

Autosport

A Haymarket publication

8th November 1979



European F2 seasonal survey



Formula Ford Festival

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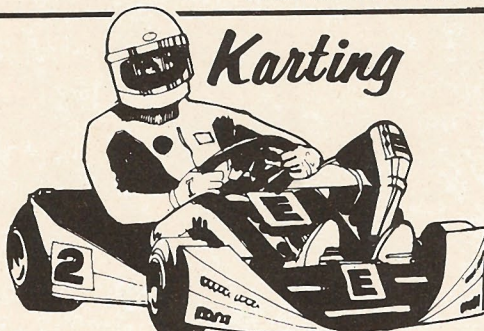
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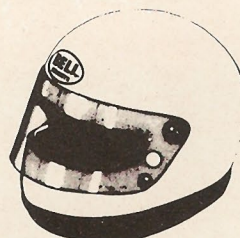
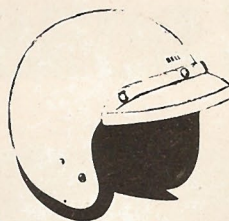
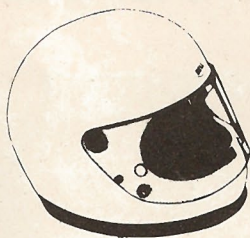
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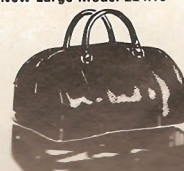
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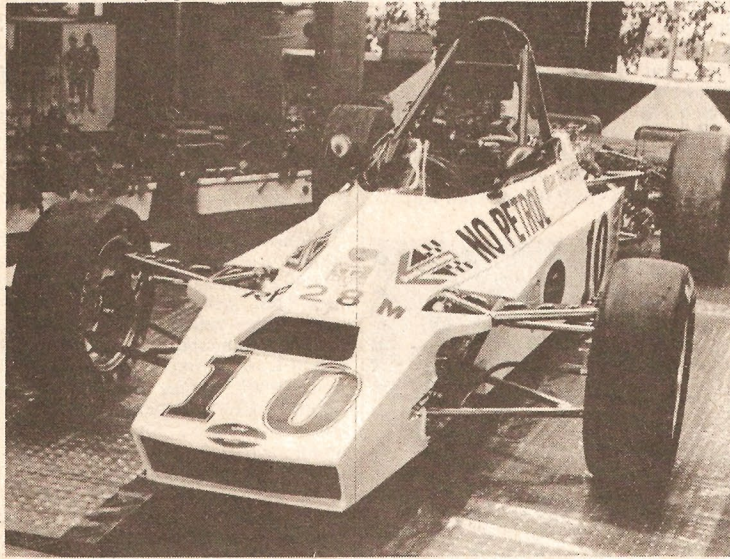
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this week

- 2 Pit & Paddock
 - 6 Racecard
 - 8 Correspondence
 - 10 Bovis National Rally: Second time around
 - 15 Tour de Corse: Long and winding road
 - 18 Special Stage
 - 21 Stagecard
 - 22 Thruxton F3: Acheson's ace finish
 - 24 Seasonal Survey: Formula 2
 - 32 Interview: Brian Henton
 - 38 London to Brighton Run
 - 40 Brands Hatch: Macleod burst
 - 44 Sports Extra
 - 46 Sportscard
 - 48 Weekend Sport
- Inset: Duckhams Quest**

Formula Talbot — No Petrol. It may not be the long-term answer, but at least we are seen to be trying.



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Look; no petrol!

In 1980, Britain is to have a methanol-fuelled single-seater racing category, Formula Talbot (see *Sports Extra*). The cars will run on racing tyres, manufactured by M & H, but will otherwise be very similar to current Formula Ford 1600 chassis, running without the rear wings of their larger, 2-litre stablemates.

If the experience gained by the originators of the formula — Motor Circuit Developments, Talbot and Jackie Epstein — in their earlier experiment with a ShellSport Sunbeam celebrity car, then these new single-seaters will be markedly quicker than Formula Fords, more difficult to control and consequently considerably more exciting for the spectator. That is the most basic level at which we can welcome this new category.

We are pleased to find M & H tyres, who have worked hard to expand their motor sport interests in this country, in at the start of an exciting new form of racing. And to Talbot who, until now, have been involved solely in saloon racing in this country, we extend a warm welcome. The fact that a major manufacturer other than the Ford Motor Company is involved in an MCD-inspired and British-based single-seater category is perhaps the most significant aspect of this new development.

To a certain extent, the fact that the cars will be fuelled by vegetable-based methanol is a side issue. The promoters of this new series readily admit that methanol may not be the long term answer to our threatened world fuel shortage. It is nevertheless important that our sport is seen to be making a conscious effort to reduce the amount of petrol consumed.

The presence of the Prime Minister's son, Mark Thatcher, at the London launch last week lent very little weight to the story, but did ensure wide coverage in the media. The man in the street is becoming increasingly aware of the 'no petrol' plans for motor racing.

The RAC Motor Sports Council has established a special committee to look into the long term possibilities for alternative fuels, but such committees have rarely achieved a great deal short term; and few have ever had a great effect on public opinion.

The efforts of John Webb to sway public opinion have often been put down to his desire to improve the success of his own company, MCD. No Managing Director would be in his right mind if he did not do so. But moves such as the announcement of Formula Talbot must be seen in a wider context. Whether or not methanol is the answer, at least the general public know we are seeking it — and enthusiasts can enjoy some spectacular racing during our search.

cover picture

British drivers at opposite ends of the scale. Top: In the European Formula 2 Championship, American Eddie Cheever leads three rising young British lions, Stephen South, Bernard Davaney and Derek Warwick. Our F2 seasonal survey starts on page 24. Below: At the Formula Ford Festival at Brands Hatch on Sunday, Terry Gray heads a packed group including Rick Morris, Richard Morgan, Robert Moreno, Dave Manners, Cameron Binnie and Philippe Lambert. Winner Don Macleod, who was leading at the start of the final, has already passed. Report: page 40. Photographs: Jeff Bloxham.

next week

Our full illustrated preview to the Lombard RAC Rally in a pull-out supplement: team background, drivers' profiles, full entry list, spectator information — Our seasonal survey of the World Championship of Makes — Profile: European Rally Champion Jochi Kleint — The final round of the Castrol/BTRDA Rallycross series at Brands Hatch*

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

F1 1980 — Lotus and Martini split

Shock news of the week concerns the future of Martini Racing Team Lotus — basically, there isn't one. On Monday, it was announced that the association was at an end, after only 12 months of a two-year contract. Last December, both sides spoke optimistically of the future, of a minimum of two years' sponsorship, with further options. It remains to be seen whether Martini will take their money elsewhere or disappear from the business once again. As for Lotus, we assume that Essex Petroleum will take over as the team's major sponsor, and that the cars will undergo a further change of colour — presumably metallic blue from now on. We await news of this...

In the meantime, there is still the question of Lotus drivers in 1980. On Monday, we spoke to Mario Andretti, at home in Nazareth. Strong rumours persist that the former World Champion is urgently sought by both Marlboro (McLaren) and Parmalat (Brabham). Mario was unusually cagey when we asked him if he would remain with Lotus next year: "I guess you could say that, as things stand, I'll be staying with Lotus". And what of his remarks at the Glen that he and Chapman needed "a breath of fresh air"? "Sure, right enough. I think that's probably true for both of us. But right now it looks like we'll probably stay together."

Carlos Reutemann's position remained unresolved as we went to press. The Argentine (who is thought to have discussed a CART drive with George Bignotti's Patrick Racing Team) now seems likely to stay in Formula 1. For many weeks, Frank Williams has been trying to sign him: "I think Colin and Carlos are now seriously discussing an end to the contract, and if Carlos becomes available, there's a very good chance we'll sign him." Should the deal not come off, Patrick Tambay and Keke Rosberg are fancied as front runners for the second Williams, but it's our bet that, sooner or later, Reutemann will get there...

In the meantime, Lotus need themselves a new number two driver. Various hopefuls were tested at Paul Ricard a couple of weeks ago, of course, the fastest being Stephen South, followed by Elio de Angelis. The Italian had another go in a 79 at Snetterton last week, and proved very quick indeed —

one stopwatch had him at 54.5s, which is quicker than Reutemann's testing time of a few weeks ago. It seems that Elio has been offered the seat for next year, but this would mean an exchange of gulf between Lotus and Shadow — or between somebody and Shadow. De Angelis is under contract to Shadow until the end of 1981, and new team manager, Bert Baldwin, says that Elio will definitely stay, putting the Lotus test down to "getting more experience". As we went to press on Tuesday, news from Italy suggested that de Angelis had engaged the services of a London lawyer to free him from his Shadow contract, so as to go to Lotus...

In the meantime, Baldwin's predecessor, Jo Ramirez, is rumoured to be joining Lotus...

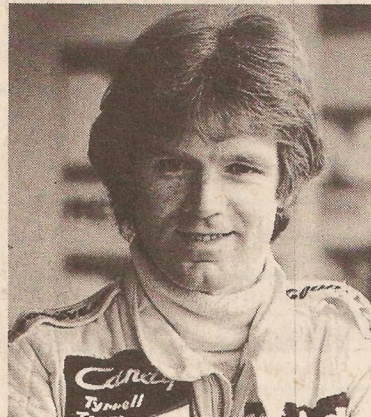
Shadow's second driver has not yet been chosen. Possibles are David Kennedy, David Purley, Stefan Johansson — and Kevin Cogan. The young American Atlantic star tested a DN9B at Silverstone last week. In the course of only 29 chilly laps, Cogan got down to 1m 18.5s, and Shadow were well pleased with him, particularly bearing in mind that this was his first drive in an F1 car, and his first visit to Silverstone. The new Shadow DN11 is set to make its maiden appearance at Silverstone next week...

Cogan, we hear, is due to test a Marlboro McLaren at Paul Ricard at the end of this week, as is Alain Prost, who had hoped to get the Ligier drive...

From France comes a strong rumour that Gerard Ducarouge is to leave Equipe Ligier-Gitanes to return to Matra. It is said that agreement has been reached between Matra and Talbot for a new Formula 1 team, presumably to appear in 1981...

Penthouse-Rizla Racing look set to return to Grand Prix racing as joint sponsors, with Warsteiner, of the brace of Arrows for Riccardo Patrese and Jochen Mass...

It now seems as though Enzo Osella will have to run two cars in the 1980 World Championship if he wishes to qualify for FOCA membership in the distant future. Eddie Cheever looks a certainty for the first car, and names mentioned in connection with the second include Beppe Gabbiani, Piercarlo Ghinzani and Gianfranco Brancatelli...

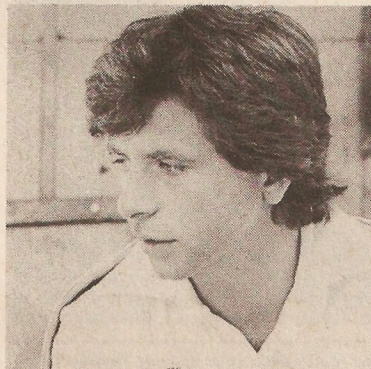


Derek — F1 Tyrrell contract.

Daly signs

Ken Tyrrell confirmed last week that Derek Daly is to join Jean-Pierre Jarier in the Candy Tyrrell team for 1980. The personable Irishman did, of course, drive for Ken at the Osterreichring, Montreal and Watkins Glen. In the foul conditions of the Glen, he gave a particularly good account of himself, outpacing his team-mates when the rain was at its worst.

For all the talent apparent from his Formula 2 drives, Derek's Formula 1 career — until he was contacted by Tyrrell — had been a troubled one, with Hesketh and then Ensign. After his superb display at the Glen, he blotted his copybook by spinning away fourth place near the end of the race, and inevitably wondered if this had jeopardised his future with the team. Happily, this has proved not to be the case, and we are delighted to see Derek with a firm F1 contract for next year. He was due to test a Tyrrell 009 at Paul Ricard this week.



Ludwig — turbo Capri.

Klaus moves

Creating a major stir in Germany this week is the news that Klaus Ludwig, their National Group 5 Champion, is quitting Erwin Kremer's Porsche team in order to drive Ford of Cologne's latest challenger, a 1950cc Capri turbo. The car will, of course, be prepared by Erick Zakowski's Zakspeed concern but much of the development on the engine is being carried out in Cologne with help, we hear, from Cosworth in England.

Ludwig will contest the large-capacity Division 1 of the championship next year, although exactly where his competition will come from is as yet unsure. Kremer has yet to decide upon his team's drivers, while the future of Georg Loos's Gelo Sportswear team of 935s is even more uncertain.

Zakspeed will continue to be represented in the up to 2-litre class by Harald Ertl's Sachs-backed turbo Capri, while his 1979 team-mate Hans Heyer is likely to retire from active competition and concentrate on acting as team manager, a post which he has recently taken over.

Goodyear changes

As we predicted last week, Goodyear have announced major changes in their racing policy for 1980. The International Race Tyre production operation is indeed to be moved from Wolverhampton to Goodyear's main race tyre factory in Akron, Ohio.

"The increasing geographical spread of Grand Prix racing and the need for better exchange of technical information between the United States and overseas race tyre engineers are among the main reasons for the consolidation," commented Goodyear's Director of Racing, Leo Mehl. "The change will result in more efficient production and improved service to racing teams."

