock) who both had designs on the lead. Clark departed the fray with a comprehensive chicane demolition job on the fourth lap which left Butcher and Martin-Dye way ahead of the rest. On the run from the Chicane to the flag on the last lap, Martin-Dye nipped past Butcher and just had enough in reserve to outaccelerate him to take the win, although they both set equal fastest lap which was some consolation for the runner-up. Paul Webb was third, his Mallock well ahead of David Childs (Centaur) while Paul Howarth and Brian Legg (Mallocks) completed the list of finishers.

The first of the two Special Saloon events was a Wendy Wools round, and the scrutineering bay was alive with people trying to sort out their lighting as the powers that be had decided to have a purge on this aspect of preparation. From the start Tony Sugden (Skoda) took the lead into Tower and increased it thereafter to claim an untroubled win. Peter Baldwin (Mini) was second, just in front of Tony Dickinson (Skoda) who had problems and, although Dickinson moved past Baldwin for two laps, he finally retired on lap 9 to give the Mini a good second overall and 1300cc class win as well as a new class lap record. Peter Jurgens benefited by Dickinson's retirement to move from fourth place into third to win the 1000cc class, also taking a new class record in doing so. Fourth overall was Jim Price in a 2-litre Escort in the absence of his Skoda, obviously finding it 'different', finishing the last unlapped runner. In the 850cc class, a fine scrap between Bill Richards (Mini) and Sue Davies (Imp) finally went to Richards on the last lap.

Cameron Binnie (Van Diemen) headed the Kirby's FF1600 field from the start and had a 6secs advantage at the flag but the real drama happened (happily for Cameron) behind. John Booth (Van Diemen) held second place from Eric Horsfield (Tiga) in the opening stages, but the Tiga retired after three laps which allowed first Dave Manners (PRS) and then Keith Lawrence (Van Diemen) to challenge Booth for the place. Manners retired with possible suspension damage (although he has already won the championship) while Lawrence took Booth just after half distance and held him off to the flag. From nowhere on lap 1, John Hayes-Harlow moved up well despite a misfire to lie sixth, but then his abominable luck took a hand again and he was forced to pull off when the wiring loom consumed itself: this left David Farrer



A comparison of styles: Nicky Ellis (above) spins off at the chicane while Roger Turner just ploughs on.



Tony Lanfranchi took the Mayfair Opel to victory in the prodsaloon round of his first visit to Croft this year.

(Van Diemen) and Chris Lawson (Van Diemen) to dispute fourth and fifth in peace, Farrer having the edge after Lawson spun at Tower on lap 9. Behind Lawson, Walter Warwick (Van Diemen) did his usual act, picking up places consistently to finish sixth just ahead of Steve Greensmith (Royale). Of the other expected front runners, Tim Knight (Van Diemen) vaulted the bank at Tower on lap 8 while, in a lowly ninth spot and Stu Lawson (PRS) dropped a lap with a rough engine in the opening stages and resumed a lap down on the leaders.

In the Northern Clubmans race Andy Smith (Mallock) effected his usual win and set a new lap record in the process. Second overall and in class A was John Mackie, after his Mallock got the better of Jim Yardley's Beagle after a really good clean fight. Class B went to Brian Webb (Mallock) from Ian McCullough (Mac Magnum) with Andy Feather (Mallock) close behind.

Once again Production Saloons came to Croft, with most of the runners from the previous time reappearing for a Demon Tweeks round. Gerry Marshall (Dolomite) made the best start and led Tony Lanfranchi (Opel Commodore) and David Taylor (BMW) on the first lap. By lap 2 Lanfranchi was in front of Marshall with Taylor closing up on the Dolomite, which he passed the next time round. At the front, therefore, for the remainder of the race, Lanfranchi pulled away slightly to win while Taylor was harried by Marshall, who just hadn't the power to get by in a straight line and had to settle for third place, a class win and a new class record. In the 1301-1600cc fight Neil McGrath and Doug Bassett were locked together in their Renault Gordinis until Bassett spun at the Chicane and lost all chance of taking the class. The up to 1300cc honours went to Nick Baughn (Alfasud) plus a new class lap record with the similar car of Andrew Thorpe some way behind. The poor long-suffering Chicane was hit twice during this race, the Lada of Roger Turner clipping it on lap 1 and completely demolishing a marker board on lap 5 when he went straight on.

A small Libre entry was dominated in practice by the Shadow DN3B of Phil Bennett, who sadly had to non-start when the fuel pressure went awry, which left the field clear for Bernard Hunter (Ralt) to win by 20secs from the Mallock of Andy Smith. Malcolm Issacs was third on the road, but his Mallock was deemed to have jumped the start and he collected a 10secs penalty which dropped him to fourth behind the Chevron of George MacMillan. In the FF1600 consolation entry, the win went to John Wardle (Van Diemen) from Mark Paulo (Van Diemen) and Paul Turner, with Barry Nicholson (Merlyn) ending up perched on the entry to the Chicane and Ian Mason almost joining him after his Hawke had flattened a marker board at the same time.

Tony Sugden (Skoda) had a repeat of his earlier win in the Bedale Special Saloon race with the VW of Jeff Wilson a constant second ahead of Brian Morris (Camaro) who inherited third on lap 7 when Tony Dickinson (Skoda) retired from serious contention, dropping back thereafter to a lowly seventh.

Despite a push start and 10secs penalty for it, and a spin at the Chicane, Nicky Ellis just won the ModSports race in the new Cowgate Elan (ex-Joe Lanny) from the Elan of Robert Speak; the ex-Cowgate Elan, now in the hands of Ashley Bell, was third and Bob Dickens's similar car was fourth.

Oceanair Clubmans Sports (10 laps): 1, Phil Martin-Dye (Mallock U2), 12m 08.4s, 86.49mph; 2, Nigel Butcher (Mallock Mk20), 12m 09.0s; 3, Paul Webb (Mallock Mk16BW), 12m 16.6s; 4, David Childs (Centaur 17), 12m 51.7s; 5, Paul Howarth (Mallock Mk20), 13m 06.2s; 6, Brian Legg (Mallock Mk20), 13m 15.5s. **Fastest lap:** Martin-Dye and Butcher, 1m 11.7s, 87.87mph.

Wendy Wools Special Saloon (10 laps): **Overall:** 1, Tony Sugden (2.0 Skoda), 11m 55.1s, 88.10mph; 2, Peter Baldwin (1.3 Mini), 12m 42.4s; 3, Peter Jurgens (1.0 A40), 12m 53.3s; 4, Jim Price (2.0 Escort), 12m 57.7s. **1301-2500cc:** 1, Sugden; 2, Price; no other finishers. **Fastest lap:** Sugden, 1m 09.7s, 90.39mph. **1001-1300cc:** 1, Baldwin, 82.63mph; 2, Steve Pengelly (1.3 Mini); 3, Don Stone (1.3 Mini). **Fastest lap:** Baldwin, 1m 13.4s, 85.83mph (record). **851-1000cc:** 1, Jurgens, 81.47mph; 2, Viv Wallace (1.0 Mini); 3, Keith Freeman (1.0 Imp). **Fastest lap:** Jurgens, 1m 14.9s, 84.11mph (record). **Up to 850cc:** 1, Bill Richards (Mini), 72.60mph; 2, Sue Davies (Imp); 3, Roger Gill (Imp). **Fastest lap:** Gill, 1m 20.0s, 78.75mph.

Kirby's of Louth FF1600 (10 laps): 1, Cameron Binnie (Van Diemen-Minister RF79), 12m 22.2s, 84.88mph; 2, Keith Lawrence (Van Diemen-Auriga RF79), 12m 28.2s; 3, John Nooth (Van Diemen-Scholar RF79), 12m 31.4s; 4, David Farrer (Van Diemen-Scholar RF78), 12m 42.0s; 5, Chris Lawson (Van Diemen-Auriga RF79), 12m 44.1s; 6, Wally Warwick (Van Diemen-Minister RF79), 12m 48.0s. **Fastest lap:** Binnie, 1m 13.3s, 85.95mph.

Clubmans Sports (10 laps): **Overall and Class A:** 1, Andy Smith (1.6 Mallock Mk20B7), 11m 06.9s, 94.47mph; 2, John Mackie (1.7 Mallock Nk18), 11m 15.0s; 3, Jom Yardley (1.6 Beagle 4B), 11m 15.3s; 4, Paul Gibson (1.6 Mallock Mk20), 11m 19.0s. **Fastest lap:** Smith and Mackie, 1m 05.6s, 96.04mph (record). **Class B:** 1, Brian Webb (Mallock MkBW), 84.27mph; 2, Ian MacCullough (Mac Magnum C79); 3, Andy Feather (Mallock Mk16). **Fastest lap:** not given.

Demon Tweeks Production Saloons (10 laps): **Overall:** 1, Tony Lanfranchi (2.8 Opel Commodore), 14m 22.1s, 73.08mph; 2, David Taylor (3.0 BMW 3.0Si), 14m 23.9s; 3, Gerry Marshall (2.0 Dolomite), 14m 24.1s; 4, Chuck Nicholson (2.0 Dolomite), 14m 45.9s. **2301-3000cc:** 1, Lanfranchi; 2, Taylor; no other starters. **Fastest lap:** Taylor, 1m 25.0s, 74.12mph. **1601-2300cc:** 1, Marshall, 72.91mph; 2, Nicholson; 3, Richard Redding (2.0 Mazda RX3). **Fastest lap:** Marshall, 1m 25.4s, 73.77mph (record). **1301-1600cc:** 1, Neil McGrath (1.4 Renault Gordini), 70.24mph; 2, Doug Bassett (1.4 Renault Gordini); 3, Charles Sawyer (1.4 Renault Gordini). **Fastest lap:** McGrath, 1m 27.9s, 71.67mph (record). **Up to 1300cc:** 1, Nick Baughn (1.3 Alfasud), 67.77mph; 2, Andrew Thorpe (1.3 Alfasud); 3, Trevor Scarborough (1.3 Chevette). **Fastest lap:** Baughn, 1m 31.6s, 68.78mph (record).

Formule Libre and FF1600 Consolation Race (10 laps): **Libre overall:** 1, Bernard Hunter (1.6 Ralt Swindon RT1), 11m 08.2s, 94.28mph; 2, Andy Smith (1.6 Mallock Mk20B), 11m 28.3s; 3, George MacMillan (2.0 Chevron Swindon B35), 11m 33.1s; 4, Malcolm Issacs (1.6 Mallock Mk20), 11m 39.0s. **Over 1600cc:** 1, MacMillan; no other finishers. **Fastest lap:** Jim Stevenson (2.0 March Hart 782), 1m 08.2s, 92.36mph. **Up to 1600cc:** 1, Hunter; 2, Smith; 3, Issacs. **Fastest lap:** Hunter, 1m 04.5s, 97.67mph. **FF1600:** 1, John Wardle (Van Diemen-Scholar RF76); 2, Mark Paulo (Van Diemen-Minister RF78); 3, Paul Turner (Alexis Sabre 24). **Fastest lap:** Wardle, 1m 16.4s, 82.46mph.

Bedale Special Saloons (10 laps): **Overall:** 1, Sugden, 11m 48.7s, 88.90mph; 2, Jeff Wilson (5.0 VW), 12m 16.7s; 3, Brian Morris (5.1 Camaro), 12m 40.4s; 4, Julian Unsworth (5.0 Mazda), 12m 47.8s. **Over 2500cc:** 1, Wilson, 85.52mph; 2, Morris; 3, Unsworth. **Fastest lap:** Wilson, 1m 1.0s, 88.73mph. **1301-2500cc:** 1, Sugden; 2, Tony Dickinson (2.0 Skoda); no other finishers. **Fastest lap:** Sugden, 1m 09.7s, 90.39mph. **1001-1300cc:** 1, Roy Greenwood (1.3 Mini), 73.85mph; 3, Ian Tulloch (1.3 Mini); 3, Mike Edwardson (1.3 Mini). **Fastest lap:** Baldwin, 1m 21.0s, 77.8mph. **Up to 1000cc:** 1, Jurgens, 79.33mph; 2, Roy Gibson (1.0 Mini); no other finishers. **Fastest lap:** Jurgens, 1m 17.2s, 81.61mph.

Mod Sports (10 laps): **Overall and 1501-2000cc:** 1, Nicky Ellis (1.8 Elan), 12m 38.6s, 83.05mph; 2, Robert Speak (1.6 Elan), 12m 40.9s; 3, Ashley Bell (1.6 Elan), 13m 11.1s; 4, Bob Dickens (1.6 Elan), 13m 23.6s. **Fastest lap:** Ellis, 1m 12.7s, 86.66mph. **2000cc and over:** 1, Malcolm Hamilton (4.2 E Type), 75.08mph; no other starters. **Fastest lap:** Hamilton, 1m 22.1s, 76.42mph. **1151-1500cc:** 1, Ron Harper (1.2 Spitfire), 78.33mph; 2, Eric Adams (1.4 Davrian Mk7); 3, Paul Howarth (1.4 Midget). **Fastest lap:** Adams, 1m 18.0s, 80.77mph. **Up to 1150cc:** 1, Jack Peat (1.0 Davrian Mk7), 78.24mph; no other starters. **Fastest lap:** Peat, 1m 18.0s, 87.77mph.

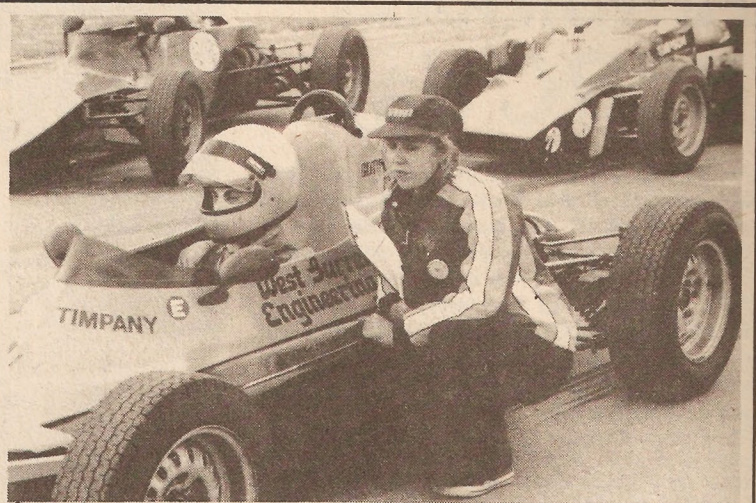
Trials and tribulations continue for Mike White

Just when will Mike White's run of ill-fortune end? The Johannesburg driver, thought to be one of the best prospects around after his victory in last year's BARC FF2000 championship with the works Delta, aimed to move into F3 at the beginning of the season with the same team. When the Delta F3 project was shelved due to the success of the 1979 marketing campaign and Patrick Head's commitment to the Williams F1 project. Sorely underfinanced and with an old Ralt RT1, Mike soon gave up the unequal struggle but retained his links with the Horseless Carriage Company of Hove where he stayed to build and test the works and customer chassis.