Mehl went on to say that some of the race tyre development engineers in the Wolverhampton operation will be transferred to Akron, but that technical advisers and race tyre personnel will continue to be based in England.

As expected, there is confirmation that the company will reduce its participation in some forms of international racing in 1980. As an example, Mehl cited Formula 2, where only those teams with existing Goodyear contracts would be supplied with tyres for the coming season.

"We are also evaluating the 1980 Formula 1 programme, particularly with regard to the rules permitting the uncontrolled use of qualifying tyres," said Mehl. "We consider the use of special qualifying tyres non-productive in terms of technical progress, non related to the ability of cars and drivers to perform in actual competition, and wasteful in a sport already representing a heavy investment for suppliers."

Mehl considers that a more equitable system would be to have all drivers qualify on the same tyres utilised in the race. This, of course, has been suggested many times before — it is the system used at Indianapolis. The major problem with it is that it would be almost impossible to police. However, as firm opponents of qualifying tyres, we welcome Goodyear's forthright remarks, and hope that the FISA will take notice.

It seems obvious from Mehl's statement that several Grand Prix teams could be in for hard times in 1980. Bearing in mind the fact that they have serviced all but four of the Grand Prix cars for the past couple of years, Goodyear have long felt that they are fighting the Michelin onslaught under unfair circumstances. Therefore, we believe that they will concentrate their attention on far fewer teams next year, at the same time continuing to supply the rest. Until the rules are changed — or Goodyear change their policy — Ferrari and Renault, with huge quantities of Michelin qualifiers at their disposal, will continue to have a considerable advantage in practice.

Tambay at Macau

Driving Teddy Yip's March 79Bs at the Macau Grand Prix next weekend are likely to be French GP driver Patrick Tambay and British GP hopeful Geoff Lees, we are now told. Both will be driving new chassis, while David Kennedy will also represent the team in the same Ralt with which he competed in a Formula Atlantic race at Phoenix Park not long ago.



Everything at Lotus seems unsettled at present, but it appears that Andretti will stay.

Toleman on Pirelli

The Toleman Group Motorsport team continued their recent test programme with Pirelli last week, spending three days at Donington Park and one at Thruxton in a concerted effort to evaluate the durability of this Italian-built radial tyre.

Brian Henton was on hand with one of the Toleman Group's Formula 2 Ralt RT2s (his regular race car, in fact) which has had its suspension geometry revised by the team's development engineer Rory Byrne to cope with the squarer profiled tyre. Also on hand was Mario Mezzanote, Pirelli's head of motor sport who, along with other Pirelli personnel, had journeyed from their factory in Turin specifically for the tests. They had brought along a new type of race tyre, designated the MG3, the purpose being to evaluate its wear rate over a race distance.

Having proved a few weeks ago that they could lap well under the Donington Park F2 lap record without the use of sliding skirts (banned in F2 next year) and on the softest compound Pirelli could offer, the Toleman team were anxious to see how well this latest tyre would stand up to an endurance run, bearing in mind that this has been a problem for Pirelli runners this past season.

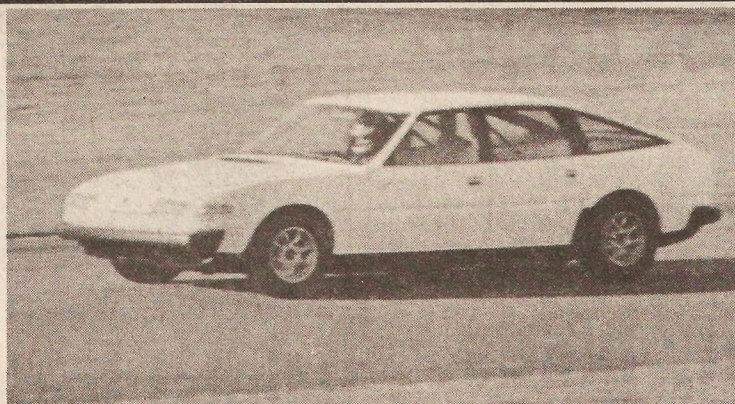
A non-committal smile came across team manager Roger Silman's face when we asked how the testing went. We turned to ask Henton instead. "We'd have won the Donington race by a lap! They were that much quicker", he reported.

At Thruxton, Henton did extremely well to equal Marc Surer's F2 lap record of 1m 09.1s on race tyres, although it was impossible to get under Rad Dougall's pole time of 1m 7.97s set last Easter because of the slower traffic.

It is expected that Toleman and Pirelli may well team up together in F2 next season. However, we gather from Mezzanote that they won't be producing any qualifying tyres next year. They have no facility to do so and would prefer to produce a competitive selection of race tyres instead.

As far as the Toleman Group's own motor sport plans for next year are concerned, they have confirmed that they are building their own chassis, designed by Byrne with assistance on the

Having tested Pirelli tyres last week, the Toleman team is almost certain to use them in F2 next year, rather than Goodyear.



Secret Rover tests

As revealed last week (P & P), Brett Riley has been giving the G1 Rover 3500 its first shakedown tests. Pictured at Donington on Monday, the white car appears perfectly standard apart from a set of gold Minilites and a pretty raucous exhaust note. Although the recent ballot among BL workers decided in favour of the Edwardes reorganisation plan, it seems likely that budgets will remain unconfirmed for a few weeks, including any money to be set aside for motor sport. No official announcement has yet been made about the car — it is not even homologated for G1 yet — but we hope that BL cars do see fit to run it in next year's RAC series. Anything to beat the Capris would be welcome. Drivers whose names have been connected with the project include Rex Greenlade and Jeff Allam.



drawing board from John Gentry. The first car, which will be powered by one of Brian Hart's latest 420R engines, will be ready for testing at the beginning of January, if not sooner.

We gather that Salvador Indcalla (Patrick Tambay's mechanic at McLaren this year) is expected to join the team as chief mechanic, replacing Paul Pimlott who was tragically killed just before the final race at Donington.

The Toleman Group's managing director Alex Hawkridge told us earlier this week that the team intends to field a two-car works operation, although they are currently negotiating to run a further two-car team (managed separately) from their brand new 4,000 sq/ft factory in Witney, Oxfordshire.

"Having to build enough cars for a possible four drivers by the start of the season means that we won't be in a position to build any customer cars", Hawkridge told us, "although we're always prepared to discuss the possibility."

Although they've run Henton and Dougall this past season, no decision has been taken on who drives for them for next year. Apparently the whole operation depends on sponsorship which the team are currently in the process of finding.

IMS leases Pocono

While at Atlanta last weekend, our American Editor spoke with John Cooper, who recently succeeded Joe Cloutier as the man in charge of the Indianapolis Motor Speedway. Cooper is an ex-NASCAR man, and is expected to be rather more flexible in his dealings with the warring factions of championship racing than was his predecessor.

The Indianapolis Motor Speedway is to lease the Pocono track for a couple of races next summer, these being the championship race in June and the NASCAR Coca Cola 500 in July. "Because of the fuel crisis in June of this year, and the bad weather in July, this has been a bad season for Pocono. Therefore, we are going to lease it. We would like to see it back on its feet, and then see someone else come in and run it. There is a lot of potential there, and the location is good. It must be made successful."

It is hoped that there will be less dissension between USAC and CART at Indianapolis next year. It is certain, however, that the two 500-milers at Indy and Pocono will be run next year to USAC rules, with 48 inches of boost and fixed skirts.

CanAm BRM

The fate of Derrick Bettridge's as yet unraced BRM P230 (which was exclusively announced in AUTOSPORT, June 21 issue) now seems a little more certain. It seems that the machine, which Neil Bettridge tested a couple of times prior to his move to Melchester Racing, has been sold to former hillclimb champion and circuit racer David Hepworth who plans to convert it to pukka CanAm specification and take it Stateside!

Hepworth, it will be remembered, raced the old BRM P167 CanAm machines from time to time early '70s. Presumably, the dated BRM V12 engine presently installed in the P230 will be replaced with a 5-litre Chevrolet unit. No drivers have been mentioned in connection with the project but when Hepworth was last involved with circuit racing back in 1976 with the F5000 McLaren M25, Bob Evans was nominated.

Briefly . . .

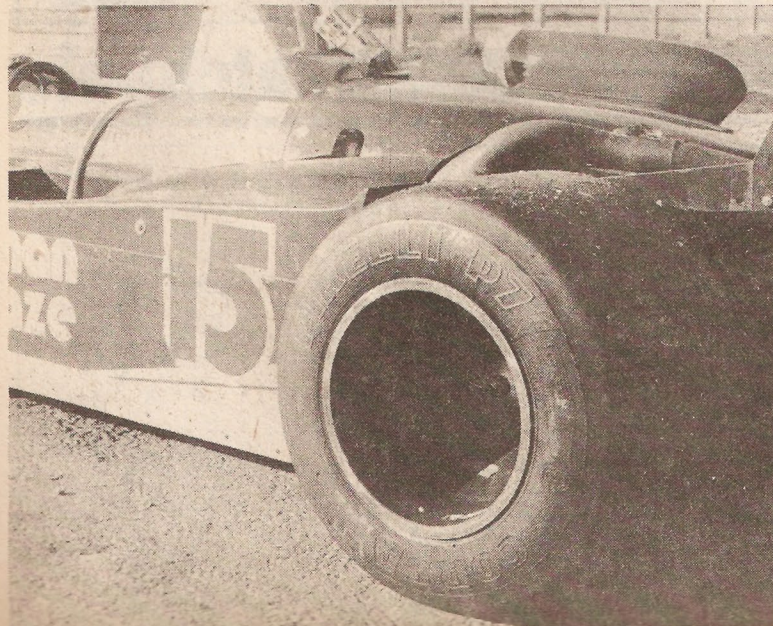
● Irishman Martin McCarthy — a former mechanic to Eddie Jordan's Formula Atlantic car — made his debut in Formula 3 at Thruxton last Saturday in the Derek McMahan Racing Chevron B47B usually driven by fellow-Dubliner Bernard Devaney. With backing from Rank Xerox and Lep Transport, Martin eventually spun at the chicane and bent the front suspension having run in a creditable 11th place.

● The new Chevron CanAm car was due to make its first appearance at Silverstone today (Thursday), in the hands of Geoff Lees, who will race one next year for VDS. After brief shakedown tests, the car will be flown to California on Monday for intensive tests at several circuits.

● Following his recent visit to Mexico for a saloon car race, Clay Regazzoni is not at all optimistic about the prospects for next year's Grand Prix, scheduled for April 13. "It seems exactly the same as it was when we were last there," he reports, referring to the 1970 Grand Prix, when he finished second for Ferrari. "A tremendous amount of work will be necessary, and there isn't very much time."

● The 1980 NASCAR Grand National rules are to be announced shortly, and it is thought that, as a result, Richard Petty may be back in Dodge again next year. A new model, the Mirada, has been tested in the wind-tunnel with encouraging results, and Petty hopes it will be accepted for use in 1980 competition. It is possible that there will be a slight reduction in engine size for next year's cars, but there is no question — mercifully — of banning V8 engines altogether.

Petty — back to Dodge?



Weaver misses debut

Promising English driver James Weaver was, unfortunately, not fit enough to drive one of the Marlboro Team Tiga March 793s at the televised Thruxton meeting last weekend — the Essex driver still suffering from the effects of a very nasty Sports 2000 accident at Mallory Park last month and preferred to stand down due to not being able to test the car

beforehand. James was obviously disappointed to miss his first F3 race but contented himself with a fine victory in the Formula Ford race.

Into his place in the F3 car, stepped former Forward Trust F3 Champion Ian Taylor, who re-adapted to the category quickly and wound up a very respectable fifth.

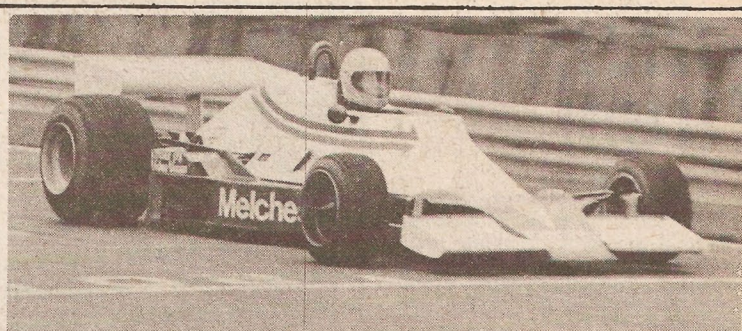
Kyalami safety bikes

To supplement the existing fire-fighting force at Kyalami, two Suzuki motorcycles have been specially adapted as fire tenders complete with on board extinguishers and other equipment carried by the fire truck.

In practice for the recent Formula SA race, the two motorcycle tenders performed excellently, their mobility and size enabling them to get to all points of the circuit quickly, and without necessarily using the circuit.