Alas several of the other Delta works pilots ran out of money, notably the talented Australian Gerry Witenden and another South African Basil Mann and with the defection of John Herne to the Reynard team Nick Crossley's representation on the FF2000 British front began to wane. In an effort to boost Delta's challenge and to prove that the T79 is still an excellent chassis 'Chalkie' White was drafted back into the cockpit last month, for the remainder of the season.

A steady run at Brands followed by pole position at Silverstone looked promising (only for Mike to be nerfed off during the race by Simon Kirkby's Reynard) and recent testing results indicated the car to be a potential winner once more.

Mike was well under the lap record at Snetterton last Monday and set off for further development work at Oulton the following day. Within a few laps he was turning in competitive times and a few tweaks enabled White to be conclusively below the record later in the day. Disaster struck, though, during a series of quick laps when a rear tyre burst at Druids, the car snapped sideways and completed a series of end-over-end rolls. A couple of corners were wrecked and many of the ancillaries were ripped from the car, but Mike miraculously escaped unscathed thanks to the quality of its construction. The roll bar held up well and his Bell Star, although badly gouged, did its job admirably. A replacement car could not be readied in time for Snetterton but the team hope to be out at Oulton Park on Saturday. Hopefully someone, somewhere will decide to back a winner soon!



Currently enjoying his first season in FF1600 is mechanical engineering graduate Allen Timpany, the 23-year old Bath driver. Timpany received his grounding in motor sport via the Winfield Racing Drivers' School at Goodwood last year through which he was nominated a driver with excellent potential. Wishing to get involved with Formula Ford racing as soon as possible, Allen bought a Royale-Scholar RP24 to contest championship races this season.

Fortunately his employers, Radan Computanational of Bath, decided to help Timpany with initial sponsorship and the engineering and scientific computer science specialists retain an interest in his progress. Mike Cox, an active Ferrari OC member who owns West Surrey Engineering in Ashford, Middlesex (!) was also impressed with Allen's handling of the immaculate Royale and injected some much needed finance into the team and this enabled Timpany to finish in a strong sixth place in a Brands Hatch 'Star of Tomorrow' round. With Allen in the picture is timekeeper Debbie Stephens whose brother David, incidentally, is a mechanic with JP Racing at Goodwood.

Hermetite rallycross

Although Martin Schanche clinched the European rallycross championship for the second successive year at Lydden a fortnight ago, the GT category was taken by Swedish rally driver Olle Arnesson in his Hermetite Products sponsored Porsche Carrera. Arnesson has been backed by the West Drayton auto chemical concern for the past three years, through Sten Engwall who distributes the merchandise in Scandinavia.

Olle's Lydden GT victory puts him 15 points clear at the head of the table with only the Estering Buxterade round, near Hamburg to come on October 7. To secure the coveted title Arnesson must finish in the top six in Germany, but his Lydden exploits should be featured in the BBC Grandstand television coverage scheduled for Saturday afternoon.

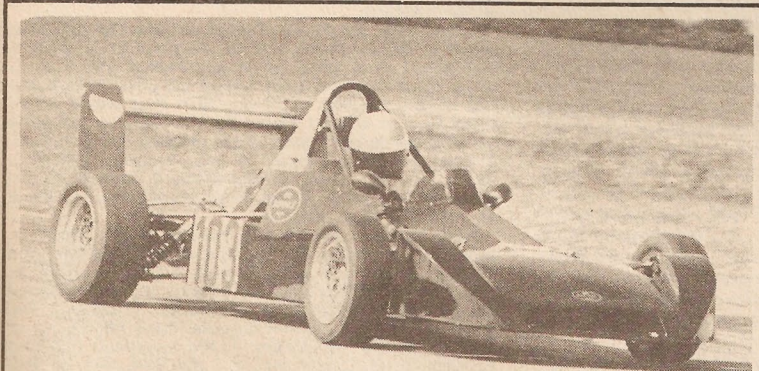
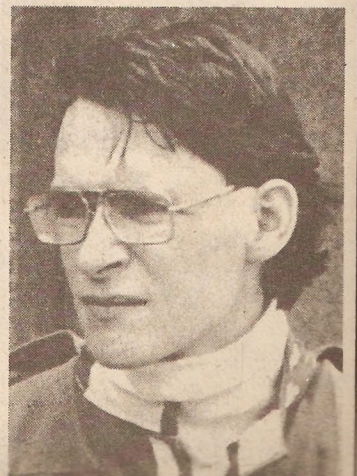


What's all this tomfoolery in the collecting area at Snetterton, and what is that strange creature adorning 'Pancho' Webb's Lola? As part of a continuing programme of promotions for the National Benzole 'Smurf' campaign a real, live, blue-skinned example came to the circuit and he proved very popular with the kids, handing out vast quantities of stockers and other paraphernalia to the assembled multitude. 'Twas rumoured that the Smurf is named Geoffrey Perkins!

Lauda back in FF2000

An impressive second fastest qualifier for the FF2000 race at Snetterton last Sunday was the young Austrian Thomas Lauda. The 24-year-old cousin of Niki, who raced regularly in FF2000 in this country last year was having only his third outing of the season and at the wheel of the third works Reynard he finally finished the ShellSport Martini round in fourth position. A vibration problem caused by losing a balance weight off a wheel forced him to drop away from the leaders.

With five more races available this season in which- to impress possible backers for a full British F3 season in 1980, Thomas only has the money for three of them but, showing typical Lauda determination, he flew back to Austria the next day to attempt to raise the additional amount.



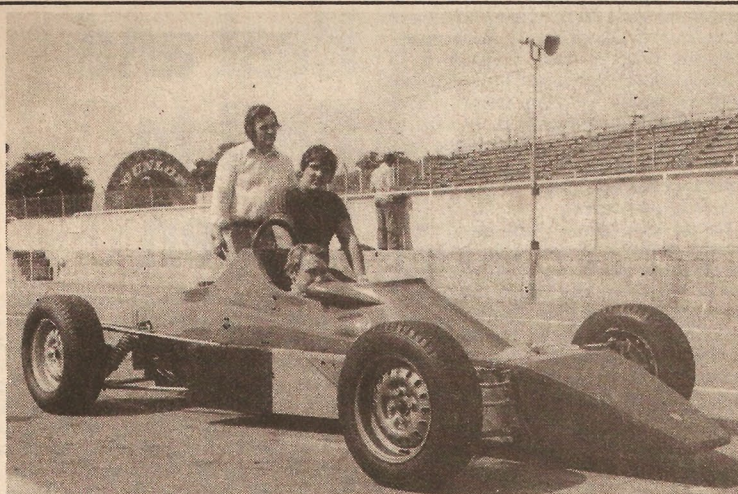
Royale FF2000 tests

Seen testing at Snetterton last Thursday was the new works Royale FF2000 chassis, entrusted to Peter White for the occasion. It is now nearly three years since the Bedfordshire firm produced their last FF2000 chassis, the interesting RP25 and the new car bears a strong resemblance to the RP26 FF1600 design from which it is derived. Development will continue over the next few weeks so that the chassis will be competitive from the outset.

Briefly . . .

● Brands Hatch Racing's latest protégée, New Zealander Jenny Watson, was hobbling round the Snetterton paddock on crutches over the weekend having had a nasty shunt at Brands on Saturday in one of the Brands Hatch Racing Royales. Jenny apparently left the road at Paddock and hit the barriers hard. Although there are no bones broken her leg is badly bruised and the injury will keep her out of the cockpit for a week or so. Her plans to race the Christian Whitby Travel/Rushen Green Racing RP26 are not affected.

● A newcomer to the Chequered Flag Sports 2000 field at Snetterton on Sunday was Chilham's Brian Davis in the ex-Mike Knight Lola-Rowland T492 which he bought recently from Richard Dutton. Davis is better known for his special saloon antics having raced the Escort formerly driven by Divina Galica and a self-constructed Davrian-based Imp-BDA in the past couple of years. Brian is currently getting used to sports car racing with a view to competing seriously in next year's championship.



The third of the fabulous new Ray 79F Formula Ford cars is now out on the circuits in the hands of newly crowned Ross & Haines Castle Combe champion Geoff Davies from Horley in Surrey. Designed and built by one of the most respected men in FF1600 racing, Bert Ray, the latest model marks the return of the Balham-based engineer as a manufacturer in his own right after an absence of three years.

The previous two 79Fs, driven by Dave Hoban and Chris Cresswell, have both shown a lot of promise, Hoban's Swintex-backed device winning a recent Snetterton race, so Davies is keen to uphold the marque's honour. With only a few laps' testing before his first outing in the car, Geoff was optimistic of a good placing in the Kent Messenger qualifier at Brands and he was not to disappoint with a fine fourth overall. One thing is clear about the Ray — it is beautifully put together and should have a ready market in 1980. Davies's example is sponsored by Horley Exhausts & Tyres whose manager Tony Etheridge (right) is with Bert Ray behind the car.

Fitzsimmons recovers from Snetterton shunt

News of Keith Fitzsimmons, the Nottingham FF2000 privateer whose Delta T78 FF2000 chassis smote the bank at Snetterton on Sunday is happily far better than feared initially. The incident occurred during practice for the Computacar championship round and, like so many others, it was the Russell bank which inflicted the damage. Fitzsimmons lost the immaculately turned out car in the middle of the fast double curve, and touched the bank with the nosecone which flicked the chassis round, the impact being taken fully on the right rear corner and the side of the chassis. Keith was knocked unconscious and practice had to be stopped while the rescue team came to his aid, aware of the

need to remove him gingerly owing to severe whiplash sustained. Fitzsimmons was released and taken to the Norwich & Norfolk hospital where he was treated for a broken pelvis and ankle, though his neck is only badly bruised. Keith's wife telephoned on Monday and wishes to extend her sincere thanks to the doctors. St Johns Ambulance staff, marshals and the vehicle recovery crew who were so efficient in their duties. Praise must also go to Nick Crossley of Delta Race cars for producing perhaps the strongest chassis available. Three or four weeks stay in hospital are envisaged and it is hoped that the car can be repaired in time for an early return to the tracks. We wish him a speedy recovery.

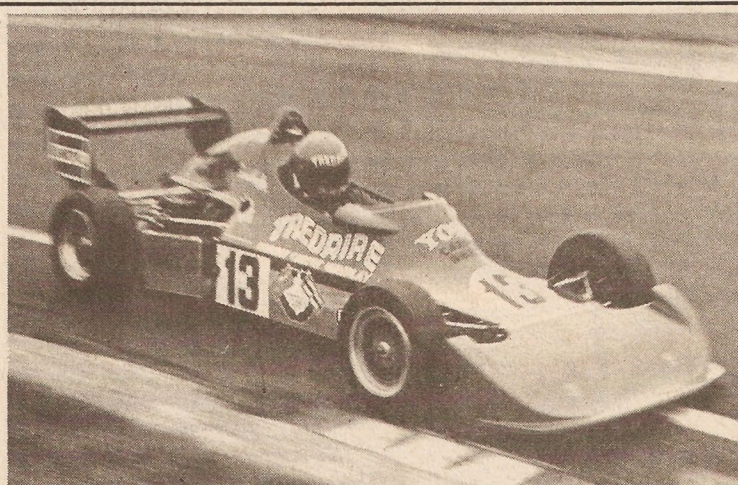
Donington 6 hours entry

No fewer than six teams of MGs head the entry for the 750MC's Birkett six-hour relay race at Donington on Sunday, October 7. Starting at noon, the 29th running of the country's longest established endurance race at club level, will be fought out by 26 teams of six

drivers. Two Morgan teams plus entries from the Porsche Club GB, Aston Martin Team Superstar, Martini-team AMOC, F1300, 750F, Allen crankshafts, Ginettas and JDC are also included and spectators are welcome at 50p per head.

Ingliston win for Brown

Twice Scottish kart champion in the 250 International class, Tom Brown transferred his interests to FF1600 racing last year, starting with an old Dulon chassis. Having gained experience in this car a newer Van Diemen was acquired for an all out assault on the Scottish and Northern championships. A number of unfortunate incidents conspired to keep him from the winners circle until last weekend when an Ingliston victory was the reward for his perseverance. Throughout his FF1600 career Tom has been sponsored by Parks of Hamilton, a group which holds franchises for Fiat, Vauxhall and Datsun cars as well as thriving luxury coach and car hire businesses. Now that he has that all important first win under his belt Brown will surely be a man to watch.



Frank Bradley turned up for the MCD series FF2000 event at Snetterton on Sunday with the works development Delta T79/80 in the colours of his long-time sponsors Uniroyal Tredaire carpet underlay. The most obvious deviation from current specification is the switch to side radiators and in this form the car ran well, Bradley driving tenaciously through the field having been involved in a first lap incident.

Payne at Zandvoort

The Arthur Hough Pressings/Ark Racing equipe ventured abroad for the first time on September 15/16 and driver Max Payne had no difficulty in vanquishing the Zandvoort G2-5 contingent in his lightweight Lotus Elan. Having seen the circuit for the first time on the Friday, Max set second fastest time in practice only fractions of a second behind Guy Trigaux's De Tomaso Pantera. On the opening lap of the race Benelux G2-5 champion 'David' spun his Pantera and took two other cars off causing the race to be stopped. On the restart Payne hurtled off into the distance, defeating Dutchman Enno Wijkstra's ex-Hezemans G5 Escort by 13secs. Several trips to Europe are planned for the 1980 season as a result of this success.

Briefly . . .

- The first round of the BMRMC's Matchbox Powertrack championship, held last weekend at Henlys of Dunstable, was won by Chris Reynolds, the Hitchin launderette owner who races Freston Mould Products PRS in FF1600. Second was Philip Halliday while third place fell to Alan Raine, another racer who competes in Reliant 750F events with a DNC Mk6.

- Jersey driver Paul Simpson is receiving assistance from Leo Ayling of Mayday Sprint electronic ignitions, a Sussex concern, for his efforts in FF1600. Simpson usually drives a Lotus 61 of indeterminate vintage with great rapidity but drove the Image race-hire FF4 at Snetterton on Saturday.

- F1300 ace Roy Goff has competed in the last few Sports 2000 races in one of Richard Tyzack's Tiga SC79s with backing from Minster Engineering. For next year he hopes to move into FF2000 and he should make his debut in the single-seater formula at Thruxton on



Acres tries for two

Recently confirmed as overall BTRDA production car trials champion is Dorset civil engineer Richard Acres who has dominated the Mini classes in his Duckhams and Leyland Special Tuning supported machine. Entered by Dudsbury Car Club of Bournemouth, the combination have taken eight firsts and a second from nine events. Having fulfilled his aim, Acres will now concentrate on the RAC Duckhams British championship in which he lies second, just one point behind Steve Coote's Skoda.



ADO round the houses at Longton weekend

Put 2,900 people aboard a ferry or two in Liverpool and you have the makings of an unusual weekend's hillclimbing as well as, inevitably, those of trouble from unruly elements little interested in the sport. Put ADO's Waring & Gillow Pilbeam MP31 in the hold too, and you have the makings of a new hill-record. Add fortuitous weather, a spate of accidents and breakdowns, and the spectacle of the IOM Fire Brigade interrupting the proceedings with a downhill run, stir well, and you have the basic recipe for Longton & Dist MC's annual hill-climbing pilgrimage to the Isle of Man, which this year took place at the weekend.

The star of this motley collection of happenings was undoubtedly Alister Douglas-Osborn, whose efforts in the organiser's invitation class rather overshadowed those of Brian Redman (Chevron B32) and Phil Read (750 Yamaha), billed as a star match to determine whether bike or car could be fastest up the 2.15-mile stretch of TT circuit from Hillberry to Kate's Cottage by way of Creg-ny-Baa. Neither Redman, suffering from constant misfiring in his Tom Coughlan Racing 5.7-litre Chevrolet engined car, nor Read, whose Yamaha melted a piston in practice and ran slowly after its rebuild, could match the consistent efforts of the regular hillclimb driver, as ADO lowered Terry Smith's outright record twice during the afternoon, leaving it at 61.79s, a full 2secs better than Smith's 1978 time. To save you working it out, that's an average speed from a standing start, uphill, of 125.265mph!

With ADO, Redman and Smith all bettering 160mph through the Gob-ny-Gay speed trap, most attention was naturally focussed on their efforts. But 'real' BT'D went to Alan Newton's Huron with a praiseworthy 71.45 that was a fair reward after three red-flagged previous attempts! Sadly, the unique Huron was damaged in a bizarre paddock incident before Newton could take a second run — an unknown driver backing into his gearbox with disastrous results for the rear suspension carrier. Another whose suspension wasn't up to much was Terry Smith, who had a rear wishbone split on the March-Reppo on his last run, while Allan Staniforth's Terrapin contacted the scenery firmly when he tried to take Kate's Cottage on a line that was three inches too tight, clipped the bank and spun into the dry stone wall on the outside.

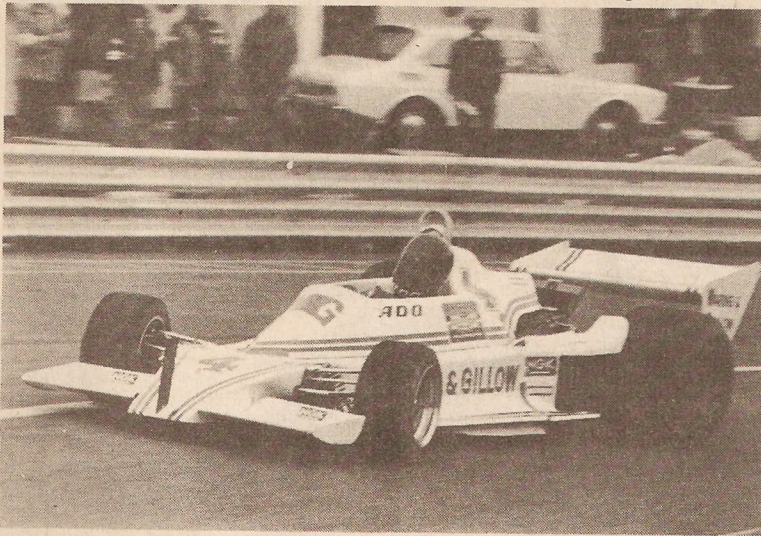
George Swinbourne (Landar) and Dave Harries (Mini) were among those to have accidents lower down the hill — Harries virtually totalling the front of his car at Brandish — but the best bang of the day befell Barry Whitehead's supercharged 750cc engined RBS 3B. The Wigan vicar's first run ended with the car catching fire at Creg-ny-Baa, and there were those who unkindly suggested that the Devil was still behind him as he braked impossibly late for the same corner next time up and spun heavily backwards into the barrier — fortunately without personal damage, though he must be feeling that pulpit is safer than cockpit on this evidence!

Of those who stayed on the track, Palmer Hewardine's awesome Mustang was first to impress, with an 81.25 beaten by only three cars outside the top single-seaters. Phil Prince's TVR Tuscan was one, the ex-Tony Bancroft car running an engine just rebuilt by — Palmer Hewardine! Prince recorded over 140mph through the speed-traps, a

engined device, the Mk 3 Cortina-Morand of David Taylor. His 80.32 was the quickest saloon/sports time — it may look crude, but it's effective!

Of those without V8 power, John Meredith's Mini-Talbot and Des Richardson's Midget were distinguished in lowering their respective class records — Meredith demolishing his by some 5secs on his first visit to the island. Mod-sports competitors Terry Clifton (Davrian) and Tony Bancroft (Porsche) went very well, though in truth neither they nor most of the class winners had the competition they could have expected on the mainland. Most classes turned into demonstrations by the fastest drivers (like the stunning 77.3 recorded by Nick Bridge's 1300cc U2) — with the honourable exception of Class 15, for 1100cc Racing Cars, in which John Wilkinson's Raffo Mk IV just edged out Keith Gower's Monopin Mk II (is there any single-seater that isn't a Mark-something?) second time up. With an entry restricted by ferry

ADO storming through the public roads of the Isle of Man to the Longton BT'D.



Production trial title to Acres

Richard Acres of the Dudsbury CC scored his ninth win in 10 events in the BTRDA Production Car Trial Championship on Sunday and has become the 1979 champion.

Owen Motoring Club, with sponsorship from Duckhams, gathered the best entry of the year to their Tattenhill site near Burton-on-Trent and 49 cars tackled 40 sections and once again Mike Hinde romped away to overall victory in his Panther Lima dropping only 33 marks for a winning index of 27 per cent.

The always-interesting standard car class produced the second win in as many weeks for Ian Waddington (Fiat 128) who was well ahead of the Renault 5 of Nick Pollitt with Barry Score some way back with his Fiat 127. With Richard Acres winning his class by 17 marks, the interest was in who was going to be second and Derek Richards (1275 GT), piped Barry Parker (Cooper S) by a single mark for that honour at the finish.

Steve Courts and Mike Stephens, Skoda and Opel Kadett respectively, swapped places regularly throughout the day with Courts eventually winning by three marks and Andrew Lees took the sports car class in his Sprite by a hand-

capacity to some 80 cars, the provision of 18 classes would appear to be a rather generous effort to give everyone a go which has too often is apt to lead to the opposite result — thin classes, with many potential competitors unable to get an entry. This was certainly the case in the Isle of Man, with regular Dutton-Forshaw competitors in too many cases unable to get entries.

For all this, however, the spectacle of vehicles of this kind competing on closed public roads is stirring stuff, and there can be few other hills where the spectators watch from a pub that's open all day! Longton are to be congratulated for their herculean efforts in packaging an event of this character — now, gentleman, your task is to re-open Tholt-e-will as well!

IAN CRAMMOND

BT'D: Alan Newton (Huron), 71.45s.

Hill record: Alister Douglas-Osborn (Pilbeam), 61.79s.

Class winners: I.O.M. Sept 22, Bobby Fryers (Mini), 106.56s; Des Richardson (Midget), 92.05s; Palmer Hewardine (Mustang), 81.25s; John Meredith (Mini-Talbot), 86.83s; Geoff Sykes (Mini), 92.67s; Dave Taylor (Cortina V8), 80.32s; Larry Hughes (Elan), 89.40s; Phil Prince (Tuscan), 81.04s; Terry Clifton (Davrian), 83.88s; Tony Bancroft (Porsche), 81.50s; Mervyn Bartram (U2), 77.14s; Jim Bickerstaff (U2), 85.55s; Nick Bridge (U2), 77.30s; Peter Harper (Harper), 89.53s; John Wilkinson (Raffo), 88.50s; Stan Billington (Brabham), 78.22s; Dave Hartley (Brabham), 79.77s; Terry Smith (March), 67.37s.

Heat and final to Dryden

The Ritchies/Croall and Croall meeting at Ingliston on September 16 promised well, but a spate of non-starters deprived the racing of some interest. These included Brian Henton and Kim Mather while, in the case of Eddie Cheever, the avid AUTOSPORT reader would have noticed that he was due at Valllunga on the same day. The cruel luck which has dogged Iain McLaren for most of this season continued, when his McLaren M26 inexplicably cleared the armco and got in among the spectators, during practice, leaving a pazzled Iain declining to start.

The meeting was plagued with rain which kept attendance sparse and encouraged gyrations as the penalty for too much 'wellie'. Bill Dryden profited from the conditions when he persuaded his venerable Firenza Ecosse to win both heat and final of the Special Saloon event.

The opening event for Formula Fords coincided with the onset of the rain which caused the departure on the first corner of Jim Patrick, Robin Simpson, Graham Millar and Ken Shade whose Royale lost each corner as it failed to get between two flag poles. George Franchitti led the rest in the PRS borrowed from Stu Lawson, but in the circumstances felt he must ease up, not so Eric Horsburgh, who gave an excellent display of wet weather driving to inherit the lead.

As the rain poured down leaving the VW Beetle-Chevy of Doug Niven spluttering and banging during the warm-up, it was the DFVW of Walter Robertson which led off the larger special saloons, but it was the evergreen Firenza Ecosse of Bill Dryden which held the inside line to the hairpin on the next tour and emerged in the lead, with Ian Forrest reeling in Robertson with his Drambaie Imp, much more manageable in the conditions. Sadly Niven pedalled his hardly mobile car only halfway round the circuit, as the leader completed two laps, and was joined by Walter Robertson at mid distance as water invaded his electrics too, Dougal persisted and eventually persuaded his Beetle to produce enough power to complete six laps while Robertson, after application of copious WD40 crept to the finish.

A mere half-dozen clubman cars appeared for their 10-lapper with John Mackie (18 BW) making a flying start which earned him a penalty, but it was the 20B of Jim Stevenson which assumed command, followed through on the second lap by the Nethan Valley Homes Mk19 driven by John Barr. Andy Smith (20B) ran an unhappy fourth, while Kenny Allen (Mk18) ran an unaccustomed sixth two laps in arrears, behind the Mk16 of Clive Reeves, due to a puncture on the warm-up.

From a large all Imp small saloon field, Jim McGauchey out-dragged Ricky Gauld who delayed the ATS version of Bill Thompson, as Ewan Buchan frightened most of the field as he steered across the track after the start, to emerge after one lap in fourth place, Brian Robertson in the lone Mini, unable to complete 100yds. Present class-leader in the Lombard Scottish Championship, Ricky Gauld had a fraught race, spinning at Caravan and being collected by Dave Ogilvy in the Sportstune Accessories Stiletto, thereafter his car seemingly refused to handle properly. In the procession un-

The battle of the rear engined rwd cars was resolved in favour of Nigel Hugo's Steyr Puch who pulled steadily away all day from Colin Valentine's Stiletto and Mac Hazlewood scored his usual win with his Dellow.

Overall: Mike Hinde (Panther Lima), 33 marks lost. **Class Winners:** Ian Waddington (Fiat 128), 126 marks; Richard Acres (Cooper S), 57 marks; Steve Courts (Skoda Octavia), 57 marks; Andrew Lees (Sprite), 97 marks; Nigel Hugo (Steyr Puch), 67 marks; Malcolm Hazlewood (Dellow), 78 marks.

Short Curtis

Using the short circuit at Mallory Park Coventry & Warwickshire MC attracted 67 cars to their annual sprint at the Leicestershire venue last Saturday when BT'D was set by Simon Curtis in his Mallock U2. Over two laps he returned a time of 1m 14.4s to head the field by an impressive margin of more than 1sec.

BT'D: Simon Curtis (Mallock U2), 1m 14.4s.

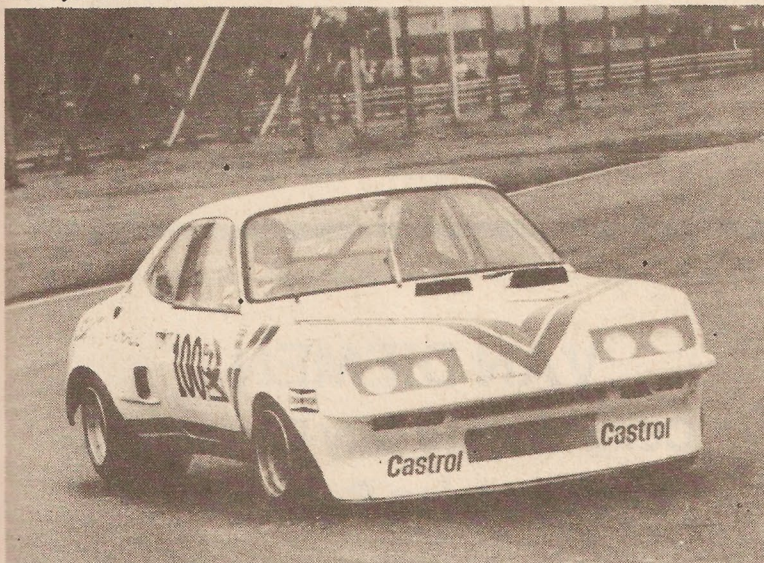
Class winners: K Jarman (Escort RS2000), 1m 34.8s; P Thomas (TVR Turbo), 1m 26.0s; D Fuller (1275 GT), 1m 32.1s; D Jest (Escort TC), 1m 30.6s; R Welsh (Imp), 1m 25.9s; P Clarke (Firenza), 1m 21.3s; Pete Thomas (Elan), 1m 15.9s; Jim Robinson (Mallock U2), 1m 15.5s; Peter Robinson (Brabham BT30), 1m 15.5s. **Best Coventry & Warwick:** G Masters (Cooper S) 1m

from George Coghil as Kim Devin, the sole female driver fought past Brian MacLeod then Richard Mitchell for a fine sixth place behind Martin Dunn.