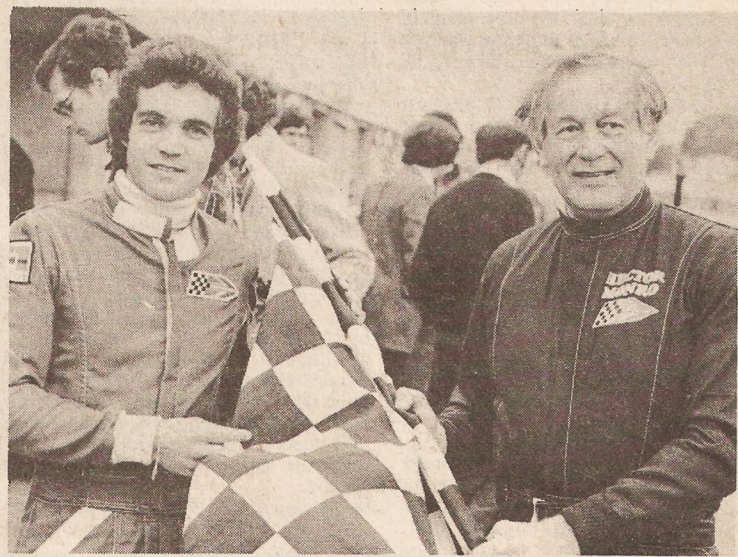
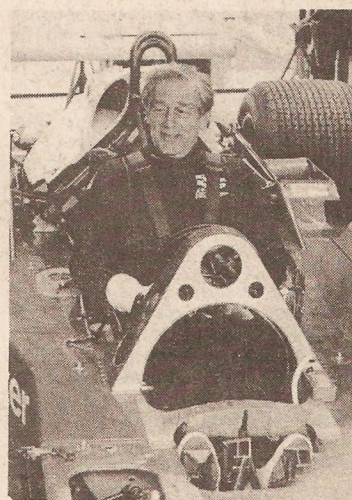


Roy Salvadori and Tony Brooks were among those who recently attended a party at London's Steering Wheel club. The Mayfair club has recently changed hands, and now belongs to David Capstick, who organised the party to mark the relaunch.



Minister drives F1 car at Brands!

The Minister of Sport, the Rt. Hon. Hector Monro, MP, lapped the Brands Hatch Indy circuit in one of the Aurora series Melchester Tyrrell Formula 1 cars on Tuesday morning. The MP for Dumfries was at the circuit to present New Zealander David Cunningham (below left) with the Brands Hatch Racing Driver of the Year Award. David did 20 laps in the Tyrrell. The Minister, who has previously raced historic Bentleys and Brands Hatch celebrity Escorts and Sunbeams, thoroughly enjoyed the experience, finding the car much easier to drive than he expected, despite having to sit in without the seat.



catchpole

by Barry F...

THAT WAS A GREAT SHUNT, ONE OF THE BEST YOU'VE EVER HAD. BEAUTIFUL, REALLY BEAUTIFUL. YOU SPUN ROUND SEVEN TIMES, TELL ME...



... WHY DID YOU STOP?

I HAD THE SAME PROBLEM AS NIKI LAUDA HAD....



... JUST GOT BORED WITH DRIVING ROUND IN CIRCLES.



When someone wins a race on Dunlop tyres, they get free champagne and kisses from pretty girls.

So what do you get?

No champagne and kisses, we admit.

But with Dunlop Performance Tyres fitted to your car, you do get something a lot more valuable and lasting.

And something quite different from ordinary tyres.

The knowledge and experience that has helped develop Dunlop technology means that Dunlop Performance Tyres are lower than ordinary tyres. Squatter than ordinary tyres. Wider than ordinary tyres.

And with a wider tread, Dunlop Performance Tyres hold the road better, corner better and brake better

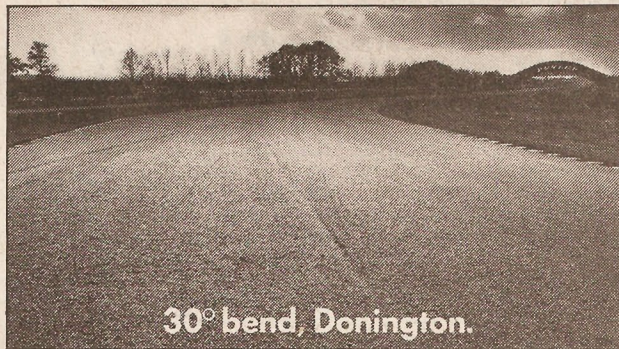
in all sorts of driving conditions.

That means more responsive, more reliable tyres—whether you're covering the track at Donington at 150 m.p.h., or trying to get to the station on time at 30 m.p.h.

Which is something for anyone

to be pleased about.


Even if you have to buy your own champagne.



30° bend, Donington.



30° bend, Beckenham.

 **DUNLOP**
Leading the field to give you the best.

Bonnett's Dixie 500 — title still in doubt

With just one round to go in the Winston Cup for NASCAR Grand National drivers, the leading two protagonists are separated by two points! Last weekend's Dixie 500 at Atlanta in Georgia was won by Neil Bonnett's Mercury, while points leaders Darrell Waltrip and Richard Petty finished in fifth and sixth places respectively in their Chevrolets, a lap down on the leaders, both of them having encountered difficulties during the 328-lap race.

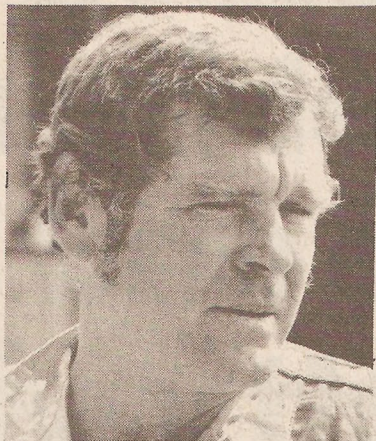
On pole for round 30 of the NASCAR championship was the Spectra Chevrolet Monte Carlo of Buddy Baker, having qualified at 164.613mph, followed by Cale Yarborough's Busch Beer Oldsmobile and Buddy Allison's Bud Moore Ford Thunderbird. Championship contenders Richard Petty and Darrell Waltrip qualified back in 13th and 14th places with their STP and Gatorade Chevrolets and an absorbing race was obviously in prospect.

From the start, it was Baker at the head of a pack containing Yarborough, Dale Earnhardt (Osterlund Chevrolet), Benny Parsons (M.C. Anderson Chevrolet), Allison, Waltrip and Petty, the latter having to work very hard to keep up with an ill-handling car.

After 88 laps, Baker was forced out with engine trouble, while Neil Bonnett was suffering from handling difficulties and was lapped as early as lap 40. Waltrip also found himself in trouble at lap 130, being forced to overshoot his pit while avoiding Dave Marcis, who was just leaving his pit. Darrell had to do another lap before reaching his pit, and was lapped in the process, while Petty had already fallen back from the leading bunch and was, in fact, lapped at around the same stage of the race.

Amazingly, the first yellow flag period did not occur until lap 176 and this enabled Bonnett, whose car was by now running better, to move back on to the same lap as the leaders. When the green was shown again, he was able to mix in with Yarborough, Earnhardt, Parsons and Bobby Allison, although the race lost Parsons on lap 197 when the engine in his Chevrolet let go.

Eight laps later, just after the green flag was shown again — Parsons's oil having been cleared away — Petty, who had used the yellow period to take on new tyres, spun his STP Chevrolet in the biggest possible way but somehow managed to both miss the barriers and the other cars! By the time Richard was able to rejoin, he had lost three laps, although he regained one of them soon after during yet another yellow period.



Buddy Baker — a 164mph pole

Entering the final fifth of the race, there was still a fine battle for the lead between Yarborough, Earnhardt, Bonnett and Allison with Waltrip one lap down in fifth place and then Petty a further lap adrift.

The North Carolina star's car was handling better now than it had earlier in the race and when another yellow flag came out about 50 laps from the end, he was able to move back up on to the same lap as Waltrip, whom he then passed and even managed to pull away, hanging on to the tail of the leading bunch as he went.

Waltrip seemed unable to reply until he was unexpectedly aided by Bobby Allison, who very nearly spun his Ford on lap 293 and forced Petty to brake hard. Waltrip closed up once more on to the tail of Petty's STP Chev, taking the recovered Allison with him. On lap 315, Allison moved up ahead of both Petty and Waltrip, while Darrell also moved back up into fifth place four laps later and then managed to hang on to Allison's Ford and pull several lengths clear of Petty over the final laps.

As far as the lead was concerned, the three cars of Bonnett, Earnhardt and Yarborough were absolutely tied together all the way to the line. Bonnett winning from Earnhardt by a car's length with Yarborough a similar distance back in third place.

The result of this race, of course, means that the championship will not be settled until the final round, the LA Times 500 at Ontario on November 18. Currently, Waltrip has 4672 points to the 4670 of Petty with Allison and Yarborough next on 4458 and 4434 respectively.

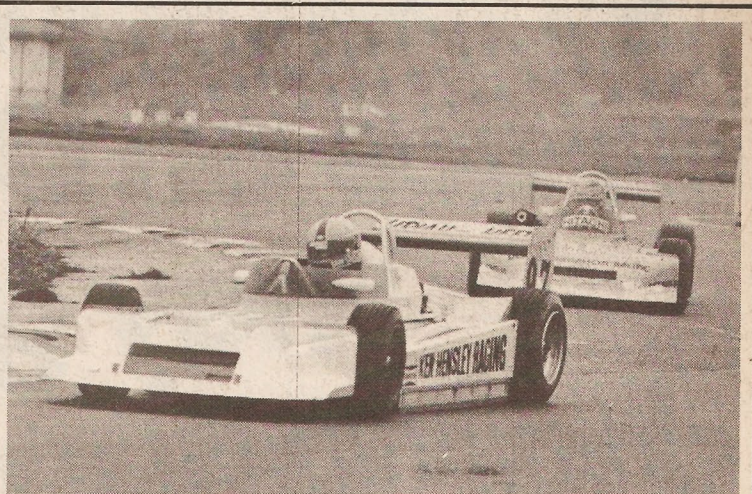
BMW Procar 1-2 at Kyalami

ddie Keizan and Helmut Kelleners, driving a Castrol-backed BMW M1, won last Sunday's Wynn's 1000 endurance race at Kyalami, finishing seven laps clear of a similar Manfred Casani driving M1 driven by Hans Stuck and Manfred Winkelhock. The German pairing had led for most of the 244 laps, leaving their opposition well behind but a lengthy pit-stop dropped them back to second place, although still some way ahead of a local BMW 530i driven by Phil Booysen and Geoff Goddard.

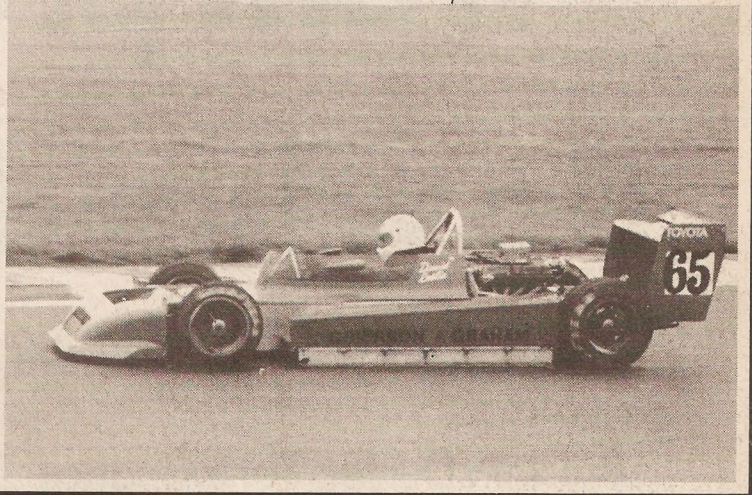
Grand Prix drivers John Watson and John Menen Mass qualified their Project 4 racing M1 on pole position but the German did not make a good start and then ran into the back of Sorel van der Merwe's locally-built Ford Escort at the end of the first lap, forcing both cars to pit with punctured tyres. The

stop cost Mass several laps, which neither he nor Watson was able to regain and they eventually finished fourth. Van der Merwe, however, ran determinedly for much of the race, catching up as much as two seconds per lap on Stuck, until retiring with a lack of oil pressure.

Other hopes for a victory with a local car evaporated in the early stages when both the 5-litre Chevais of Geoff Mortimer and Willie Hepburn retired within the first two hours, while Dave Charlton, sharing a Mazda 323 with England's Derek Bell, was delayed as early as the second lap when the windscreen was smashed and he later spun off at Barbecue Bend following a pitstop in which the wheel nuts had not been properly tightened. Charlton was push-started and managed to limp back to the pits but was later disqualified.



Making his annual Formula 3 appearance at Thruxton last weekend was former British F3 champion Ian Taylor in one of the Team Tiga March-Toyotas. Taylor went reasonably well to beat Bernard Devaney (seen following here) who was having another rare outing in a similar car in preference to his much maligned works Chevron. Also showing up well in a more competitive car (one of Roger Heavens's March 793s) was double FF2000 champion David Leslie.



Chaotic Argentine F3

The opening round of the Argentine Formula 3 Temporada finally took place on October 28 at the Juan Manuel Fangio circuit in Balcarce (his birth-place). The series, which is expected to comprise a further four races, was postponed for several weeks to allow the race organisers further time in assembling a field of invited Italian drivers to race against the locals. Originally it had been intended that 15 Formula 3 cars, all with Toyota engines (the series is backed by Toyota SA), would be purchased by the race promoter with a view to introducing this FISA-approved category

to this Spanish-speaking country. However, the opening race produced a field of just nine cars, three of which were driven by quite notable Italians.