The 12-lap Formula Ford thrash which followed, found Dave Duffield in the Hubert Mitchell Insurance-sponsored Crosslé 32F ease away from the Hawke of Roy Low and Tom Brown in the Parks of Hamilton RF78, who held David Farrer at bay, as Keith Lawrence shadowed this trio in the RF78. At half-distance the latter was fourth when Farrer fetched up on the barrier at the Grandstand, then the dice between Keith Wickham and Vic Covey ended when the latter went agricultural out of the left hander, demotised his gearbox on the ARMC0 and parked his RF78 in the roots of a large tree. Second-place man Roy Low, spun allowing Tom Brown and Lawrence through to what eventually became first and second as Duffield spun away his lead on the penultimate lap.

John Fyda once again demonstrated his invincibility at Ingliston, splashing his Elan ahead of Clive Reeves (Mallock) at the end of the opening lap, being emulated by Brian Stevenson (Davrian). Duncan Hall found the better traction of the Lotus Europa take him past Reeves but had to give best to the Davrian of Angus Young.

Bill Dryden took the Firenza Ecosse to wins in the special saloon heat and final.



results

The Scottish Motor Racing Club Trophy For Formula Ford (10 laps): 1, Eric Horsburgh (PRS-Scholar), 11m 03.4s, 55.89mph; 2, George Franchitti (PRS Scholar), 11m 32.4s; 3, Peter Jamieson (Hawke-Scholar DL12), 11m 37.3s; 4, Arch Cromar (March 708), 11m 39.6s; 5, Neil Cuthill (Hawke-Minister 20B), 11m 40.2s; 6, Ian Henderson (Hawke-Rowland DL11), 11m 52.2s. **Fastest lap:** Horsburgh; 65.0s.

The Ritchies Trophy Race (Heat one) for over 1-litre special saloons (10 laps): 1, Bill Dryden (2.5 Firenza Ecosse), 10m 29.4s, 58.91mph; 2, Ian Forrest (1.2 Drambaie Imp), 10m 36.6s; 3, Jim Pinkerton (1.3 Mini Cooper S), 10m 45.1s; 4, Alex Littlejohn (1.3 Austin Cooper S), 11m 24.1s; 5, Ian Tulloch (1.3 BL Mini S), 11m 25.2s; 6, Graham Stuppel (1.3 BLMC Mini), 11m 33.1s. **Over 1300cc:** 1, Dryden; 2, Niven (5.0 VW Beetle Chevy); 3, W. Robertson (3.0 DFWV). **Fastest lap:** Dryden, 61.8s, 60.00mph. **1001-1300cc:** 1, Forrest; 2, Pinkerton; 3, Littlejohn. **Fastest lap:** Forrest, 62.0s, 59.81mph.

Haleys Motor Services Trophy for Clubman Cars (10 laps): 1, Jim Stevenson (1.7 Mallock 20B), 9m 53.7s, 62.46mph; 2, John Barr (1.6 Mallock Mk19), 9m 54.0s; 3, John Mackie (1.7 Mallock Mk18 BW), 10m 26.0s; 4, Andy Smith (1.6 Mallock 20B), 10m 37.8s; 5, Clive Reeves (1.6 Mallock U2 Mk16), 10m 57.1s; 6, Kenny Allen (1.6 Mallock Mk18), 10m 38.2s. **Class B:** 1, Reeves; No other entrants. **Fastest lap:** Stevenson, 57.9s, 64.04mph. **Class B:** 1, Reeves; No other entrants. **Fastest lap:** Stevenson, 57.9s, 64.04mph.

Croall & Croall Trophy (Heat two) for special saloons up to 1-litre: 1, Jim McGauchey (Imp), 10m 43.9s, 57.59mph; 2, Bill Thompson (1.0 Imp), 10m 47.6s; 3, George Coghil (1.0 Imp), 11m 01.7s; 4, Ewan Buchan (1.0 Imp), 11m 14s; 5, Martin Dunn (1.0 Imp), 11m 51s; 6, Kim Devin (1.0 Imp), (9 laps). **Fastest lap:** Thompson, 62.8s, 59.04mph.

The Shell Championship for Formula Ford (12 laps): 1, Tom Brown (Van Diemen-Scholar RF 78), 11m 18.1s, 65.62mph; 2, Keith Lawrence (Van Diemen-Auriga RF79), 11m 18.3s; 3, David Duffield (Crosslé-Minister 32F), 11m 26.0s; 4, Roy Low (Hawke DL 19 B), 11m 34.0s; 5, Mark Paulo (Van Diemen RF78), 11m 34.3s; 6, Tom Paulo (Hawke DL 19), 11m 39.2s. **Fastest lap:** Lawrence, 53.8s, 68.92mph.

Modsports (10 laps): 1, John Fyda (2.0 Agra Elan), 10m 19.4s, 59.86mph; 2, Brian Stevenson (1.2 Davrian Mk VII A), 10m 27.1s; 3, Angus Young (1.1 Davrian Mk V), 10m 33.0s; 4, Duncan Hall (1.8 Lotus Europa), 10m 35.6s; 5, Clive Reeves (1.6 Mallock U2 Mk16), 10m 43.2s; 6, Roy Wilson (1.0 Cian Crusader), 11m 12.0s. **Over 1300cc:** 1, Fyda; 2, Hall; 3, Reeves. **Fastest lap:** Fyda, 60.4s, 61.39mph. **Up to 1300cc:** Stevenson; 2, Young; 3, Wilson. **Fastest lap:** Stevenson 60.6s, 61.19mph.

Dickson of Perth Trophy for Libre Cars (30 laps): 1, Norman Dickson (2.0 March 792), 26m 17.4s, 70.52mph; 2, Bernard Hunter (1.6 Ralt RT1), 26m 28.6s; 3, Andrew Jeffrey (1.6 Chevron B49), 26m 43.2; 4, Jim Stevenson (2.0 March 782), 26m 42.7s, (29 laps); 5, Lawrence Jacobsen (1.6 Chevron B29), 26m 55.3s; 6, Jimmy Jack (2.0 March BMW 772), 26m 46.0s. **FA:** 1, Hunter; 2, Jeffrey; 3, Jacobsen. **Fastest lap:** Hunter 51.3s, 72.28mph. **Libre:** Dickson; 2, Stevenson; 3, Jack. **Fastest lap:** Dickson 50.9s, 72.85mph.

The SMT Trophy Race for Special Saloons (Final), (15 laps): 1, Bill Dryden (2.5 Firenza Ecosse), 15m 36.3s, 59.40mph; 2, Jim McGauchey (1.0 Imp), 15m 36.6s; 3, Bill Thompson (1.0 Imp), 15m 39.5s; 4, Dougal Niven (5.0 VW Beetle Chevy), 16m 06.7s; 5, Jim Pinkerton (1.3 Mini Cooper S), 16m 15.5s; 6, Ewan Buchan (1.0 Imp), 16m 27.0s. **Over 1300cc:** 1, Dryden; 2, Niven. **Fastest lap:** Dryden, 56.0s, 66.21mph. **1001-1300cc:** Pinkerton; 2, Alex Littlejohn; 3, Graham Stuppel. **Fastest lap:** Ian Forest

The libre 30-lapper sponsored by Dicksons of Perth found young Norman collect the trophy and the cash, after his March 792 overhauled Andrew Jeffrey, who led off the line in his Hope Scott Chevron B49. Behind, Graham Hamilton (Surtees TS19) could not hold off Bernard Hunter whose Ralt RT1 proceeded to chisel away at Jeffrey's advantage, while clubman expert Jim Stevenson essaying the Aycliffe March 782, managed fourth place, a misfiring engine denying him further advancement. In the leading clubman car, John Barr lost sixth place when his gear lever snapped as Jimmy Jack (March-BMW 772), fought a race-long duel with the March 75B of Stewart Robb, the pair trailing Lawrence Jacobsen in the Rosetta/Cuthbertson Chevron B29. Such was the lead of Norman Dickson that he had time to pit with a puncture, only to be ushered out again to complete the final lap!

The final saloon event over 15 laps was led for two laps by the Drambaie Imp of Ian Forrest, but a trailing exhaust allowed Bill Dryden in front, his gamble of slicks on the Firenza paying off on the drying track, to head the ever present Imps of Jim McGauchey and Bill Thompson.

BILL HENDERSON

Santa Pod spectacular

The biggest drag racing event ever held in Europe was staged at Santa Pod Raceway over September 14/15/16 weekend, with entries from Holland, Denmark, Germany, Sweden, Norway, Britain and the USA.

Highlight of the meeting was the *Hot Rod & Custom UK* funny car eliminator, with entries including Gene Snow, Raymond Beadle, Anders Hasselstrom, in the Swedish Air Force-sponsored Red Baron car and Hazze Fromm in the beautiful Ragnarok funny. From Britain, we had Owen Hayward, winner of funny car from the previous meeting in his Houndog car, Dennis Priddle in the John Woolfe-sponsored Monza, Ronnie Picardo in his recently built car 'The Force' and one of the greatest British racers, Allan (Bootsie) Herridge in the rebuilt Gladiator funny car.

As well as funny cars, there was a record entry for Pro-Comp, 19 cars from England, Sweden and Norway, each one battling for a position in the last round of the European Pro-Comp Championship. Favourite to take the win was Krister Johansson the present points leader in his Keith Black powered dragster, but with eight entries from Britain, including Jim Read, who is at present number two, he would have to race like never before.

Friday was used for unofficial practice sessions, and the Swedes in particular made as many runs as possible to get used to the track. With many of the British racers having to work Friday, they only had a few practice runs on Saturday, but those who were able to make it to the first sessions soon saw that they had no easy task in beating the Scandinavians.

Saturday qualifying runs were made in all classes, and in Pro-Comp an unusual practice run was made by Norwegian Inge Bugge in his Chrysler-powered Harek 2 dragster when on the burnout he drove the front of the car over the timing lights and nearly hit the Christmas tree before coming to a halt. Chief starter Stu Bradbury ordered Inge to shut down the motor and after a quick examination, the car was found to have a flat front tyre, which put Inge out of the running for a short while.

Throughout the day, the eliminations were taking place in each class, and in his first race, Norm Wheelon in his Wrangler-sponsored dragster met Vic Hammond in his Chrysler Hemi powered model T altered and took the win with a good time of 7.41s/179.8mph. This car is rapidly improving and will soon be one of the leaders in Pro-Comp.

Ronnie Picardo in the Force funny car, on his first qualifying run against Gene Snow, got way out of shape off the line and just managed to keep control of the car. Also at the meeting was everyone's favourite racer, Sammy Miller and his Vanishing Point hydrogen peroxide — burning funny. This car just has to be seen to be believed, one moment it is sitting on the startline, and the next it is at the other end of the quarter mile!

In the afternoon he made his first run of the day, and clocked a fantastic 4.56/265mph just to see how the motor was running.

Next came the rest of Funny Car qualifying, and it soon became clear that the two Americans, Beadle and Snow, were going to be the ones to beat, Owen Hayward, one of the English drivers, only managed fourth spot with a time of 6.49/213, although this did not mean the end of the British challenge.

One unfortunate incident happened when Dennis Priddle was racing Ray Beadle in the quarter finals when his engine blew at half distance, leaving Beadle to take the win with a 6.22/225.2mph run. Dennis has had a lot of luck this year and especially

were showing the Scandinavians how to really make a car go as Graham Hawes took an easy win over the Swedish funny, Blue Swede 2, with a time of 7.29/182.8. In the semi-finals Jim Read met Norm Wheelon, and a decision had to be made by Norm, whether to let Read win and therefore take the lead to become the European Pro-Comp Champion, or to make an all out attempt to get into the final, in the end though Norm took the win after a hard fought race with a winning time of 7.36/190.8mph to a knockout 7.60/167.2mph. Norm eventually met Krister Johansson in the final, and all the crowd were behind him as he came up to the startline.

Norm managed to get a 'holeshot' on the Swede and the whole track erupted in one great cheer as he took the win with a time of 7.37s. During Sunday afternoon came the grand assembly of Top Fuel, Funny and Pro-Comp cars on the track, and never before has so many top cars been assembled in one place in Europe, yet another first for Santa Pod.

Soon after came time for the finals to be run, and in top-fuel Kent Persson came up against Trevor Young, and it was the Dragster of Persson which took the win with a time of 6.61/172.7mph against a losing 7.00/168 top modified produced one of the finest races of the meeting between Sam Connell in the Red Devil 2 Chevrolet and Kent Treneman driving the immaculate 'Oncle Willie' Willys coupé, both cars were level at half track but Connell managed to pull forward and won with a good time of 10.39/132 against the Swede's trailing 11.12s time.

In supercomp it was to be another England/Sweden race as Russ Carpenter, driving the Hepolite Glacier Grenade dragster took on the mighty competition altered Jeep of Svante Eriksson, and in an attempt to beat him, promptly blew his engine, letting the Swede take the win with a 8.54/157.

It was to be an all-American final in funny car as Ray Beadle met Gene Snow. Both cars left the line together and as they crossed the finish line they were still side-by-side but when the light appeared in the left hand lane, it was clear that Gene had taken the win, and even before the times were announced over the PA everyone knew that they would be something special, and they were!

With times of 6.04 and a losing 6.00 Beadle and Snow had made the fastest side by side runs in funny car competition anywhere in the world, yet another first for Santa Pod.