The race was run in two heats, local driver Oscar Larrere winning both in his March 793. He also recorded the fastest race lap at 110.54mph. Chasing Larrere home was the talented young Italian, Michele Alboreto, in his Scuderia Euro Racing March 793 with another local, Angelo Bansi, next up in a Ralt RT1. Fourth, having been second to Larrere in the first heat, as the ever improving Corrado Fabi (Teo's younger brother). Like all the runners, he suffered tyre problems, one actually exploding on the track, so everyone used a locally constructed tyre, which gave dreadful problems, one actually exploding on the pits during the second heat, injuring two of his mechanics!

The organisation was poor and there are doubts as to whether the remaining races (Las Flores, November 4; Bahia Blanca, November 11; El Pinar, November 18 and Buenos Aires, December 2) will be run because there are so few cars; Piercarlo Ghinzani and Giorgio Francia were forced to spectate at the first race! Added to that, FISA in Paris have only granted approval to the Balcarce, Bahia Blanca and Buenos Aires tracks.

Finally, to add insult to injury, it is rumoured that the visiting Italians had to sign a contract saying they wouldn't win any of the races. Perhaps that explains why a driver of Alboreto's calibre

Hoshino's JAF GP

The March-BMW 792s of Kazuyoshi Hoshino and Satoru Nakajima dominated last Sunday's JAF Formula 2 Grand Prix at Suzuka, fifth and final round of this year's Japanese F2 series. They comprehensively defeated a six-car assault of seasoned European F2 campaigners, all of them previous race winners.

The meeting turned into a tyre war once again between Bridgestone and Dunlop, the former getting the upper hand with Nakajima and Hoshino once again on the front row as they were back in September.

Hoshino — comfortable win.



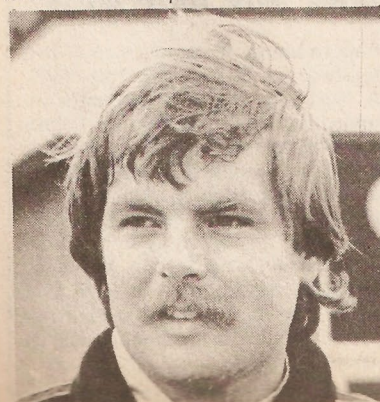
Keijo Rosberg, the best of the visitors, was next up in the ex-Stephen South ICI 792 running under the Walter Wolf Racing banner, just ahead of Beppe Gabbiani's similar 792.

Eddie Cheever, in the ex-Derek Daly ICI 792, was the best Dunlop runner, just behind Eje Elgh who was in an older 782 while the final two Dunlop runners were Didier Pironi (back in a locally-to be stopped, carried on, Rosberg poorly prepared 782, both near the back of the grid.

The two front row occupants disappeared off into the distance. Hoshino eventually beating Nakajima by 12secs. Rosberg gave chase but ruined his Bridgestones in the process, eventually slipping back behind Cheever and Elgh. Then over the last 15 laps, it started to rain and the runners, expecting the race to be stopped, carried on. Roseberg re-passed Elgh and Cheever, the American soon to retire with a blown engine near the end.

Fifth, and thereby clinching the national F2 title was Keiji Matsumoto, winner of the previous Suzuka race in his 792. Both South and Pironi retired early with gearbox problems while a horrific accident befell Gabbiani whose car climbed over the back of Takao Wada's Martini early on in the race. Both cars were launched into a frightening series of rolls. Wada being taken away unconscious to hospital while Gabbiani was visibly shaken in what must have been his biggest accident yet.

Keke — third in Japan.



Clay and John both drove in the Riverside IROC race, but both were out of luck.

IROC: Mario's qualifier . . .

With the NASCAR and USAC drivers having already had their IROC qualifying race some weeks ago, it was the turn of the road-racing fraternity to do their bit at Riverside last Saturday, the first four finishers going into the first part of the two-leg final at the same circuit the following day.

Mario Andretti was fastest in qualifying, his Chevrolet Camaro joined on the front row by Emerson Fittipaldi. Then came Le Mans winner Don Woodington, Clay Regazzoni, John Watson, Alan Jones, Peter Gregg and Keijo Rosberg.

Mario led away at the start chased by Emerson and Jones, who made a demon start. Woodington was squeezed out at the second turn and dropped to the back, allowing Watson, Rosberg (another great start), Regazzoni and Greg ahead of him. Almost immediately, the first four closed right up while Regazzoni dropped to last.

On lap 3, Watson tried to muscle his way by Jones at the notorious Turn 2 and the unfortunate Australian came off worse, dropping to last. Meanwhile Rosberg had got into the groove and latched on to the leading trio still led by Mario. On lap 9, Watson tried his Turn 2 manoeuvre again, only this time around the outside of Fittipaldi. The Marlboro McLaren driver came off worse, the resulting moment dropping his Camaro

behind Rosberg. At the end of that lap, however, Emerson pitted with no brakes.

Two laps later, a positively inspired Watson passed Rosberg in the long curve before the pit straight while a lap later, "Keke" came under further attack from Greg, the American taking half a lap to get by, although it's fair to say that the Finn was suffering from a deflating left rear tyre by this stage and eventually pitted.

A few bogus yellow flag periods were arranged in order to close up the field for the purpose of the TV cameras (good idea!) which helped Jones get back in touch. Then, on lap 19, Watson led his first race of the year, passing an ailing Andretti at Turn 9. Mario's engine was losing a cylinder, and the exhaust system broke but, within four laps, he was back in front. Watson heading for the pits with a softening tyre. At this moment Jones executed a huge spin just in front of the pits which brought out the yellow briefly but over the final five laps, Andretti succeeded in holding off Greg with a recovered Woodington and Regazzoni completing the four qualifiers. Jones, his tyres ruined after his revolution, was the only other car running as Watson performed a half spin at the hairpin right at the end and promptly T-boned Rosberg!

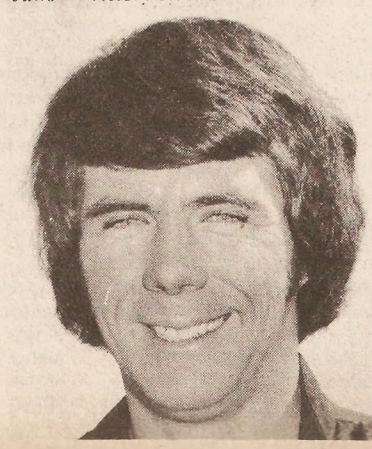
. . . and Waltrip wins the first round

Sunday's first leg of the two-part final was dominated by the NASCAR men. Neil Bonnett and Gordon Johncock started from the front row, the former getting the jump from the pole. Andretti tucked in behind Johncock, but had a moment at Turn 2 and dropped to ninth. Bonnett got away at this stage with Gregg, Bobby Unser, Darrell Waltrip, Bobby Allison, Woodington, Rick Mears and Mario chasing after him.

There were no yellow flag periods during this race, which saw an inspired drive from Waltrip, the NASCAR ace overtaking Unser, Gregg and Johncock in successive laps to anchor himself firmly on to Bonnett's boot.

Gregg spun through Turn 7 on lap 6 to loud applause from the grandstands — Peter is not a well liked driver in America—and he flat spotted his tyres and pitted, dropping to last.

'Jaws' — victory on a road course.



Killarney win for Scheckter

Ian Scheckter chalked up his 13th victory of the season when he won the final round of the Formula SA Championship at Killarney in Cape Town on Saturday.

Tony Martin in his five-year-old Chevron, now following Scheckter's lead by turning to Mazda power, set a new lap record for the circuit jointly with Ian. Their equal time of 1min 9.9secs is almost a second faster than Bobby Scott's old record, set when Formula Atlantic machines were still running on BDA motors.

The first over the line were all powered by Mazda rotary motors — Scheckter, Martin and Bobby Scott — the second two having made the move from V6 power in an effort to close up on the Lexington March Mazda. Scott, in fact, used an engine loaned to him by Scheckter when his own blew up in practice.

The race, run in two heats, saw Martin take an early lead only to have Scheckter pass him midway through to win by seven seconds. In the second heat Martin managed to keep it all together and he finished less than two seconds behind Scheckter with Scott in third place.

Mechanical problems upset the plans of Trevor van Rooyen, and although he and Scott finished the season on the same number of points, he lost his runner-up place because of Scott's better finishing aggregate over the season.

Ian — yet another SA win.



Up front, Bonnett had managed to get away from the thundering pack, Unser having relegated Waltrip to third although, by now, Allison was getting back into the action. Meanwhile Regazzoni, who was lying ninth, spun off through the Esses and damaged his spoiler. At the same time, Unser pitted to change a puncture.

After 10 laps, Waltrip found himself in the lead for the first time, with Allison on his tail. Bonnett was now dropping back, eventually finishing seventh. On lap 11, Allison pushed his way to the front only for Waltrip to regain the premier position two laps later.

Andretti recovered well to finish third finishing ahead of Mears, Johncock, Johnny Rutherford, Bonnett, Buddy Baker, Unser, Regazzoni and Gregg, Woodington having retired.

Jacky Ickx

The dignified manner of Jacky Ickx's retirement — at the end of a season, without fanfares, and with victory in his last race — prompts comparison with the other two big names who left the sport this year, one behind a smokescreen of excuses, the other without a thought for his team or sponsors. Further reflection suggests, that, in each case, the retirement was typical of the man and that in this latest, least noticed departure we have possibly lost the best *pilote*.

It was unfortunate that Ickx accepted the second Ligier-Gitanes seat, at a time when that team had briefly lost its way, because it encouraged his fans to think that the great Belgian might round things off with a romantic flourish, and his failure was an unnecessary disappointment. However, I was fortunate to witness two of his sustained charges through the darkness at Le Mans, which made satisfying memories, as did that celebrated manoeuvre round the outside of a drenched Paddock Bend.

On my desk I have a piston from the engine Ickx used at the 1974 Nurburgring GP. Now the Ring and one of its most famous 'meisters' have both gone from Formula 1, but I am sure that there are many race-goers in the UK who will rejoice that this driver, who put sport before business and let his ability be its own publicist, has escaped intact.

LONDON W13

MICHAEL HUNT

Following Jacky Ickx's announcement of his retirement, may I, through your columns, say thank you to Jacky for all the enjoyment he has given to enthusiasts for so long.

Many fine examples spring to mind of Jacky's great skills in all forms of competition, and his record as a sports car driver is unequalled. As a tribute to Jacky, I recall the 1970 BOAC 1000kms at Brands Hatch, a weekend of unending rain, when Jacky (partnered by Jack Oliver) finished eighth in a car plagued by electrical trouble.

Following the race, in the only instance of its kind that I remember, Jacky wrote to the Clerk of the Course to pass on his thanks to the marshals who had done such a great job.

Finally, let us all wish Jacky and his family a happy future in retirement.

ANDOVER, HANTS.

A. R. W. ROONEY

Alcohol benefits

It appears to me that one of the justifications of motor sport generally is to promote technical development, and since the first event in 1894 it has been doing precisely that in various fields such as braking, tyres, suspension, aerodynamics, fuels and lubricants, etc. But to continue worthwhile development for the motor industry, it seems that a change of fuel from petrol to alcohol is very necessary in motor sport.

Motor sport has been of enormous benefit to road cars over the years, particularly in the field of safety. However, it now seems time for the sport to change its direction. With petrol in motor cars on the way out and, as seems likely, alcohol fuel on the way in (especially in Brazil), motor sport should convert as quickly as possible, in order to help bring in the 'revolution' as soon as possible.

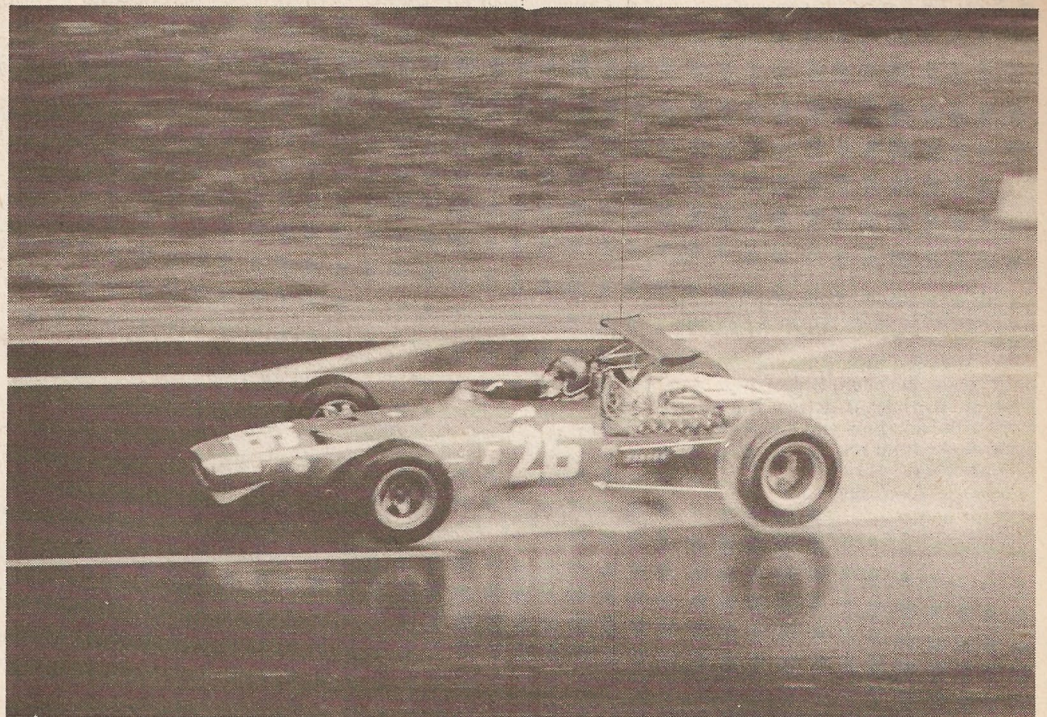
There are no serious problems with alcohol. The advantages include no pollution, better reliability in view of the engine, and alcohol fuels are less flammable. It is also worth bearing in mind that alcohol fuel was used in motor racing widely from the beginning until the 1950s. However, alcohol fuel should once again provide a technical challenge to the motor sporting industry.