ROBERT SHORT

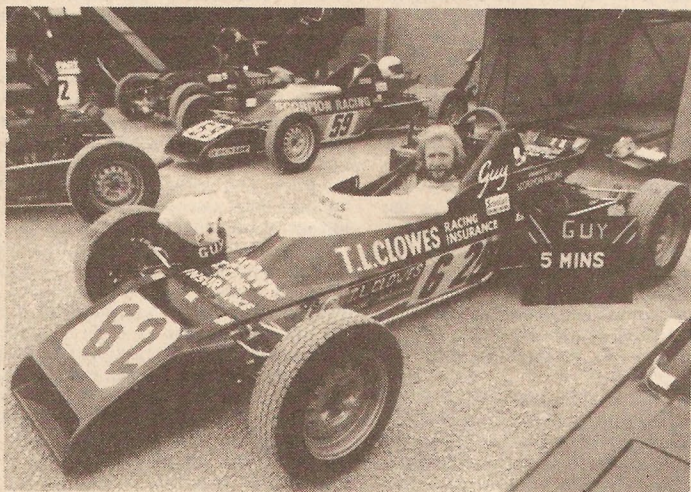
Series leader rolls Mini

Leader of *The Journal*/National Auto-cross Championship, Donald Maxwell, rolled his Mini in spectacular fashion at the Berwick & Dist MC's round of the championship last Sunday, but apart from his pride was unharmed. A new course of 1000yds at Cookham, near Berwick provided the championship regulars with a fairly tough test but John Lindores had no difficulty in picking up BTD in his 2-litre Escort while Jim Blythe, rapidly making up for lost time at the start of the season when he was motorless, continued his charge up the table by finishing runner-up to Lindores. As the latter is not registered in the series Blythe picked up his fourth maximum points in the last five events and is now third overall.

Class winners: Ian Winter (Mini), Steve Mar-

WELL DONE GUY

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GUY DORMEHL

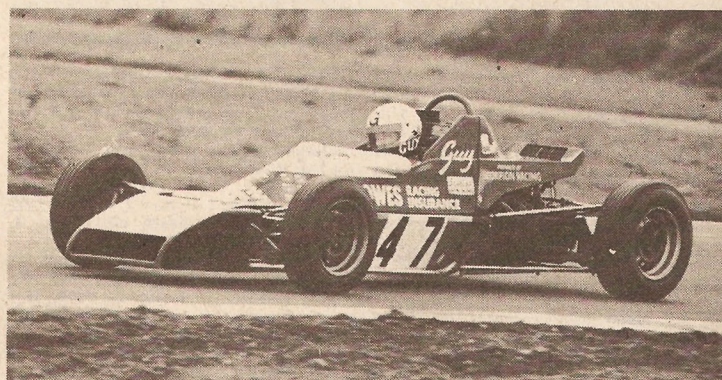
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New RAC Rallycross Champion Bruce Rushton opposite locks into the 'A' final lead.

RAC series to Rushton

Bruce Rushton became the RAC Rallycross Champion at Lydden on September 16, wresting the title from Trevor Hopkins — the holder for the past three years — who left the trophy at his home reckoning that he deserved to keep it for his hat-trick! Competition was good, despite a disappointingly low entry — many regulars had gone to France — and the track condition problems of the previous day's European round were virtually cured.

Attrition was the order of the day from the start, retirements from the first runs including Will Gollop (Saab turbo), Hopkins (spin at Chessons), Trevor Reeves, Bill Riddle and John Smith, who was again running his 2.2-litre Lotus Sunbeam.

Fastest of the survivors was John Welch on 2m 53.00s — a much faster time than Martin Schanche's first run

the previous day — followed by Bruce Rushton, Graham Hathaway and Tony Drummond, the quickest Mini (on a very bad day for front-wheel-drive cars) being that of Keith Ripp. Keith Springett was next up among the Minis, his very lightweight cars bearing allegiance to a new sponsor — Trilon.

Welch stayed on top for the second runs, the main change being the appearance of Trevor Hopkins on the leader board, second behind Welch. The third runs saw little change in the overall order, but were punctuated by some remarkable incidents. First, John Button — having cured his Golf's overheating problems of the previous day — and Springett collided, the latter being launched into a series of rolls that should seriously rival Keith Ripp's famous televised flight. The Mini was destroyed, but Springett was uninjured.

A later heat saw a fantastic battle between George Warren, Tony Drummond, Dave Wallis and Trevor Reeves, the four flashing away from the line side-by-side, bumping and boring, but managing to get through Chessons complete. Clerk of the Course, Geoff Webb, called all drivers back after an incident had delayed a couple of them and demanded a re-run. This resulted in further incidents when the two leaders, George Warren and Tony Drummond came up behind a very slow Trevor Reeves, who would not let them past. After a delay, Warren just managed to ease past, while Drummond was stuck behind.

Before the three finals, Martin Schanche and Jan de Rooy did a few demonstration laps in their European series cars from the day before, while Rod Chapman, who had bought Arne Stenshorne's Carrera overnight, had a few laps in his new acquisition.

Dick Griffiths was on pole position for the 'C' final after a very bad weekend, but it was the virtually unknown Alan Eckersley who led from flag to flag after a storming start from the front row.

Colin Parry-Williams moved up to second place in his Escort after a couple of laps and stayed there until the finish ahead of Griffiths, Roger Fell and Des Scarrow.

The 'B' final was also led from start to finish, this time by Dave Wallis from Graham Standage, who maintained a comfortable second ahead of a tough fight for third between Bill Mawle, who eventually took the place, and John Smith. Barry Hathaway was next ahead of Colin Page.

John Welch, who should have taken up pole position for the 'A' final, was unable to do so when his diff went as he warmed up his tyres and as the seven remaining cars left the line, reigning champion Hopkins made a poor start. Those with the advantage were Drummond and Rushton who left the others with George Warren third. Rushton maintained his advantage to the end, Hopkins — who fought his way through with great gusto — hauling his car towards the end, ahead of Warren, Dick Mavropoulos, Graham Hathaway and Keith Ripp.

ARTHUR DEBENHAW



Cramer — still a chance of the title.

Cramer's Wiscombe

Chris Cramer, driving the Douglas & Gavin/Grunhülle Lager March 79B, scored a magnificent win at Wiscombe Park on September 9, breaking the hill record twice and keeping alive his hopes of winning the 1979 British Hillclimb Championship. Second place went to championship leader Martyn Griffiths, who also broke the record.

Organising their first ever round of the Hillclimb Championship, the Five Clubs consortium (Bristol MC & LCC, Burnham-on-Sea MC, Haldon MC, Taunton MC, and Plymouth MC) attracted an excellent entry. With enthusiastic support from Esso Petroleum and BBC Television's *Spotlight South West*, it was perhaps unfortunate that such an

number of spectators.

From the start, it looked certain that the 1300cc Special Saloon class would fall to the Chrysler-engined Mini of John Meredith and, although the beautifully engineered hybrid was significantly far away from John Milford's class record, Meredith established himself at the head of the class and of the British Haynes Leaders Championship on his first run with a fine 44.7s. Alan Payne, in the unique 3.5-litre Rover 1.5 for perhaps the last time, put in a demon run of 44.04 to take the unlimited capacity Special Saloon class away from John Milford's 1380cc Mini Cooper 'S' (44.26).

If anyone can be expected to shave time off one of Charles Barter's class records it must be Charles himself and, sure enough, the immaculate Golden Springs Watercross Davrian equalled the 1300cc GT record on its first run and then took a further fifth off at 42.74 to leave Kim Johnson (MG Midget) a fairly secure second with 44.28. Nick Lambert again proved the worth of the Lotus 7 by taking the over 1300cc GT class with a tidy 43.95, while Paul Channon thundered his magnificent AC Cobra up into a second placed 45.31.

To keep his chances of winning the Leaders Championship equal to those of Meredith, Martin Bolsover needed to win the 1600cc Sports Racing car class and, although he came within a tenth of the class record with his second climb of 40.48, he had reckoned without the Mallock of Mark Williams whose first run was a remarkable 39.54. With Williams dangerously near to his unlimited capacity Sports Racing record, Richard Brown gave yet another superb display of car control to record an astonishing 39.18 and put himself into the first reserve slot for the Championship 'Top Ten'.

Ward another chance to disprove the theories about power to weight ratios as the Cheltenham Spa Motors' Chevron B9/15 simply shot up the track in a decisive 41.24, safely clear of Alan Cox's Harrison (42.01) and Jerry Sturman's similar mount (43.02). Although the outright record at Wiscombe is equivalent to little more than 54mph, this is due to the number of slow bends rather than the absolute gradients — giving the ideal conditions for Andy Smith to show the highly interesting March Austin Turbo at its best, as a class winner in the 1600cc Racing Car category with a nicely judged 40.25 run, followed at a respectful distance by Andy Fraser's Brabham BT35 (40.79) and Chris Dowson's similar machine (41.25).

Chris Cramer was clearly aware that, to maintain the pressure on Martin Griffiths, he needed to start off his challenge with a competitive run, though whether he actually expected to break the outright hill record on his first run in the 2.2-litre March could be in doubt. Nevertheless, the outcome was a re-sounding 37.46 — a new hill record — and temporarily, at least, out of reach of Griffiths who shot the Severn Advertising Pilbeam MP40 up into second slot with 37.83 and was followed rather less sedately by the March 771 of Roy Lane (38.30).

Godfrey Crompton in the 'second' of the Douglas & Gavin March 79Bs led off the Top Ten with a slightly ragged 39.58 and was promptly overtaken by Michael MacDowel in the Coogar RT1, still handling the enormous power of the 3.3-litre with caution and taking just 39.15 for the 1000yds climb. Malcolm Dungworth looked extremely fast as he powered the Waring & Gillow Pilbeam through the lower part of the hill, but must have slowed somewhere as he recorded 39.30 to move in behind Mac-

Jim Campbell, delighted to have qualified the Modus M4 for the first time since Craigantlet put in a nice controlled climb which took him to the head of the pack on 39.06, only to have this temporary lead disappear as Tom Williams demonstrated the theory and practice of hillclimbing to a nicety in the March 772 with a slick 38.90 run. Dick Harris thundered off in the massive 1.6-litre McRae and, although finding the ultimate road-holding somewhat lacking, he made good use of the 520bhp Chevy unit to stop the clocks on 39.32. Alistair Douglas-Osborn seems happier with the Waring & Gillow Pilbeam MP31 and impressed with smooth 38.31 which used far less than Lane, who nevertheless improved on his class time to 38.58.

Griffiths made a clean start and powered through the 'open' section of the hill in good time, cleared the Esso quickly and set the mark for Cramer 37.99. All eyes now looked towards the start and the bright red March 79B as it started through the lower reaches at an incredible rate — another record perhaps? Then suddenly the red flags went, the engine note cut and the car had come to rest just past the Gate. Everyone waited for news; what had happened was everything all right, had Martyn Griffiths won the Championship? Things sorted themselves out, and the cars returned to the Paddock for the second runs, it became clear that Cramer had just caught the bank coming out of the gate and taken the nose cone off the car.

The second runs, therefore, started against a background of feverish activity at the top of the Paddock where Cramer and Jeremy Speed, assisted by a large group of leading drivers and mechanics were frantically stripping, checking and re-building the March 79B. Crompton

WISCOMBE PARK

continued

determined to uphold the honour of the Douglas & Gavin Team, went for a quick one and made it to the Esses when a 'moment' took charge and the car reached the top unharmed but about 25secs later than the original objective and firmly in 10th spot. MacDowel again found himself looking for more handling and less power and settled for eighth place ahead of Harris.

Campbell again looked the epitome of neatness and consistency and, while unable to equal his class time, was quite happy to take the four points which go with seventh place and thus give himself a more than sporting chance of getting a Top Ten number for 1980. Ted Williams found a better way of negotiating the bottom of the hill, clipped another 1/2sec off the March 772's target time and took fifth place with a smooth 38.47. Malcolm Dungworth also found the way back into the '38s' with the understeering MP22 to move ahead of Campbell and annex sixth and a further five valuable Championship points.

Douglas-Osborn and the former Wiscombe record-holder Lane both improved but never really looked as though they could make it into the elite '37secs' category, finishing third and fourth respectively. This left Griffiths to go for the Championship and he really pushed

the car, the engine note of the Hart unit echoing through the trees, then cutting as he finished the course and the PA announcing a time of 37.48, just two-hundredths slower than Chris's new hill record and surely now completely out of the question for the March?

Cramer reached the start through a barrage of applause and cheers from the Paddock, steadied himself and then made what was probably the best climb seen from anyone in this country for the past 10 years. Despite not knowing if the car had suffered anything more than the superficial body-work damage from the first climb, this was the run to keep the Championship alive. Slightly slower than before to the Gate, safely through and then sheer power, skill and roadholding to the fore, the March roared its way up the hill, Chris's Hart unit sounding even louder than Martyn's. Again the delay, then a new hill record of 37.45 and a magnificent victory won in the teeth of defeat.

After all the shouting and celebration had died away it became clear that Martyn Griffiths had not clinched the 1979 Championship and that everything still rests on the final round at Doune on September 30. To take the title, Cramer must win the Top Ten run-off and Griffiths must finish lower than third — any other combination of results and the Championship goes to Martyn.

BOB COOPER

results

BTD: Chris Cramer (2.2 March 79B), 37.45s (record).

Class winners: John Meredith (1.0 Mini Chrysler), 44.70s; Alan Payne (3.5 Riley 1.5), 44.04s; Charles Barter (1.1 Davrian Mk7), 42.74s (record); Nick Lambert (1.6 Lotus 7), 43.95s; Mark Williams (1.6 Mallock MW79), 39.54s (record); Richard Brown (2.0 Mallock U2 Mk20b), 39.18s (record); Russ Ward (1.1 Chevron B9/15), 41.24s; Andy Smith (1.1T March Austin Turbo), 40.25s; Chris Cramer, 37.46s (record).

British Hillclimb Championship Top Ten: 1, Cramer, 37.45s; 2, Martyn Griffiths (2.2 Pilbeam MP40), 37.48s; 3, Alistair Douglas-Osborn (3.0 Pilbeam MP31), 38.21s; 4, Roy Lane (3.0 March 771), 38.34s; 5, Ted Williams (2.0 March 772), 38.47s; 6, Malcolm Dungworth (3.0 Pilbeam MP22), 38.90s; Jim Campbell (2.2 Modus M4), 39.06s; 8, Michael MacDowel (3.3 Coogar RT1), 39.15s; 9, Dave Harris (5.0 McRae GM1), 39.25s; 10, Godfrey Crompton (2.2 March 79B), 39.58s.

1979 British Hillclimb Championship (positions after 15 rounds): 1, Griffiths, 95pts; 2, Cramer, 93; 3, Douglas-Osborn, 84; 4, Lane, 76; 5, Williams, 65; 6, David Franklin, 62; 7, MacDowel, 42; 8, Dungworth, 41; 9, Rob Turnbull, 39; 10, Peter Kaye, 28.

1979 British Haynes Leaders Championship (positions after 12 rounds): 1, Meredith, 72pts; 2, Martin Bolsolver, 69; 3, Ward, 66; 4, Norman Hutchins, 51; 5, Payne, 46; 6, Barter, 45; 7, Tony Bancroft and Kim Johnson, 43; 9, Terry Clifford, 40; 10, Josh Sadler, 39.