Another, possibly more important reason for the change is the public relations side. With the never ending supplies of alcohol from arable waste, the image of motor sport to the public should improve, and the sport hopefully will not face any more bans such as in Brazil and the Philippines. Therefore, the sport would hopefully expand.

Motor racing is now in the crisis year, and the change must come, so that this great sport can retain its self respect and be re-born. This cannot be done with a dead fuel. The sooner the change, the better.

OXFORD.

MARK TOMLINSON



One of Jacky Ickx's finest victories was his first Grand Prix win, at Rouen-les-Essarts in 1968.

Well done the Beeb!

Now that the season is grinding to a halt, I feel it is an opportune moment to use a little of your column space to say a huge, sincere thank you to all involved at the British Broadcasting Corporation for their progressive improvement in television and radio coverage of our sport over the recent months.

In particular, I would like to extend my gratitude to Murray Walker, James Hunt, Barrie Gill, Simon Taylor and Stirling Moss for their informative comments at various points throughout the season. You may, if you're sharp-eyed, have noticed the absence of Jackie Stewart from this group; that's because, in common with all genuine enthusiasts, I braved the traffic jams, queues, cold 'hot' dogs, spectator-erected scaffolding (which thank God is finally on the decrease), and all other 'attractions' of Silverstone to be present at the British Grand Prix, rather than sitting at home, aiming criticism, while watching it on the box.

In closing, I would like to add my congratulations to Murray Walker. I never thought that I'd live to hear myself praise him. Keep up the good work Murray and please let the Beeb know that selected cars may be carrying cameras during the 1980 Grand Prix season. Get the hint?

SALISBURY, WILTSHIRE

ANDY POULTON

A good effort

Having been one of the few Formula Ford drivers to attend the Trade exhibition at Goodwood recently, I would like to make a few points.

While agreeing with AUTOSPORT's reporter that the venue was not ideal, can you imagine the enormous financial loss David Brown would have incurred if he had hired Brands Hatch and then had the same sort of response from manufacturers and spectators/potential customers as he did at Goodwood?

The date on which it was held clashed with no major Ford Formula championship round, and the *least* any major constructor worth his salt could have done, would have been to exhibit even a semi-works car through a distributor in the same way that Royale did. Where were Van Diemen, Crosslé, PRS, Lola and the rest? Despite Tim Schenken's comment, this show *should* have been a good PR exercise for all the Ford Formulae, not just any one manufacturer. There were many potential sponsors at the show, who were not terribly impressed and that in itself is bad for the sport. Those manufacturers (notable only for their absence) who left it to their smaller brothers to make the effort have degraded themselves and are typical of the apathetic attitude prevalent in Formula Ford today.

Finally, for the 'Radio Victory' fun bus not to make an appearance on the second day was unforgivable.

but the disgraceful behaviour of Image's Managing Director of withdrawing his entry after the first day for reasons best known to himself, especially when his workshop is within 500yds of the exhibition site, will serve only to damage his and his company's image.

Well done to CLVP promotions and David Brown for having the guts to stage any sort of show 'against all odds' and to Mike Eastick, Rostron racing cars, TC racing and the spectators who did bother to turn up to support *their* Formula.

LONDON SW19

CRISPIAN BESLEY

Discouraged students

We were interested to read Mr Pick's letter (*Correspondence*, October 18) and wholeheartedly agree with his comments.

We, too, shall be faced with severe problems from compulsory registration of Clerks of the Course and cannot possibly agree with the revised licensing system. This will discourage many prospective competitors when they are faced with an extra charge of at least £4. Many of our members are introduced to motor sport through 12-car rallies, but the new road rally regulations which require extensive public relations work to be carried out make their organisation totally impracticable.

As a university club which draws the vast majority of its membership from newcomers to motor sport, we cannot greet the RAC's latest rule changes with any enthusiasm at all.

CAMBRIDGE

PHILIP DUNABIN

Honorary Secretary

Cambridge University AC

Then as now?

With winter approaching, the racing season had practically finished, so 25 years ago this week (AUTOSPORT, November 5, 1954) the major interest surrounded the news that the 1955 British Grand Prix was to be held on the new road circuit at Aintree. The prospect was greeted with scepticism by the magazine and its readers. For this would be the first time since the war that Britain's premier motoring event would be held away from Silverstone. One correspondent could see no advantage from the change, since Aintree, he claimed, had very restricted viewing, high charges for the modern facilities, and a site that could not match Silverstone's rural setting.

Congratulations

from



Bovis National Rally

*Malcolm Wilson wins the 1979
Castrol Autosport National Rally Championship*

Second time around

Wilson wins his second Castrol/AUTOSPORT Championship with victory in the Forest of Dean — McRae's third place not good enough for series honours — Local hero Elsmore second — Raymond's turn for Group 1 success — Report: ANN BRADSHAW — Photography: COLIN TAYLOR PRODUCTIONS

It was not until darkness had fallen over the Forest of Dean on Saturday night that Malcolm Wilson and Jimmy McRae could relax after one of the tensest days rallying they must have experienced. Nearly nine hours earlier, they had started the Bovis National Rally knowing that any slip made by either of them or David Stokes would mean the end to their chances of winning the 1979 Castrol/AUTOSPORT Championship. David had been the only one to come to grief and, once he was out of the way well before mid-day, it was down to Malcolm and Jimmy to pressure each other. It was a fine end to a good season.

Malcolm Wilson only had to finish in the top three to clinch the Castrol/AUTOSPORT Championship — winning the event was an added bonus.



The Forest of Dean is perhaps one of the least used good rallying areas in the British Isles, so competitors on Saturday were looking forward to the opportunity to spend a day on famous stages such as Sallow Vallets and Speehouse. The organisers, the Forest of Dean MC, had come up with 70 miles of stages and, with this beautiful Gloucestershire forest being so compact, there was a bare minimum of road mileage.

This event has always proved very compact and was so again. One of its best assets for helping to keep aggravation to locals to the minimum is the use of Beechenhurst Service Area. Beechenhurst is situated in the centre of the rallying action, and the service barges were able to stay put while the cars rushed round the forests near them. The cars actually visited here four times and the crews only had to move once, and that was just a short distance down to Lydney for the lunch halt at Watts Tyre & Rubber Company.

The event had moved its base from Chepstow to Ross on Wye, which was a mixed blessing. The new rally HQ at the Chase Hotel was a great success, with both ample parking space for cars and vans and friendly service by the manager and staff of the hotel making it a great success. But Ross and Lydney are quite a distance apart, which meant extra mileage.

Most competitors seemed reasonably happy with most aspects of the event, which seemed to run rather more to its time schedule than in the past. In previous years, the organisers have suffered from what has looked very much like sabotage on some stages and also from delays while stages were being re-arrowed. Although the rally was delayed slightly, it was not nearly as bad as in the past. The only problem that most competitors seemed to come up against was arrowing. Their particular grumble here was that the arrows indicating junctions were placed not on the junction, but quite a distance before. Thus some drivers were braking before they needed to. Apart from this, we are happy to report that there were very few grumbles to mar the celebrations in Ross.

Malcolm ran out winner of both the event and the series, repeating his performance of 12 months previous when the top three in the national championship had been decided in the Forest of Dean. History was to repeat itself with the last round being the decider and the championship result — in the order Malcolm, Jimmy, David — was exactly the same. No championship could wish for a better finale, the winner only sure of his victory as he drove into the final control at Ross on Wye.

It had been a classic season with the three main protagonists in the final hour justly deserving to be there. One had to share in

Malcolm's obvious happiness at being the only man to win the championship in two consecutive years, but sadness also came into it as Margaret McRae commented about her husband; "He is the bridesmaid again". It was a shame that David fell out of the battle so early on, but he took defeat in his stride and at least he has known what it feels like to wear the victor's laurels for this series. Only the highest praise can be heaped upon everyone throughout the year who has done so much to make this championship such a memorable one.

Although the championship chase was governing the driving tactics of most of the drivers on Saturday, there was one man who desperately wanted to win this event — Graham Elsmore, whose finishing record on this, his home event, is very impressive. In the past four years he has scored a hat-trick of wins and a second last year. He so wanted to add another victory to his tally, but this was not to be. With his usual expertise in this area, he drove his Triumph TR7 V8 very well indeed, but problems just five stages from the finish were to rob him of his rally-long lead and victory. He had to be content with another second overall.

With the Group 1 title already decided on the Castrol '79 in favour of Ivor Clark, there was certain to be quite a scrap in this category without some of the usual worry about points. Again the main competitors in this class, Ivor, Mike Stuart, Julian Raymond, John Cleary and Fred Hawkins provided us with some first class entertainment and it was Julian's turn to take top honours.

8

CASTROL/AUTOSPORT CHAMPIONSHIP
BOVIS NATIONAL RALLY

8

ENTRY

Again the entry list was very similar to those on the previous seven rounds of the Castrol/AUTOSPORT Championship. However, there were a few variations, mainly from people doing pre RAC Rally testing.

The people who reported no change to their machinery were Malcolm Wilson (Total Oil Escort RS), George Hill (Martin Group Chevette), Graham Elsmore (Triumph TR7 V8), Terry Kaby (Dunham & Haines/Castrol Triumph TR7 V8), Willie Rutherford (Car Care Plan/Eso Mazda Hatchback), Tim Brise (DOT/Eso Kadett GT/E), Robin Farrington (Benwood Motors/Castrol Escort RS), Jim Howden (Escort RS), Jeff Churchill (Atcost 80 Industrial Space to Let Escort RS), Ivor Clark (Castrol/Mopar Avenger), John Cleary (Escort RS2000), Julian Raymond (Escort RS2000), Mike Stuart (Escort RS2000) and David Stokes (Warners Motors/Castrol Escort RS) although the latter did admit that his car had had a complete going over.

Jimmy McRae had spent all year pedalling his single-cam SMT/Castrol Chevette around very rapidly but, with so much at stake, a little more power was called for and so the car had been fitted with a twin-cam engine. The engine he was using was the one used this year by SMT boss David Porter in his Chevette. Jimmy was not the only man changing from a single to a twin-cam engine, as Steve Ward also had a more powerful lump in his Team Datsun Europe Violet. He was out again in the car that he had driven so well on the Castrol '79, but had had a bit of a banging around on the very last stage. TDE boss Andy Dawson was also out, but he had a single-cam engine in his left-hand-drive Violet. However, Dawson was trying something very new — a fan in the engine compartment to cool the carburetors. Carburettor overheating has been a problem plaguing the team on World Championship events and Dawson had high hopes with the introduction of the first "rallying fan car".

RALLY

Saturday was like end of term for most Castrol/AUTOSPORT competitors. They were all in good spirits and looking forward to a last thrash before the winter lay-off but, for many, it was also a day that could affect them greatly. The obvious battle was for overall honours between Wilson, McRae and Stokes with the mathematically minded trying to explain all the permutations governing what could happen. Just behind them, there was another fight about to develop for the fourth spot in the championship between Hill and Kaby, both men determined to do well.

As if by way of warning, rain clouds started to gather on Friday night and, although Saturday dawned wet, they had done their worst during the night, leaving conditions rather damp underfoot and drizzly. Despite this, the Dean looked as beautiful as ever, the bright colours shining through the dampness, which seemed to give them extra life.

The standing joke over the years on rallies in the Dean has always been the regular retirement of Jeff Churchill and Roger Evans by the Speech House Hotel. With uncanny regularity, this pair have found themselves marooned near this welcoming hostelry and have had to console themselves with whatever beverages it has to offer. This year, the service crew had written out a luncheon ticket for use when the car did its usual trick. Churchill went off from the start fairly optimistic about keeping the lunch date, as the Escort's fan had given up. But, that apart, all the other competitors made it from the start to the first service at Beechenhurst after just two stages and about a dozen miles of rallying. Mind you, they were not all happy about their traumas on the way.

One man who was distinctly unhappy about his bad luck was Rutherford. For the third event running, he had lost a fan belt in a stage, and this time the belt had pulled the ignition off with it. The problem had occurred on stage 2, and meant a loss of about 2mins.

At least, he was still able to go on to the next batch of stages, which was more than Farrington could do. His mechanics were working feverishly on the Escort to renew a spark plug (the middle had blown clean out of plug four on stage 2) and replace a broken wheel stud. The repairs were done but, to their dismay, another broken stud was detected. The crew decided to retire the car as they could not risk another stud breaking in a stage.

Also busy in the service area were the mechanics for Stokes, Elsmore, and Ward. Stokes was experiencing brake knock-off on the rears, Elsmore's rear brakes were locking up and Ward's handbrake was sticking on. But the most surprised crew were Churchill and Evans, who had mended their fan and were now exploring new territory.

Already, Elsmore was showing that this was his home ground and he was determined to win here, but close on his heels were Wilson, McRae, Stokes, Brise, Kaby and Derek and Terry Evans in their 2.6-litre stroker Vauxhall Chevette. The Evans brothers were having their only Castrol/AUTOSPORT outing of the year and were looking set to give the regulars a run for their money.

The cars disappeared to do another six stages before second service, but it was not long before Clark's Avenger was screeching back into the service area. The car had started to lose its power in stage 3 and Raymond had gone past while Clark was coaxing it to the finish. Speedy work by the mechanics diagnosed the trouble as the main lead to the starter broken. With this replaced, the Avenger was rapidly to rejoin the fray, but now having lost the Group 1 lead.

Stage 3 was also destined to cause Dennis Moody's Castrol/Kingsmead/Motorcraft Escort RS problems, but, unlike Clark's, these were really terminal. As Moody was motoring down this very fast stage, he got a puncture which put the car off balance. The end result was an incredibly nasty roll that shook the crew up badly (thankfully they were unhurt) and just about destroyed the car. This was a sad end for Moody who, like Evans, was a visitor to the last round of the championship.

These next batch of stages were to be action packed with Rutherford going up a grasstrack on stage 4 (Speechouse 2), hitting a sapling which launched the car so it ended up with all four wheels off the ground. It took about 40 helpful spectators a full minute to get all the wheels back into contact with terra firma. Stokes also lost considerable time here, when his plug lead jumped off in the first mile of the stage. Both men were beginning to feel that some superior forces had something against them.

Rob James and Ken Rees were also making one of their rare appearances in the championship in their 1600cc Sunbeam but, like Moody, troubles were not far away. On stage 5, the gearbox started to play up. Rees was having to hold it into gear until they could get back to service for it to be diagnosed as a cracked casing. Brise was having one of his best drives of the season in the lightweight Group 5 Kadett, but on the startline of stage 6 the engine went onto two cylinders. At the end of the stage, it was diagnosed as a broken wire to the condenser. Luckily the crew were able to mend it themselves, but it had cost them 39secs on the stage. However, he was determined to carry on at unabated pace and, despite losing 10secs two stages later, when encountering a flock of sheep, he carried on to a relatively trouble free run.

It was still anybody's championship, although Wilson undoubtedly had the upper hand as he was lying second, but top in the points. McRae was third, with Stokes two places further down. However, he was soon to end his challenge. From the start of the event, Stokes's Escort had been having severe brake problems and these caused his downfall on stage 7. He had come round a long right-hander and, when he hit the brakes to slow himself, the fronts had completely locked up. There was nothing Stokes could do except watch helplessly as he sailed off, first hitting a log and then coming to rest with a tree embedded in the centre of his bonnet. Luckily the damage was confined to the bodywork and the crew were able to get the car moving again. But it took a long time and they had to accept that they were out of the event. Missing out stage 8, Stokes went straight to service to get the car straightened out as he was intent on carrying on to see just how quick he could be over the remainder of the stages.

While all this had been going on, the leaders had been slipping and sliding about on the treacherous, wet, surface and were obviously glad of a short respite. Elsmore was still in command but, with fairly short stages and a very determined Wilson behind him, he had only managed to pull out 12secs. The TR7 was obviously not in trouble, but the Dean's favourite son was not too happy with the beast understeering, so his service crew set about fitting new steering arms at this service. This is not that quick a job and Elsmore only just got out on time, splattering everyone with mud who got in his way as he made a spectacular reversing exit to the out control.



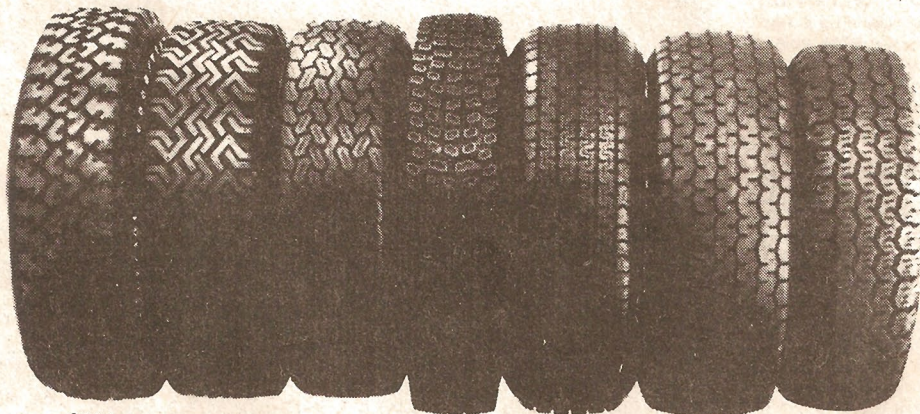
Top: Graham Elsmore has a superb record on his home event, with three wins and a second in the last four years. He lost his chances of another victory in the closing stages of the rally. Above: Jeff Churchill was both surprised and delighted to have finished his first rally in the Forest of Dean for many years, with a fine eighth overall. Below: Always a bridesmaid, never a bride. Poor Jimmy McRae was destined to be runner up in the Championship for the second year running.



Another rally, another championship.



Malcolm Wilson in his Escort RS1800. First in the Bovis National Rally to clinch the 1979 Castrol/Autosport National Rally Championship.



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GOODYEAR
The Choice of Champions

continued

Kaby had been trying some extra wide Goodyear's for these first stages, and the ground had proved much too wet and slippery for them, so he was now changing onto narrower ones to continue his battle with Hill. Both men were driving one of their better rallies of the season, although, as usual, it was difficult to find Kaby really cheerful before midday even though he did not have all that much to be miserable about.

As usual, Dawson was thoroughly enjoying himself and was experimenting with tyres. Not surprisingly, he was off the pace as he had been using A2s all morning. For the first two stages, he had been on wide rears and narrow fronts, for the next six he had been on wide fronts and narrow rears and now he was changing to the more suitable M&S covers. He was also very happy with the way his fan was working, as it was one of the few rallies on which the car had not experienced a misfire from the carburettors overheating.

Group 1 was its usual good battle, with Raymond leading, despite declaring that he was driving badly. Behind him came Hawkins, Stuart, Cleary, Clark. So as the cars went out again for another four stages before lunch, the top placings were Elsmore, 34mins 17secs; Wilson, 34ms 29secs; McRae, 34mins 35secs; Evans, 35mins 35secs; Kaby, 35mins 48secs; Hill, 35mins 50secs. A delighted Churchill still going in seventh place on 35mins 53secs.

Stuart was far from pleased with himself on the next few stages, as he executed a few unnecessary spins, but the unhappiest man was Evans who got a puncture on stage 10. His Vincent Greenhouse Chevette had been going superbly, and he had been driving very well indeed, but he then suffered a front wheel puncture and lost about 2mins and his fine fourth place. He was very despondent and even considered packing up, but carried on in the end and, despite a valiant effort, never made it back into the top 10.

One of the next puncture sufferers was Kaby but, as it was about 100yds from the end of stage 11, he didn't really lose a lot of time. However, it was just enough for Hill to slip in front of him and change his 4secs disadvantage to a 3secs advantage. This pair were having a real tussle, and Hill was just hoping that his overheating car would last until the lunch half, were he was planning to change the radiator. Anyway, so that the dangerously high water temperature gauge would not put him off, he had put some black sticky tape over it.

Rutherford was destined to lose yet another fan belt on stage 12, but this time it came off without damage to anything else and the other part of the dual system kept working.

At the lunch halt, Hill arrived with a whistling radiator so the planned change was necessary and James had managed to borrow a spare Sunbeam gearbox from Mal Stuart so that Rees could be relieved from his job of holding it in gear.

Neither McRae nor Wilson had had any major problems, and they both seemed remarkably relaxed as they sat together eating their lunch of chips, baked beans and sausages. As the cars set out for the afternoon's work, Elsmore was in front on 51mins 07secs from Wilson, 51mins 21secs; McRae, 51mins 47secs; Hill, 53mins 18secs; Kaby, 53mins 21secs; Brise, 53mins 23secs; Churchill, 53mins 34secs (he had well and truly missed his Speech House lunch); Reg Mullenger, 54mins 14secs; Jim Howden, 54mins 16secs; Dawson, 54mins 19secs.

Although Elsmore's lead was not that great, he was fairly certain that Wilson would not try any heroics to take it away from him as so much was at stake. Unfortunately for Elsmore fate took over and he punctured on stage 13: in the process he destroyed the wheel, disc and caliper by running on it for about three miles. He had to struggle through stage 14 with no back brakes or handbrake and, with all this, the gap had closed to just 2secs with his lead now looking very unsafe. As can be imagined, there was much feverish activity around the car and, with no spare hub or special ventilated rear disc to replace the damaged components, things were looking a bit grim. The mechanics had to blank off the brake to the damaged wheel and send him off for the last eight stages with just one rear brake.

Elsmore had not been the only one to have a puncture as Rutherford suffered for six miles on stage 14 and had, in fact, been passed on the stage by the former's TR7. While both Elsmore and Rutherford were able to carry on, stage 14 saw the second and final retirement of Stokes with a broken halfshaft on the startline.

With the stages rather shorter than on some other events, it really did seem that the end must soon be in sight, but it was early afternoon and there were still seven stages to go. Elsmore tried all he knew to stay in front but, with his brake problems, it was impossible

and, on stage 17, Wilson took over and led by 12secs. The other TR7 was not to have too happy an afternoon either as, on stage 18, Kaby assaulted a pile of logs. He blamed the sight of the Barrie Hinchliffe UMP film crew, but whatever the reason it didn't do the car too much good. He punctured a front tyre running over a log and also bent the rack. He carried on to the final service but lost a place to Brise.

As if Elsmore had not had enough troubles with his brakes, the Panhard rod decided to break on stage 19 and dropped him even further behind Wilson and dangerously close to the clutches of McRae. Clark also suffered a puncture in this batch of stages (SS20 to be exact) but, as his co-driver, Ken Wilson, didn't even realise they had one until the end of the stage obviously it didn't slow him down too much.

So the weary survivors staggered into the last service area as darkness was settling over the Dean. It really did seem that they had done much more than 70 stage miles, but perhaps it was the fact that they had done 20 stages that made it seem more. With just a third and final blast round the three miles of Sallow Vallets, nothing should change the positions, but Elsmore who had had to call on the help of the BOC welders, just could not afford to take it easy as McRae was a single second behind him now. Needless to say, he did not

take it easy and was faster than all the rest on the stage.

Darkness was well and truly on the scene as the cars drove into Ross for the final celebrations. Wilson was thrilled, covering everyone in his near vicinity with champagne, while an obviously disappointed, but still smiling, McRae was one of the first people to shake his hand and congratulate him. Hill had won the battle with Kaby, although he had spent the afternoon regularly topping up the Chevette with water as the core plug had blown out in the morning. Brise had finished off his national series season with a fine drive to fifth, while Dawson had come seventh despite his tyre testing exploits and Churchill actually made it to the finish for the first time ever in a right hand drive car (his only finishes in 10 years of rallying in the Dean have been in a LHD Magnum and a LHD ex-Safari Escort). Group 1 was won by Raymond, although Clark had safely sewn up the championship and Fred Almond was a well deserving and popular winner of the Mazda Hatchback Challenge.

Everyone was pleased to be back at the finish; a night of revelry was promised and as the survivors of the night went to bed in the early light of dawn a fisherman making his way to the banks of the Wye must have wondered just what had been going on.

Even though Julian Raymond was far than happy on Saturday, he did manage to win Group 1 in his Escort.



Bovis National

Bovis National Rally
Saturday, November 3, 1979

Castrol/AUTOSPORT National Rally Championship, round 8

- 1, Malcolm Wilson/Terry Harryman (Ford Escort RS), 93m 43s;
 - 2, Graham Elsmore/Stuart Harrod (Triumph TR7 V8), 94m 01s;
 - 3, Jimmy McRae/Mike Nicholson (Vauxhall Chevette), 94m 09s;
 - 4, George Hill/Ron Varley (Vauxhall Chevette), 96m 32s;
 - 5, Tim Brise/Lyn Jenkins (Opel Kadett GT/E), 97m 01s;
 - 6, Terry Kaby/Brian Rainbow (Triumph TR7 V8), 97m 34s;
 - 7, Andy Dawson/Kevin Gormley (Datsun Violet), 98m 03s;
 - 8, Jeff Churchill/Roger Evans (Ford Escort RS), 98m 43s;
 - 9, Jim Howden/Hugh McNeill (Ford Escort RS), 98m 52s;
 - 10, Julian Raymond/John Daniels (Ford Escort RS2000), 99m 25s.
- 107 starters, 65 finishers.
Rally leaders: SS1 to SS16, Graham Elsmore; SS17 to end, Malcolm Wilson.