1979 British Award of Merit (positions after 15 rounds): 1, Williams, 98pts; 2, Dungworth, 82; 3, Campbell, 81; 4, Crompton, 76; Alan Richards, 64; 6, Norrie Galbraith, 43; 7, Tony Westwood, 33; 8, Richard Brown, 32; 9, Jim Johnstone and Roger Willoughby, 28.

MALLORY PARK

Chequered year in sports cars

The BRSCC Midland Centre's Chequered Flag Car Races event at Mallory on Sunday boasts no fewer than 238 entries spread evenly throughout the 10 race programme. Naturally a round of Graham Warner's company's own Sports 2000 series tops the bill, the 2-litre machines duelling over 20 laps of the very quick Leicestershire track. Jimmy Weaver and Ian Taylor resume their fraught battle for supremacy and are joined in Tigas by Nick Adams and Richard Morgan. Jeremy Rossiter and Desiré Wilson head the Lola drivers.

Andy Barton, Paul Smith and Bernie Hunter are the top *Libre* contenders in the BRSCC event, Chris Hodgetts is a leading Clubmans challenger, Terry Gray starts favourite for the TT FF1600 qualifier with special saloons, Renault 5s and Mini 1275GTs in the supporting cast. Practice starts at 9.30am with the first race due to start at 2pm.

OULTON PARK

Some 18 years after a Mini first won the British Touring Car championship in the hands of Sir John Whitmore, another could well take the coveted title with Richard Longman at the controls. The Christchurch tuning wizard comes to the final on Saturday with an excellent chance of his second successive title but will have to score significantly better than fellow championship aspirants Tom Walkinshaw (in his first year with

the fabulous Pentax Mazda RX7) and Richard Lloyd in the Akai Golf. The Cheshire circuit hosts the final round of the 1979 series and all the regular runners will be out including the rapid Capris and Dolomites.

ShellSport Martini FF2000 competitors have reached the penultimate round of their series and South African Mike White could well be the man to beat after some excellent testing times in the works Delta T79. Mike has to fend off the Reynards. Townsend Thoresen FF1600, production saloons and Fabergé Ladies Fiesta races complete the programme which starts at 2pm.

THRUXTON

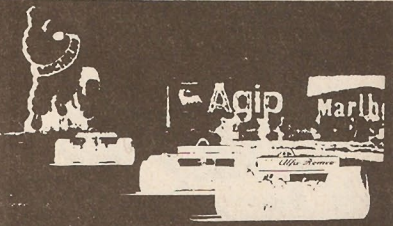
It's the Walshe Builders Merchants Raceday at the home of the BARC on Sunday and Vandervell F3 tops the eight-race bill, round 18 of the 20 event series in fact. Chico Serra is now clear at the head of the championship table although Italy's Andrea de Cesaris is not far behind having gone through a lean spell in recent weeks. Coming men Mike Thackwell and Stefan Johansson take up the challenge over 15 laps in the feature race as do Bernard Devaney and Kenneth Acheson.

The BARC sports car categories, modsports sponsored by STP and clubmans backed by Oceanair, have been well-supported this season so watch for the talented Adrian Yates-Smith (Porsche), Jon Fletcher (Elan), Ian Hall and John Pugsley (Davrians) in the former and for Phil Martin-Dye, Nigel Butcher and Nick Wadham in the latter. David Sears defends his P&O FF1600 championship lead in the face of Marc Smith, Terry Gray and Rick Whyman while the Computacar FF2000 race should be closely fought between Mike O'Brien, David Leslie and Simon Kirkby (all in Reynards) and the brilliant reigning champion Mike White whose season in the Delta has hitherto been damned by a severe lack of finance.

MG Marque sports, Demon Tweaks prodsaloons and Pre '57 saloons are catered for also, practice starting at 9.10am with racing from 2pm.

International events

Date	Venue	Event
Sep 28/30	Switzerland	Rallye du Vin — European Rally Championship
Sep 28/30	Cyprus	Cyprus Rally — European Rally Championship
Sep 30	Montreal, Canada	Canadian Grand Prix — World Championship Championship of Drivers (F1) round 14
Sep 30	Zolder, Belgium	European Touring Car Championship
Sep 30	North Wilkesboro, USA	Wilkes 400 — Winston Cup Grand National Championship (NASCAR)
Sep 30	Bathurst, Australia	Hardie Ferodo 1000



British events

Date	Venue	Event	Status	Club	Start	Details
Sep 29	Crest Hotel, Carlisle	Rally	N	Cumbria MSC	08.00	Pirelli Tour of Cumbria — Castrol/Autosport National Rally Championship
Sep 29	Oulton Park, nr Tarporley, Cheshire	Race Meeting	I/R	BRSCC (NW)	—	FF2000, FF1600, G1, Production Saloons
Sep 29/30	Doune, nr Callender, Perth	Hillclimb	N	Lothian CC	—	British Hillclimb Championship
Sep 29/30	Palmer's Garage, Exmouth, (MR192/012821)	Rally	R	Haldon MC	23.31	Bow & Arrow Rally
Sep 29/30	Hornsea Pottery, Lancaster, (MR97/492608)	Rally	R	Bolton le Moors CC	23.30	Bolton Midnight Rally
Sep 29/30	North Cross Service Station, Southam Road, Banbury, (MR151/454415)	Rally	R	Middx County AC	23.00	Reddings Trophy Rally
Sep 29/30	York/Scarborough area	Autotests	R	BARC (YC)	—	Scarborough Weekend Autotests
Sep 30	Burtonwood M62 Services	Autotest	C	Triumph SOC	11.00	Burtonwood Services Autumn Autotest
Sep 30	Thruxtton, nr Andover, Hants	Race Meeting	N/R	BARC	14.00	F3, FF2000, FF1600, Clubmans, Production Saloons, Modsports
Sep 30	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting	R	BRSCC (MC)	—	Classic Saloons, MG Sports F Libre, FF1600, Sports 2000, Clubmans, Special Saloons, Renault 5, Mini 1275/850
Sep 30	Cricket St Thomas Wildlife Park, nr Chard, Somerset	Rally	CJ	Burnham-on-Sea/ Taunton MC	10.00	Wildlife Stages Rally
Sep 30	Marchington (MR128/148300)	Rally	R	Potteries & Newcastle MC	10.30	Reface Challenge Trophy Stages
Sep 30	Larkhill area	Rally	R	Mid Thames CC	09.00	

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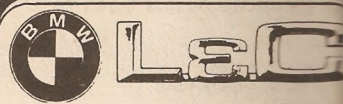
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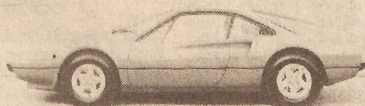


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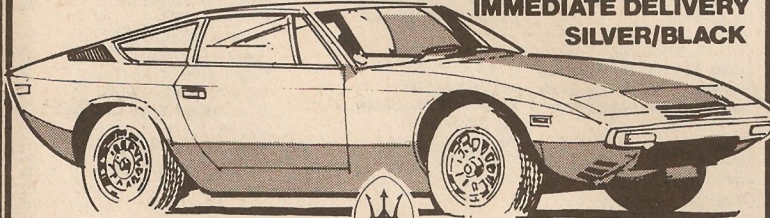
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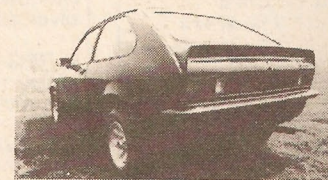
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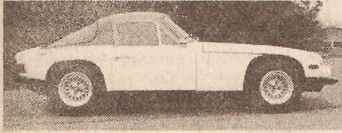
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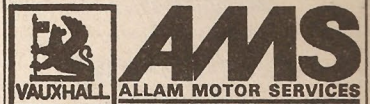
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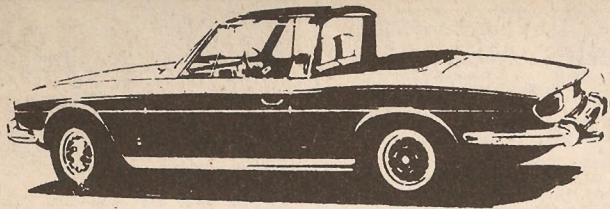
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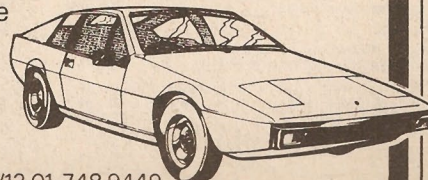
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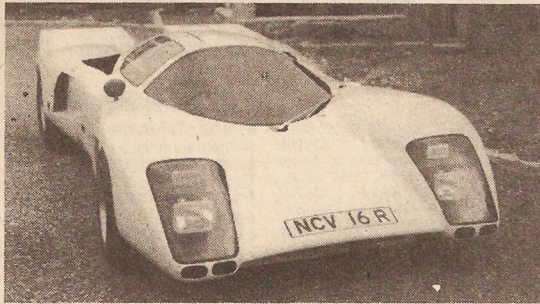
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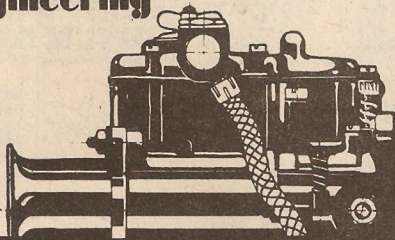
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MALLOCK MK14/18. A Class all-steel rebuilt Holbay based engine, Lotus gearbox, side-pods, stiffened chassis, wets linkage, rear discs, fully aeroquipped, grainer, G50 slicks, G45 wets on revolutions. Spares include diffs, halfshafts, bullit gearbox, nose etc. £2,500. Tel: 029 573647. (39)

MALLOCK 16B CLASS. Complete outfit, ready to race. Smart, reliable. A bargain at £1,800. Lincoln 810778. (39)

Class A or B Clubmans Car

Hillclimb specification, close ratio Ford gearbox, limited slip diff. Spare cram wheel and pinion. Ford engine installation, twin cam exhaust, rolling chassis and 4 wheel trailer with winch and tyre rack. Competitive car Curboro 32.5 sec. Prescott Mid 4.6 sec. 2nd in Gold Cup. £1200.

Phantom body moulds complete set £150.

Brabham BT30/35 front suspension £150.

2 Brabham 15" rim 4" P.C.D. £50 each.

2 Grd. 14" rims. 3/8" P.C.D. £50 each.

FVA/C Escort Mk I race exhaust system. £25.

Hillman Imp disc brake front hubs/stub axle assemblies. £50 per pair.

Tel. Hinckley 37762

THE CHARLIE KIRBY/SAM CLEPS RACE WINNING MALLOCK MK 20B

1700 Nelson engine, just rebuilt. Quaife gearbox. Several diffs and many spares. Setting up data and full set up for driver included in price of £5,750.

Wets included. This car has been maintained regardless of cost and is one of the finest available.

Tel: Charlie Kirby on 01-318 3483 (Day) or 0474 852926 (Eves after 8pm)

FORMULA FORD

VAN DIEMEN RF75, Scholar engine, immaculate condition, spare nose, etc. £1,700. Also trailer available. Tel: Tom Parkins, 01-994 3566 (home) or 01-261 8564 (office). (39)

HAWKE DL20 1978, eight races only, engine one race, MK9 box, many ratios, eight wheels, ready to race. Must sell. Best offer. Tel: 0634 41188, 0634 51443. (39)

VAN DIEMEN RF77/78 Ex Haliwell Championship winning car, new engine, gearbox, Armstrongs, tyres, rims and rack. Excellent condition throughout. £3,000 less engine. Tel: Kevin Gillen: Lancing 61527. (39)

TIGA 77/9 TITAN Aeroquipped, fire system, cockpit adjustable brakes, MK9, 12 ratios. Spares: heavy duty radiator, (Varley) nose, 2 wheels, sidepod, dummy shocks. Five races ago gearbox rebuilt by Hewland. All new wheel bearings. Professionally maintained. Any inspection. £2,800 ono. Tel Carlos (0734) 473006 9-6, evenings (029 671) 2763. (39)

VAN DIEMEN RF74 Nelson 1600cc engine, Mk 9 Hewland gearbox. 2 sets of rims and tyres. Ready to race. Sale includes spares and trailer. £1,575 ono. Tel: 01-261 8564 (office). (39)

FORMULA FORD

EX HALIWELL Championship winning Van Diemen RF78. New engine, gearbox, Armstrongs tyres, rims, rack, battery. Excellent condition. Works prepared £3,300 ono. Tel: Kevin, Hainaker 808 after 9am. (39)

HAWKE DL15, Rolling chassis. Exceptional condition, complete with spares, £1,450. Also available as complete car if required. Tel: Basildon (0268) 555987. (41)

HOOPER RACEPARTS Van Dieman RF77. Immaculate, competitive car, only sixteen races from new complete with rebuilt Nelson engine, Mk 9 etc. £3,250 ono. Includes entries until November. Tel: (0249) 813903. (39)

1978 CROSSLE 32F, complete with ultra quick Auriga engine, spare chassis and radiator, immaculate, £3,600. Tel: 0243 787214 (daytime), 01-727 4933 (evenings). (39)

IMAGE FF3. With 1979 Rowland engine. Absolutely immaculate, has only ever done 3 races. This car is ready to race at £1,750. Tel: Image, 0243 527011/2. (39)

IMAGE FF2B, excellent condition, recently rebuilt, complete car, £1,450. Rolling chassis, £900. Tel: Woking 61082. (40)

IMMACULATE LOLA T200, Carlton & Bullen registered. Ready to go for full 1980 'championship'. C/w spare ratios, Varley etc. Only one race since overhaul and rebuild. Bargain at £1,350. Tel: 0425 610315 (evenings). (39)

ROYALE RP21. Quick Titan engine, MK9 gearbox, spare tyres and rims. Engine re-built 3 races ago. £2,200. Trailer available. Tel: 01-567 2621. (39)

HAWKE DL19B, with quick Auriga engine, MK9 Hewland, aeroquip lines complete and race ready. Also Wellwood 4-wheel trailer. C/w winch etc. The lot £2,550 or rolling chassis with gearbox £1,950. Tel: Linnithgow 2831 (Scotland). (39)

CROSSLE 20F chassis, engine for spares. Write to R. Branch, 12 Oxford Ave, Sneyd Green, Stoke-on-Trent, ST1 6DJ. (39)