Group 1:

- 1, Julian Raymond/John Daniels (Escort RS2000), 99m 25s; (10 o/a)
- 2, Mike Stuart/Frank Rowlands (Escort RS2000), 100m 07s; (14 o/a)
- 3, John Cleary/Mark l'Anson (Escort RS2000), 101m 46s; (17 o/a)
- 4, Ivor Clark/Ken Wilson (Avenger), 101m 47s; (18 o/a)
- 5, Fred Hawkins/Mick Shepherd (Dolomite Sprint), 115m 47s; (46 o/a)

Class 1 — G1 upto 1600cc:

- 1, Malcolm Stuart/Ian Tudor (Avenger), 105m 30s; (26 o/a)
- 2, Roger Lane/Stuart Derry (Avenger), 110m 55s; (39 o/a)
- 3, Mike Price/Mick Cocker (Escort), 113m 42s; (44 o/a)

Class 2 — G1 over 1600cc:

- 1, Julian Raymond/John Daniels (Escort RS2000), 99m 25s; (10 o/a)
- 2, Mike Stuart/Frank Rowlands (Escort RS2000), 100m 07s; (14 o/a)
- 3, John Cleary/Mark l'Anson (Escort RS2000), 101m 46s; (17 o/a)

Class 3 — up to 1300cc:

- 1, Martin Watson/Peter Stokes (Sunbeam), 106m 31s; (29 o/a)
- 2, Fred Almond/Nick Charlton (Mazda Hatchback), 115m 29s; (45 o/a)
- 3, Paul Carter/Mick Shellard (Escort), 118m 02s; (49 o/a)

Class 4 — 1301cc to 1600cc:

- 1, Rob James/Ken Rees (Sunbeam), 102m 20s; (20 o/a)
- 2, Mick Standen/Andrew Brambell (Escort), 102m 30s; (21 o/a)
- 3, Steve Smith/Martin/Smith (Sunbeam), 104m 31s; (24 o/a)

Class 5 — over 1600cc:

- 1, George Hill/Ron Varley (Vauxhall Chevette), 96m 32s; (4 o/a)
- 2, Tim Brise/Lyn Jenkins (Opel Kadett GT/E), 97m 01s; (5 o/a)
- 3, Terry Kaby/Brian Rainbow (Triumph TR7 V8), 97m 34s; (6 o/a)

Fastest Stage Times

- SS1, **Speechouse 1:** Elsmore, 6m 00s; McRae, 6m 01s; Wilson, 6m 02s; Stokes, 6m 06s; Farrington, 6m 08s; Brise, 6m 12s.
SS2, **Larkfield 1:** Elsmore, 8m 54s; Wilson, 8m 54s; McRae, 9m 00s; Kaby, 9m 14s; Stokes, 9m 15s; Brise, 9m 18s.
SS3, **Henderson 1:** Elsmore, 5m 07s; McRae, 5m 14s; Wilson, 5m 16s; Brise, 5m 18s; Stokes, 5m 19s; Rutherford, 5m 20s.
SS4, **Speechouse 2:** Elsmore, 6m 44s; Wilson, 6m 49s; McRae, 6m 52s; Evans, 6m 59s; Hill, 7m 01s; Churchill, 7m 04s.
SS5, **Oakenhill 1:** Brise, 1m 53s; Stokes, 1m 53s; McRae, 1m 54s; Elsmore, 1m 54s; Rutherford, 1m 55s; Churchill, 1m 55s; Evans, 1m 55s.
SS6, **Oakenhill 2:** Stokes, 1m 49s; McRae, 1m 50s; Evans, 1m 51s; Elsmore, 1m 52s; Rutherford, 1m 52s; Wilson, 1m 53s.
SS7, **Whitemead Park 1:** Brise, 1m 59s; Wilson, 1m 59s; Evans, 2m 00s; McRae, 2m 00s; Tuthill, 2m 00s; Mullenger, 2m 00s.
SS8, **Flourmill 1:** Wilson, 1m 41s; Elsmore, 1m 42s; Rutherford, 1m 44s; McRae, 1m 44s; Tuthill, 1m 45s; Hill, 1m 45s; Jenkins, 1m 45s.
SS9, **Sallow Vallets 1:** Elsmore, 4m 09s; Wilson, 4m 18s; Standen, 4m 19s; Kaby, 4m 24s; Brise, 4m 25s; Hill, 4m 26s; Churchill, 4m 26s.
SS10, **Sallow Vallets 2:** Elsmore, 4m 13s; Wilson, 4m 20s; Brise, 4m 24s; Rutherford, 4m 25s; McRae, 4m 26s; Churchill, 4m 27s; Clark, 4m 27s.
SS11, **Edgehill:** Wilson, 3m 37s; McRae, 3m 38s; Elsmore, 3m 41s; Rutherford, 3m 41s; Brise, 3m 41s; Hill, 3m 43s.
SS12, **Flaxley:** Wilson, 4m 37s; McRae, 4m 38s; Rutherford, 4m 39s; Brise, 4m 42s; Elsmore, 4m 47s; Stuart, 4m 48s; Hill, 4m 48s; Dawson, 4m 48s.
SS13, **Speechouse 3:** Wilson, 12m 46s; Elsmore, 12m 47s; Rutherford, 12m 51s; McRae, 12m 52s; Hill, 12m 59s; Kaby, 13m 02s.
SS14, **Larkfield 2:** Wilson, 9m 50s; McRae, 9m 53s; Hill, 9m 55s; Kaby, 9m 57s; Elsmore, 10m 01s; Brise, 10m 01s.
SS15, **Nagshead:** McRae, 2m 49s; Wilson, 2m 59s; Elsmore, 3m 01s; Dawson, 3m 01s; Brise, 3m 01s; Hill, 3m 02s.
SS16, **Flour Mill 2:** McRae, 1m 35s; Elsmore, 1m 36s; Wilson, 1m 35s; Jenkins, 1m 37s; Kaby, 1m 37s; Brise, 1m 37s.
SS17, **Whitemead Park 2:** Wilson, 2m 06s; Dawson, 2m 11s; McRae, 2m 11s; Ward, 2m 12s; Hill, 2m 13s; Jenkins, 2m 14s.
SS18, **Churchill 1:** Wilson, 1m 39s; Rutherford, 1m 40s; Brise, 1m 40s; McRae, 1m 40s; Jenkins, 1m 40s; Mullenger, 1m 41s; Hill, 1m 41s.
SS19, **Churchill 2:** McRae, 1m 36s; Elsmore, 1m 36s; Wilson, 1m 38s; Jenkins, 1m 39s; Brise, 1m 39s; Rutherford, 1m 39s.
SS20, **Henderson 2:** McRae, 5m 15s; Wilson, 5m 20s; Elsmore, 5m 29s; Hill, 5m 30s; Brise, 5m 32s; Dawson, 5m 33s.
SS21, **Sallow Vallets 3:** Elsmore, 4m 24s; Wilson, 4m 28s; McRae, 4m 31s; Dawson, 4m 33s; Kaby, 4m 36s; Hill, 4m 36s.

Analysis of fastest stage times

	1st	2nd	3rd	4th	5th	6th
Wilson	9	7	3	—	1	1
Elsmore	8	3	4	1	2	—
McRae	4	8	6	—	1	—
Brise	2	1	3	3	4	2
Stokes	2	1	—	1	2	—

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Bernard Darniche's blue Stratos was uncatchable and the Frenchman scored his fifth Tour de Corse victory.

Long and winding road

Bernard Darniche leads Tour de Corse to score third important win — Poor entry for World Championship round — Nicolas fast but retires after accident with pig — Report: MARTIN HOLMÉS — Photography: HUGH BISHOP

Success came in threes to Bernard Darniche on the Tour de Corse at the weekend. This was the third time running that he has won this event, the French round of the World Championship, and the third victory in the three most important French rallies this year — Monte Carlo, Tour de France and Tour de Corse. Corsica was virtually an all-French event, with no works team cars and no effect on either the World Drivers' or the Manufacturers' Championship. In accordance with recent championship trends the event was longer and tougher than ever before.

Reliability rather than speed contributed to success, and nearly all the fancied runners retired. Stones on the road on the penultimate stage nearly caused Darniche and several other drivers, to retire. In fact, the only driver to threaten Darniche was the French champion, Bernard Beguin, who had transmission failure on the first night. Second overall was the privately supported, ex-works, Renault 5 Alpine of Jean Ragnotti who finished over a half-hour behind Darniche.

As with several other championship rallies (for example the Acropolis and the San Remo) word had been given to the organisers of the Tour de Corse that, unless they toughened up their rally, its future within the World Championship for Makes was uncertain. The decision about the 1980 season were made far too late for the Corsican organisers so far as the planning for their 1979 event was concerned, so an early decision was made that the 1979 event would be much more of a marathon event.

Certainly the new format, in which there are two nights of rallying, completely changed the attitude of the competitors. Before the start, all the leading drivers stated that the most important thing on this event was simply to finish. What was not said was just how many would retire so early! So, for the first time, there was a night halt at the Tour de Corse.

The start and finish were at Ajaccio and the halt at Bastia, and each leg was eighteen hours long. There were a total of 22 high-speed sections, thirteen orthodox special stages which ranged in length from 18 to 51kms and nine 'chronometric' sections from 46kms to 101kms. So far as timing is concerned the difference is slight. Scratch timing applies on the stages whereas on the chronometric sections (where a delay of a second still counts as one second's worth) there are maximum and minimum times. If the minimum time is beaten then the crew is penalised the minimum and does not have the benefit of the amount by which the minimum time is beaten.

The Corsican traditions were maintained in every other way, the changeable weather, the incredibly tortuous roads, the rather determined individualist ap-

proach to life and its problems — and above all a pride that here, on Corsica, they do things in a way that the mainland would never allow.

THE ENTRY

It needn't be said that the entry for the 23rd Tour de Corse was a great disappointment. There have been events without character and with terrible organisation in this year's series but still with exciting entries. In Corsica where the organisation leaves little to be desired, there are no worthwhile foreign entries at all! The World championship was settled the moment the entry lists closed. There were no Datsuns at all which meant that Datsuns could never equal Ford's total.

The Drivers' series still remains open between Waldegaard and Mikkola, neither of whom were in Corsica yet both of whom will contest the two remaining rounds. Even if the foreigners did not come, and even if there were no proper factory cars at all on this event, the French tarmac drivers were present in force.

Last year's winner Darniche was given number one with his Chardonnet Stratos, and the other remaining A-priority drivers were Vincent (whose Porsche blew up during testing a few hours before the start), Mouton and Andruet who drove Fiat-France Abarth 131s. Nicolas with the Talbot France Group 4 Sunbeam and Ragnotti with a Renault 5 Alpine entered by Doria the Corsican Renault dealers. Two of the most favoured entries, Jacques Almeras, for whom the Tour de Corse is an annual fixture, and the French champion Bernard Beguin, both use Group 4 Porsches.

continued

RALLY

What a way to start a rally: the first section was 101kms long! In all 113 crews (the same number as last year) should have started but, with the absence of Francis Vincent, this was reduced by one. At two o'clock on the morning of the start a mechanic heard a serious noise in the engine of the Porsche and it was pointless putting the car into *parc ferme* before the start.

Darniche had a clear run on the section in the hills inland from the Golfe de Sagone, nursing his blue Lancia through the endless corners. It was nearly five minutes before the next car arrived at the finish, the Fiat of Mouton who had started at number three, and another minute before the Talbot Sunbeam of Nicolas came through. Andruet appeared to be in trouble already, for hard on his tail was Beguin's Porsche, leaving thick layers of rubber.

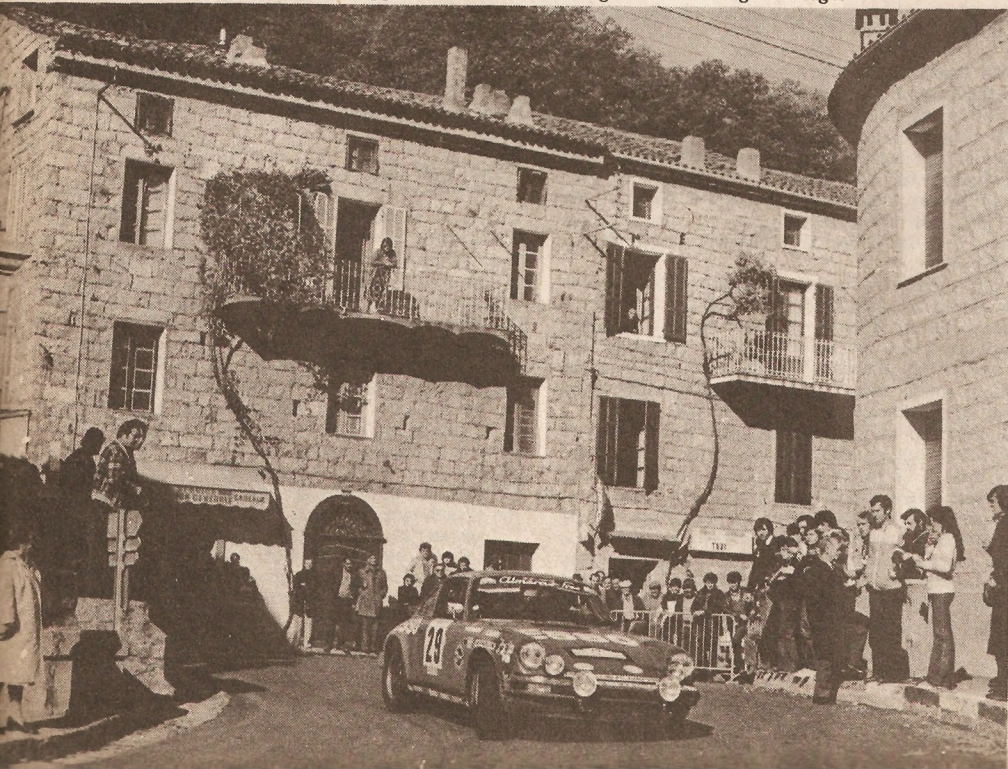
Beguin made fastest time, although only eight seconds separated him from Darniche; third, more than two minutes behind was Serpaggi's Stratos. Surprisingly there were relatively few missing cars though the Porsche of Jacques Almeras was very late through, having been off the road on a sharp left-hander half-way through the stage. Andruet's trouble appeared to be an electrical failure but, after stopping in the first stage, it did not recur.