MERLYN 20A Ex Northern championship car. Complete new tyres, battery, eight spare wheels, odd spares, plus AEC coach roller, rear door, sliding car ramp. Good condition. £2,250 ono. Tel: Castleford 553600. (40)

FORMULA FORD 2000, Neil Brown engine. Car just completed, over £1,000 spent. Ready to race, bargain at £3,750 ono. Tel: Ronnie at 01-274 3772. (41)

BARGAIN, owing to new car. Ex Richard Dutton Titan 6A. Immaculate fast car with spares, tyres, new trailer, car cover. £1,650. Tel: Mike, 0430 40743 (North Humber-side). (40)

PALLISER WFD3. Rolling chassis, rebuilt in 1979. Bodywork finished in red, very good condition, £1,050. Spare tyres. Ideal for low cost Formula. Tel: 021 5512356. (39)

MUST SELL! Reynard FF2000 chassis, never bent, immaculate condition, one race since complete rebuild. New Titan and transporter available. Genuine reason for sale. No reasonable offer refused. Tel: Kimbolton 679. (40)

HAWKE D. L. 19. Oct 1977, ex Roy James Rolling chassis, immaculate condition. Light weight carbon fibre cockpit and nose, aeroquip, new Varley. Could split for spares if enough enquiries. Tel: 01-701 8547 (working hours). (35)

HAWKE DL15/19 1978 CES engine, MK 9 gearbox, new tyres, shocks. Firearrest spares include ratios, wheels, tyres, bodywork. £2,500 ono. Phone Chris, Windfield Row 5675 or Steve, Windsor 57391. (40)

TIGA 77/9 TITAN Aeroquipped, fire system, cockpit adjustable brakes, MK9, 12 ratios. Spares: heavy duty radiator, (Varley) nose, 2 wheels, sidepod, dummy shocks. Five races ago gearbox rebuilt by Hewland. All new wheel bearings. Professionally maintained. Any inspection. £2,300 ono. Tel: Carlos (0734) 473006 9-6, evenings (029 671) 2763. (39)

PINK PATHER SPARTON, excellent condition, works engine, 2 races since rebuild, new tyres, Spares, inc 4 wheels, 12 tyres, ratios for every track and bodywork, also Don Parker 2 wheel trailer, £3,500 ono. Tel: Ongar 3784. (39)

1979 MONTE CARLO, low mileage £5,250, 1979 Mustang £4,450, 1979 Chevrolet pick up with slide on camper POA. Plus other American vehicles. D B Motors of Leicester. Tel: 0533-834343. (39)

REYNARD FF79, Minister engine, new Hewland gearbox, point scorer in Dunlop championship. £2,950. Tel: 061-439 2979, Simon. (39)

RAPID LOTUS 61R, Mk8 Hewland, good engine if required. £400's worth of spares, including bodywork, chassis, wheels, tyres. Good results, points scorer, Esso finalist. Set up by James Weaver. Good Carlton/Bullen (post leg book). Useful information. Good trailer and Griffin helmet. £1,500 the lot. Ray Joyce, Market Rasen (06732) 2723. (40)

FORMULA FORD 1600. Royale RP24. 15 races owned. Professionally maintained from new. In excellent condition, rolling chassis, complete with spares. £2,100. Engine and gearbox available. Tel: 01-501 2077. (39)

VAN DIEMEN RF76. Auriga engine, immaculate condition, MK9 Hewland ratios for Brands, Thruxton, Castle Combe. Set of spare wheels, tyres balanced. Unused trailer, car cover, new silencer. Must sell. Tel: 01-261 8564 (office). (39)

FORMULA FORD

NEW SPARTON FRAME. All body panels, most suspension parts. Many other bits, unused surplus to req's. £800 or near offer. Phone Mike Read, Ely 778462. (39)

TINETTA 18B. Re-assembled (minus batteries), with re-built engine. Quite good Mk 6 Hewland. Spares including gear ratios. Large trailer and racing accessories. £1,200 ono. May part exchange interesting road car. Tel: South Shields 555436. (39)

JOYCO ENGINEERING offer their immaculate Dulon MP21 Scholar. Built in 1978, fitted with all latest factory mods. Firearrest, aeroquip spares. Free assistance. Preparation for rest of season. £3,150. Tel: Derek Bowley, Uxbridge 39526. (41)

CROSSLE 32F M MINISTER, immaculate car, 1978 chassis. Set up by factory three races ago. Bills available. Complete with spares including nosecone, gears, tyres etc. £4,200. Phone: Martin McCarthy, Dublin 884511. (39)

DULON MP4 F/FORD Broadspeed engine. Hewland MK8 box, immaculate condition. Never bent, re-advised due to dreamer with no money. A gift at £895 inc. 4-wheel trailer. Tel: 021-373 3198 after 6.30pm. (39)

EX BERNARD DEVANEY HAWKE DL12/15 rolling chassis, aeroquipped, fire extinguisher, battery jack plug, spare radiator, engine bell housing. Part exchange or offers, Derby (0332) 831883. (40)

MERLYN 30A FF. Unraced since complete re-build. Smith motor MK9 box plus ratios, spare set of wheels and tyres. Body moulds, £1,600. P/sex possible. Tel: 061-439 4013. (40)

ROYALE RP21. Quick Titan engine, MK9 gearbox, spare tyres and rims. Engine re-built 3 races ago. £2,200. Trailer available. Tel: 01-567 2621. (39)

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PINK PANTHER SPARTON, excellent condition works engine. 2 races since rebuild, new tyres, spares inc bodywork, 4 wheels, 12 tyres and ratios for every track. Also Don Parker trailer, lights, ramps, winch. £3,500 ono. Tel: Ongar 3784. (40)

F5000 McRAE GMI. Possibly one of the least used F5000s. Special modification by G McRae. Fuel injection engine only done half a race and one hillclimb since brand new. Rebuilt gearbox, performable spares inc corners, d/shaft set gear ratios. The whole car in fantastic condition. Starts and runs like a road car. Must be a front runner in libre or hillclimbs. £3850, p/ex poss. Tel: Frome 66513 or 5065. (39)

BARGAIN, owing to new car. Ex Richard Dutton Titan 6A. Immaculate fast car with spares, tyres, new trailer, car cover. £1,650. Tel: Mike, 0430 40743 (North Humber-side). (40)

PALLISER WFD3. Rolling chassis, rebuilt in 1979. Bodywork finished in red, very good condition, £1,050. Spare tyres. Ideal for low cost Formula. Tel: 021 5512356. (39)

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FORMULA FORD 2000. Neil Brown engine. Car just completed, over £1,000 spent. Ready to race, bargain at £3,750 ono. Tel: Ronnie at 01-274 3772. (41)

FORMULA VEE. Express Vee fitted Van Diemen RF75 bodywork, Super Vee gearbox, rebuilt engine, very smart, ready to race, £950 ono. Anton Motors, Tel: Bognor 23408 or 25119. (40)

F1300 X/FLOW dry sump rose jointed, 10 x Minilites trailer. May split £1,100 or offers. Tel: Brighton (0273) 72046, 9-6. (39)

ROADE RACING SERVICES OFFER FOR SALE

Dulon MP18/20 Rolling Chassis White bodywork some spares £1200

Dulon MP 18/20 incomplete Orange bodywork £500

R.R.S. FF2000 works engine £450

Gear ratios £8 per set

Telephone Towcester 50667

Ex-Championship Winning F1300

Rolling chassis, short shaft close ratio box, wets, on alloy rims, dry sumped, very clean, ideal for hillclimb or sprint.

£495

Tel Gary, Cardiff (0222) 490511 (0222) 864826 (eve)

FORMULA FORD TUITION AND RACE HIRE ONE-OFF MEETINGS AVAILABLE TEST AND RACE

1979 LOLA T540 E INCLUDING PROFESSIONAL PREPARATION AVAILABLE FOR OCT 6/7 SILVERSTONE AND OCT 21 MALLORY Tel: (0405) 5806

DON HARDMAN'S

Highly competitive Crossle 32F rolling chassis, professionally maintained, no expense spared.

£2,900

Tel: 0533-769096 (day) 692250 (eve)

REYNARD 78/79 SF TITAN, ex Adrian Reynard, up-dated to full SF79 specification, Bilstein suspension, Titan engine, three races since rebuild, spare set of rims with Mk2 Dunlop wets, spare set of sidepods (new), spare top body section (SF78). £4,650 ono.

CROSSLE 33F TITAN. Recently rebuilt with new chassis, Bilsteins, much of this car is as new, unused this year. £3,500 ono.

Tel: Chris Skellern. 0905 23254 (daytime) 0905 821062 (evenings).

HILLCLIMB/SPRINT CARS

MODSPORTS GT6. Six class wins. Complete and ready to race. For sale with all spares inc wets and trailer. £1,000. Tel: Hawkins: Coventry 44567 (evenings).

MALLOK MK4. Full race dry sump BMC. Two short sprint seasons since rebuild. Spare diff, shafts, wheels and tyres. Complete with excellent trailer. £650. Tel: Berkswell 33133.

SPRINT/HILLCLIMB MINI, 1275cc full-race engine. Weber carbs, beam axle rear suspension, with trailer, £560. Tel: Marlow (Bucks) 6733. (39)

HISTORIC RACING CARS

WANTED: Early Formula Junior front or rear engine complete or rolling chassis. Anything considered. Alternatively tatty Lotus 11. Tel: Ian Pearson, Guildford 73281 (evenings).

KARTS

100 NATIONAL BARLOTTI/T80. Competitive built complete with suit, trailer, stand, spares, cover etc. £425. Would exchange for interesting restoration project. (Frogeye, Spridget or similar. Tel: Lincoln 29889, evenings or weekends. (39)

PRODSPORTS

LOTUS ELAN S3. Rebuilt to Pro-sport spec. Norton B/v motor, Konis r/cage, F/ext 3pt harness. Klebers new clutch, s/motor, r/gear, exhaust, road run-in mileage only. C/w 4-wheel trailer £2,000 ono or will split. Tel: Bedford 870636 after 7pm. (39)

D B MOTORS

have for sale a choice of three race winning record holding Prodsports Spridgets. 1977 BRDC Championship winner. 1978 BRDC Championship winner (re-shelled) and 1979 BRDC and BRSCC Championship winning cars. For sale as last raced at Donington. £1,000.00 each with soft tops, hard tops available at extra cost. Have won 18 out of 20 of this years races and hold most lap records with one car or another.

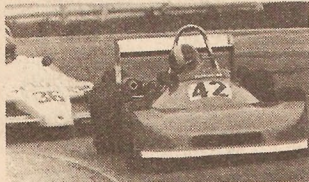
0533-834343 or 832871

RACING AND COMPETITION CARS

RACING CARS

LOLA T142. Complete. All rolling chassis, all uprights, all spares. Tel: 0952 603042. (39)
PALLISER WDF2. Completely rebuilt 8s & 10s and 10s & 14s. Nearly new Davron 'A' class Clubmens 1600cc engine. MK VIII gearbox. Enormous amount of spares. Tel: Ian McCallan 01-734 0888 or 052 527 537. (40)

F3 RALT RT1



Ready to race with fresh Toyota Novamotor engine and many spares. Toyota Novamotor with 500 miles. Bedford TK Luton Transport 1965, petrol, fit any single seater, ramps, winch, vice, awning.

Tel: Oxford 53965 Fernando Jorge

CHEVRON B29

Ex Jordan/Candy, rolling chassis, new FT 200, P/E anything

£3,650

Tel: Phillip Bennett
Leeds (0532) 693813

CHEVRON B40

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

RALLY CARS

S/RALLY PREPARED DAF 55. Fitted 1300cc Gordini engine. S/welded, full FIA cage, uprated suspension, Minilites, Corbeau (bucket and recliner), BCF. Many spares including engine, steels, tyres. More details tel: 0292 78554 (evenings). (40)

RACING SALOONS

RENAULT JTS challenge car R-reg. 5000 miles, £75 sponsorship per meeting. Available 22nd October, £2,900. Tel: 0706 48884. (39)

CHEVETTE 1256, 1979. Currently in prod-saloon racing. Excellent handling. Would make a good rally car. Low mileage. A very tidy car. Reason for sale . . . Alfa Romeo. £3,000. Tel: Paul Ellender (0254) 668239 (evenings). (40)

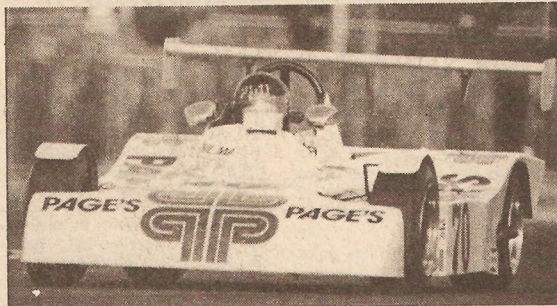
JAMES McGAUGHY HAS FOR SALE

SPACEFRAME IMP

Complete with Bevan motor. Five speed box. Big brakes. Complete with spares as raced this season. Complete ready to race, with wets.£3,800

Tel:
Dunadd 054 684 226
Only evenings.

THE PAGE'S U2 IS FOR SALE!



The immaculate Page's U2, Oceanair and Tricentrol Championship winner is now available. Current lap record holder at Silverstone, Brands, Snetterton, Mallory and Oulton — the best sports 1600 in the country. 14 wins, 5 seconds so far! Mallock 18 c.w. with C.E.S. engine, as approved by the R.A.C. and rebuilt 4 races ago. Absolutely immaculate, and complete with G.65's, G.45 wets on Mambas, spare gearboxes, diff's etc.

£4,250

Includes all setting up information

Tel: Phil Martin-Dye on
Ascot (0990) 25108 (eves)
Ascot (0990) 24714 (day)

IMP BDA 1300 SUPER SALOON



Davrian-based, F2-suspension and brakes. Hewland, Opus, Graviner system, wets and dries on B.B.S. Rims etc., etc. 3 races, 2 wins, immaculate. Highly competitive. See photo Page 63 Autosport 13th Sept.

£5,985

P/X Road or Race car

TEL: BIGGIN HILL 74888

OPEL KADETT GTE

Prepared to Group One spec. One rally since new Bilstein shockers and new springs. Works colours, will sell to highest serious offer.

For full details

Tel: Horbury (0924) 260169 office,
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MANCHESTER LINERS

OPEL COMMODORE G.S.E. PRODSALOON SUPREME!

If you want to win in 1980 this is the Car!

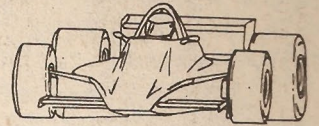
Comes complete with 10 Wheels Alloy, 2 Gearboxes
Can be collected in the Paddock after winning the Final 1979 Prod Saloon Race. (Deposit Secures)

Contact ALAN MINSHAW
BUSINESS 0829-70625
EVENING 0829-260133
Sensible Offers

SPECIAL SALOONS

HILLMAN IMP SPECIAL SALOON. Superbly prepared car. All Rawlson body panels, full FIA cage, fully instrumented seat etc. Mamba Solar wheels, Goodyear Slicks. In immaculate cond., ready to race needs only engine and gearbox (Available if required). Genuine bargain £695. Tel: 060 7453206. (39)

Montiga Engineering



A new company offering skill and experience in the rebuilding and preparation of race cars and full servicing of exotic cars.

Telephone

GARSTON 61621
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867-869 St. Albans Road, Watford.

CHEVRON B38

Immaculate car, complete with engine. Including complete set of gear ratios, spare wheels, including new set of wets on rims, lots of spares.

£5,500 ono

Tel: Southend 554952

WANTED

ALL RACE CARS & SPARES

ie. ENGINES, GEARBOXES, ROLLING CHASSIS ETC.

AMCO RACING

MOSS LANE, ALDERLEY EDGE, CHESHIRE.
0625-585396/585099

RALT RT1

Rolling chassis and spares which include front and rear adjustable rollbars, shock absorbers, wishbones, bodywork, etc.

This car is ideal for Atlantic Car.

£2,750 O.N.O.

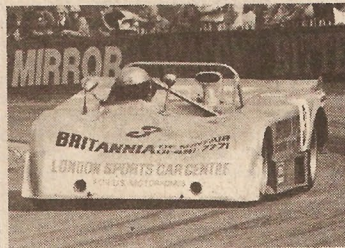
1 Toyota Novamotor£2,000 O.N.O. (Recent rebuild)

1 set of Dymag wheels£200

WILL SPLIT IF NECESSARY

TEL: 021-354-9057
(AFTER 7 O'CLOCK)

LOLA T490/2/3 SPORTS 2000



Much modified chassis, pontoons, big brakes, new gearbox recently fitted, selection of gear ratios, boxes of Lola spares, spare front bodywork. 6th in Championship — new car coming costing £9,000.

£2,950

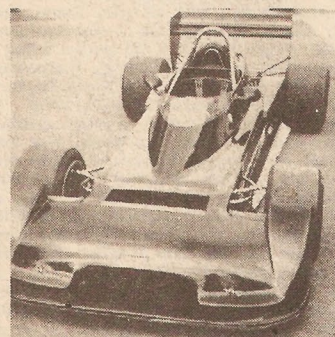
Several 1979 races left

John — 01-952 6171 work,
01-589 6856 home

SUPER-VEE

HAWKE ROLT air cooled Mk8 gearbox, slicks, wts, numerous spares. New varley. A reliable competitive car for super Vee or monopo. £1,100, will consider purchase payments. Tel: Huddersfield 862091 (evenings). (39)

Ex Agostini-Marlboro Chevron B42



Car offered completely rebuilt with Richardson BDG & FT 200. Many spares including Ratios, Two sets wheels on Wets & Slicks etc. Car Cover and Caravan Transporter (Carry's One S/Seater, Sleeps 2/4 persons with cooking facilities.)

Price:- £10,500 o.n.o.

Must sell — any reasonable offer accepted.
or will split as follows:-

Rolling Chassis:- £4,950.
BDG:- £3,250 o.n.o.
FT 200 inboard:- £750.
Caravan Transporter:- £800 o.n.o.
Other Spares Price on request.

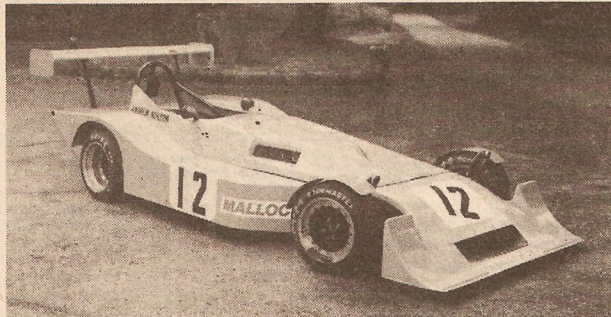
Phone: Redditch 45143.

RACING AND COMPETITION CARS

MALLOCK RACING

Works Atlantic/Hillclimb car, with:—
Double rear wheel bearings, alloy/Ford diff, Armstrong units, front plastic radiator and low castor wishbones. £3,500 less engine and box, or £6,400 with low mileage Swindon and Quaife 5 speed box. Can be converted to Sports Car.

Works Mk 20b 'A' Sport Hire car.
Immaculate. Five races only. £6,200 complete. Will split.



Mk 20 'B' Sport car, with:—
Rose jointed dampers, low castor wishbones, Front plastic radiator and high downforce nose. £3,700.

Works Formula Ford.
New March '79, Runner up in the South West Championship (Ross and Haines), contested by over 70 cars.

Complete with:— Gas dampers, magnesium gearbox, low castor wishbones, high ratio rack, front plastic radiator. Nelson engine and numerous spares. Could be converted to ultimate 'B' Sport. £3,250.

Mk 11/14 'B' Sport.
Brand new side pods and nose. Including wets £1,400. Ideal beginners car.

Mk 14 Panelled Chassis.
Very good condition. Including Rear wing, mudguards and roll bars etc. £295.

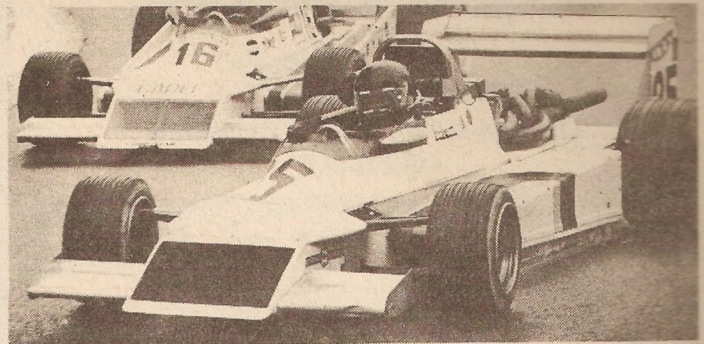
Mk 11 Chassis.
Bare. £55.

All prices are plus 15% V.A.T. (You're paying less income tax don't forget!)

Please contact Richard Mallock Autosport Directory.

BRIAN HENTON RACING

MARCH 792



March 792 Hart rolling chassis. Only 3 races since complete rebuild, including new monocoque, very latest works spec with reprofiled side pods and lightweight skirts £8,750.

MARCH 782 HART

Rolling chassis, immaculately prepared regardless of cost, outright lap record holder Vallelunga and race winner at Thruxton. Very competitive car for 1980 £8,500

ENGINES

One Hart 420 R, 1979 spec. Rebuilt, available from manufacturer £7,500

One Hart 420 R 1979 spec, 250 miles only £7,000

One Hart 420 R 78/79 spec. 250 miles £6,500

Wanted, mock up or plastic DFV for show car.

Cars, Motorcycles, Boats etc taken in part exchange for the above

Tel: Derby (0332) 811126
or nights, Derby (0332) 811719



American off/road racer. 1600 c.c. Porsche VW air-cooled full race engine. Sand paddle tyres, separate hand brakes on rear wheels.

£3,500 o.n.o.

Telephone Day 01-437-9143, Eves 01-979-4597.

IMMACULATELY PREPARED

1979 MINI 1275 GT GP. 1½ TRICENTROL CAR

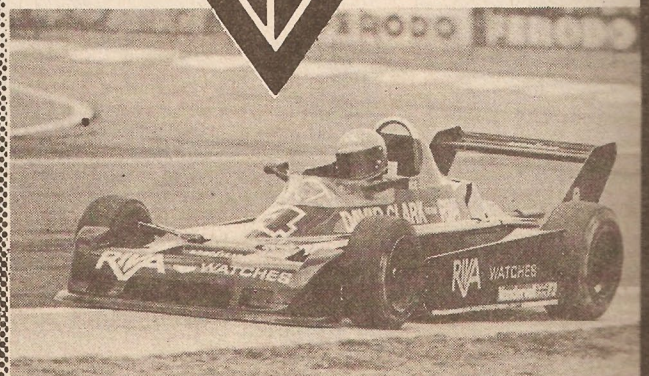
Complete plus trailer, latest Longman spec. engine with every conceivable modification. With or without complete new spare engine and gearbox unit. New Morris spares include wheels and tyres (latest Dunlops), new body-shell, doors etc.



Could be converted to Leyland 1275 Challenge or GP 1 Rally Car.

**Tom Pitcher Cars, 129 Somerford Road, Christchurch
Dorset
Tel: 478530**

DAVID CLARK TEAM RIVA WATCHES



1979 Chevron B.47 F.3

1 win, 2 seconds, 4th in the European Championship Round at Donington.

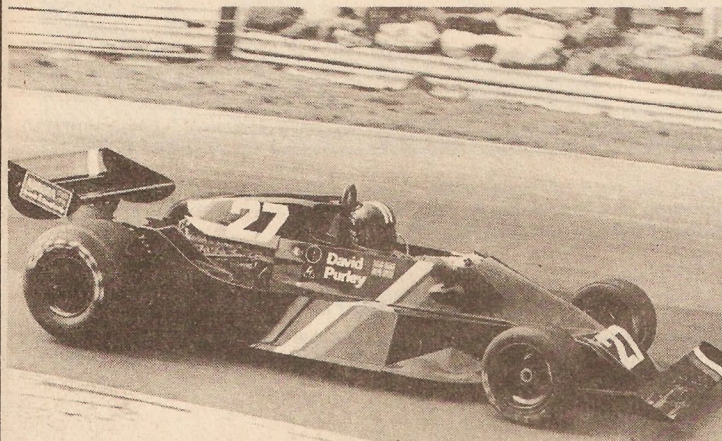
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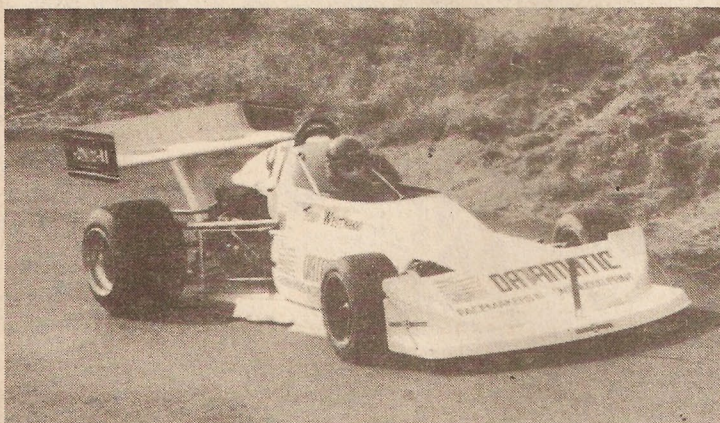
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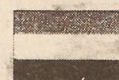
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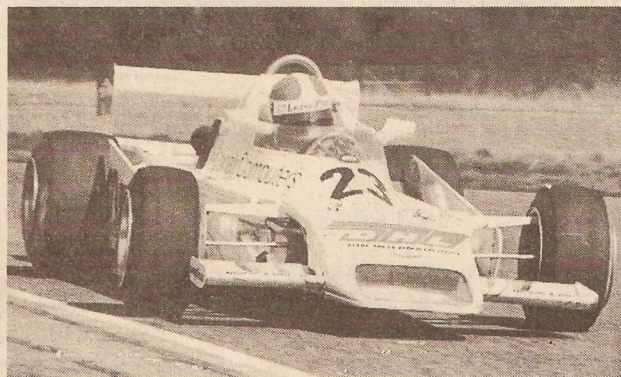
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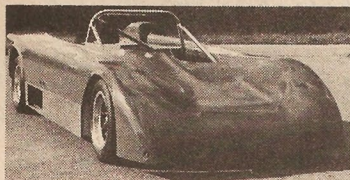
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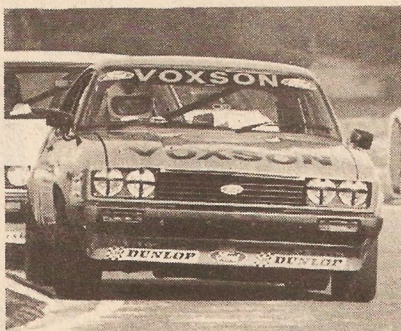
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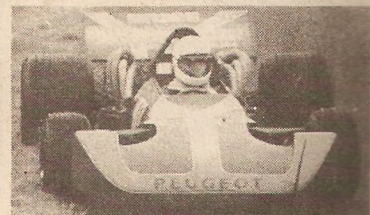
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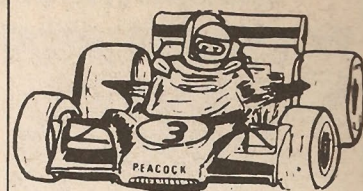
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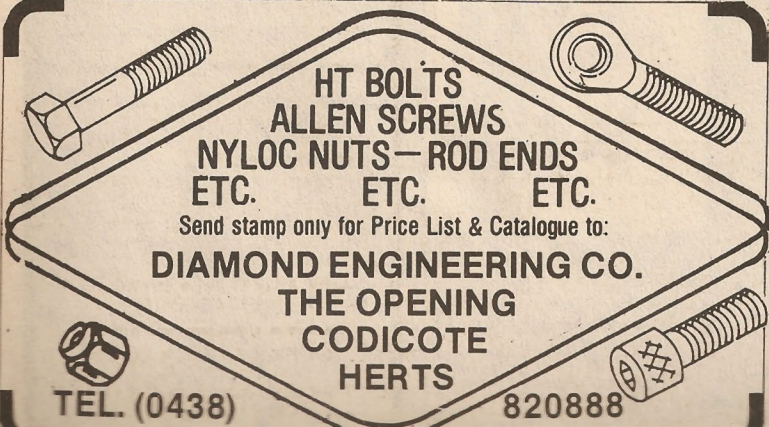
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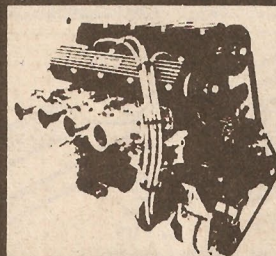
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