Darniche started the second test in earnest, 39 seconds quicker than Beguin. Both Fiats had punctures, Mouton losing about three minutes and Andruet hobbling to the finish with crippled suspension. For him the delay was too great so he decided to retire. After this came the next long section, this time 99kms, northwards along the Col de Verde road which runs up the central mountain line. Here more drivers struck trouble. Michele Mouton punctured again, then had a broken fuel injector, the combination of which cost five excess minutes on the section and another 12 on the road. Francis Serpaggi had fuel pump trouble with the Stratos, Beguin broke his transmission on his Porsche and Alain Beauchef ran out of fuel with his Group 1 Ford. Darniche was four minutes quicker than the next man, Nicolas — and then only at the expense of a terrible shock when he went off the road after failing to hear a warning from co-driver Mahe.

By now the rally was on the eastern side of the island, and the rain had arrived. Up the Col de Bavella Darniche was one minute quicker than Ragnotti, the Renault driver having publicly hoped for rain. The shortest section of the rally, on a loop close to Porto Vecchio, followed, with the 'Blue Stratos' ahead of the blue Renault once again. The overall positions here, halfway through the first leg, put Darniche ten minutes ahead of Nicolas, with Ragnotti another two behind.

Nicolas was now really happy with his Sunbeam and raring to go. Maybe Darniche was able to ease a little since on the next two stages Nicolas was quickest.

The traditions of Corsica remain. Alain Coppier takes his G3 winning Porsche through a village.



Despite gearbox problems towards the end of the event, Jean Ragnotti still finished second in the little Renault 5.

When the long road up the island was tackled Darniche was again in front. Now he was over 10 minutes ahead of Nicolas, with Ragnotti and Manzagol in their Alpines third and fourth.

Then, on the final section of the first half, Jean-Pierre Nicolas' Sunbeam stopped with electrical trouble. Eventually he was able to trace this to a broken lead from the starter to the battery, but over 40 road minutes were lost. He arrived at Bastia second on stage times but twelfth overall.

Early on Saturday night at Bastia saw the list of starters for the second leg being posted. Many drivers anxiously scanned the list to see if they had been permitted to restart: of the 42 cars which arrived that morning only 28 were allowed to continue. After a lot of rain on the first night a dry night was forecast, so at least the slippery chestnut-strewn roads might not prove so hazardous.

While Darniche was secure, reliability permitting, Jean-Louis Clarr was anxious to prove his Group 1 powers against Picone and that anxiety was his undoing. He went straight off the road, smashing the front end — the first retirement of the second leg. Jean-Pierre Nicolas was also keen to improve but, at the end of the first section — a long difficult road test timed simply to the minute rather than the second — he reported electrical trouble once again. Ten minutes

were lost before he could restart again, and now he was really determined.

On the ensuing stage he was quickest overall but soon afterwards he was out for good. He had some explaining to do when the Talbot mechanic saw the right front wheel pushed well back into the wheel arch.

"It was a pig", he exclaimed. The car? The Corner? "No, it was a wild pig, a huge animal in the middle of the road. And what was more I was not allowed to claim it, as the local spectators took it away!"

Manzagol with the Renault 5 Alpine was the next casualty. His accelerator cable became entangled with his brake pedal, he spun and went off the road trying to restart. He had previously been suffering gearbox trouble, the same problem that was beginning to afflict Ragnotti.

Another hearty performance was coming from Michele Mouton, still catching up after her delays on the first evening. Gradually she was overtaking the crews ahead and by daybreak she was up to fourth place behind Darniche, Ragnotti and the Corsican Moreau, whose Group 4 Porsche was sounding all the while as if it was on its last kilometre. Alain Coppier was driving steadily and sensibly, but also had gearbox trouble.

At last the night came to an end and the welcome sun rose for the final time. On the penultimate stage the drivers found the rocks. Darniche was first upon the scene and by luck rather than judgement, he avoided a puncture. However, he damaged the front suspension. Next along was Ragnotti who hit the rocks and punctured. Then came Mouton who hit them heavily. She had to stop and change wheels, losing twenty minutes before being able to reach the end of the section. After the ensuing road section more time was lost at the control.

The final section took the leaders forty-five minutes to complete and then they had to drive back to the finish at Ajaccio. It was a marathon Tour de Corse, quite different from the traditional event, which was not entirely popular with the crews. Whatever the style, Darniche conquered everyone else in sight.

Tour de Corse
November 2/4 1979
World Rally Championship, round 10

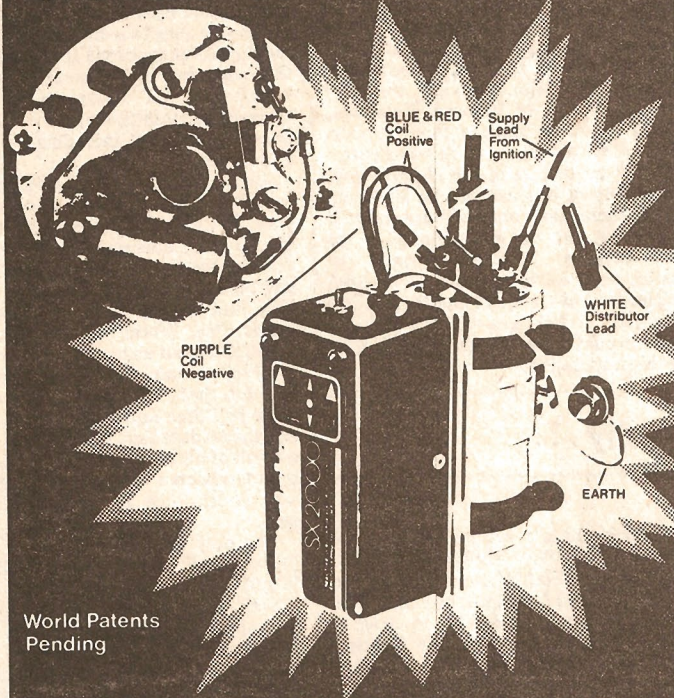
- 1, Bernard Darniche/Alain Mahe (Lancia Stratos) 14h 36m 46s;
- 2, Jean Ragnotti/Jean-Marc Andrie (Renault 5A) 15h 12m 52s;
- 3, Pierre-Louis Moreau/Patrice Baron (Porsche 911) 15h 23m 06s;
- 4, Alain Coppier/Josepha Lalo (Porsche 911) 15h 30m 26s;
- 5, Michele Mouton/Francois Conconi (Fiat Abarth 131) 15h 53m 38s;
- 6, Bernard Picone/Robert Cianelli (Opel Kadett GT/E) 16h 09m 29s;
- 7, Paul Rouby/Alain Garcon (Renault 5) 16h 28m 15s;
- 8, Jean-Pierre Mari/Patrick Foata (Toyota) 17h 41m 56s;
- 9, Jean Bondrille/Vincent Fattacdo (Opel Kadett GT/E) 17h 44m 44s;
- 10, Jean-Claude Andruet/Biche (Fiat Abarth 131) suspension, 2

112 starters, 14 finishers

Leading retirements:

- Jean Pierre Nicolas/Jean Todt (Talbot Sunbeam) accident, 13 stages completed;
- Jean-Claude Andruet/Biche (Fiat Abarth 131) suspension, 2 stages;
- Jean-Louis Clarr/Jean-Francois Fauchille (Opel Kadett GT/E)

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Bjorn signs for Mercedes but will also drive Fiat

World Championship leader, Bjorn Waldegaard, is to sign a contract to drive for Mercedes next year. Bjorn is travelling with his manager to the Mercedes factory in Stuttgart in the middle of this week and an announcement will be made some time just after the RAC Rally. Mercedes are expected to run 450SLC cars in five or six World Championship rounds next year, including the long distance events such as Safari, Bandama, New Zealand and Acropolis. It is unlikely that any of the European sprint events will be included in their programme.

For this reason Waldegaard is also expected to drive at least three events for Fiat next year, starting with the Monte Carlo Rally in January. The other events definitely on his Fiat programme are the Swedish Rally and the RAC Rally. The

Bjorn Waldegaard: Monte-Carlo Fiat.



Fiat works team will run three 131s and one Ritmo on the Monte and then one or two 131s on the Swedish. One of the Swedish cars will be sponsored by the local importer.

News that Waldegaard was talking to Fiat gave rise to rumours that German ace Walter Rohrl had been sacked by the team after a major row with manager Daniele Audetto. This now seems not to be true. There was a row between Audetto and Rohrl after the Giro d'Italia but the differences of opinion have been patched up. Faced with the wrath of his boss, Rohrl apparently went to see Luca Montezemolo, the Fiat Group Director of External Relations, who made it quite clear that the German's place within the team was secure.

The exact nature of the disagreement is not known but it could be significant that Lancia have now withdrawn their appeal against the exclusion from the Giro D'Italia. To have dragged the matter out further would have been detrimental to the sport and their image they felt. Rohrl was driving the car which would have won the Giro had he not been excluded.

Rumours abound

Rumours continue to abound that Russell Brookes will be driving for the Talbot team next year. Indeed we heard at the weekend that Brookes had signed for the Coventry based manufacturer at the beginning of last week. Brookes is reckoned to be driving in the Sedan Open championship and on a number of European events including Hunsruck and Ypres next year.

As he did this year, the Midlander is expected to run the cars away from the main factory, with Peter Harrison building up two Lotus-engined Sunbeams in time for the start of the season. The cars will be sponsored by Andrews Heat for Hire and Russell Brookes' current co-driver, Paul White, will be working full time for Talbot as team manager during the 1980 season. Only a year ago White left the, then, Chrysler operation to co-drive full time and help Dave Richards run the Middle East Rally Challenge. As a result of his team manager duties, Paul is not expected to co-drive for Brookes who is left with a problem filling the seat.

The only remaining question is who, if anybody, will drive a second Sunbeam in World Championship events. Des O'Dell, Competition Director, has been to Finland to talk to Henri Toivonen and is known to be very interested in the young Finn. Toivonen's name has also been linked with BL Motorsport though, running a second car beside Per Eklund.

We expect that Toivonen will go to Talbot after all but that will leave BL with a gap. There has been a silence from the Datsun camp recently. Could it be that Timo Salonen is looking closely at a TR7 offer? He would seem to be the ideal type of driver for the Abingdon team to take to World Championship events.

Wilson gets private deal

Malcolm Wilson, the new 1979 National Rally Champion, is to compete in next year's Sedan Open Rally Championship driving his own Escort with Total backing. The car will be prepared by Malcolm's own company, Malcom Wilson Motorsport Ltd., and will not be associated with any Ford dealers. Car preparation will be in the hands of Davy Nelson who will be employed full time and who has helped out both Malcolm and Ivor Clark during this year.

"Our main aim is to win the Sedan Products championship," Jenny Evans of Total told us at the beginning of the week. "Total will be giving full support

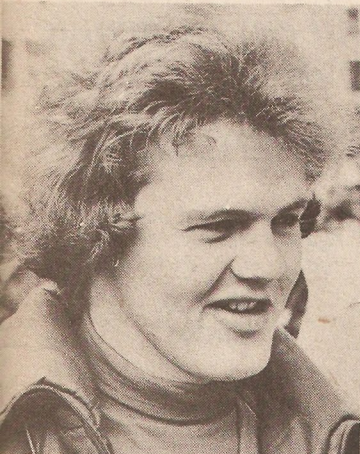
to Malcolm Wilson and we will be running a very compact team. Everybody knows each other in the team and we know that they can do the job. We have often found that bringing people in from outside only serves to confuse the situation."

Terry Harryman will remain as Wilson's co-driver for next year and the team administration will be handled by John Donovan who has been doing much of that work this season.

In addition to the main effort to win the Sedan series, Wilson will also have a second Escort which he will use on some European events and on selected National championship rounds. This second car will also be sponsored by Total and a second mechanic will be employed to look after it. Wilson is expected to do major European events such as Ypres and those Nationals which can help him on his way to the Open crown. By keeping the two cars separate, he hopes to start each event in a fresh machine.

A third part of the young champion's plan for next year includes at least a couple of rallies in South Africa for the local Fiat team. Malcolm drove one rally for the team this year with impressive results.

After two seasons and two wins at National level, it is good to see Wilson moving up with firm backing from a major company. Who is there to step into his shoes in the Castrol/AUTOSPORT series?



Malcolm Wilson, having won the National championship for two consecutive years, moves on in 1980 to the Sedan series.



Briefly . . .

● Per Eklund is much in demand as a driver for next year's Monte Carlo Rally. Not only have Fiat offered him a seat in one of their G2 Ritmos but also VW have now approached him to drive a Golf GTI alongside Jean-Luv Therier. However we suspect that Per will turn them all down to compete in a full programme for BL Cars. No word yet about whether this will include an entry on Monte Carlo and finances will certainly be the deciding factor. BL's final budgets won't be decided until the middle of December and it may well be that the rally team will be looking for a sponsor.

Circuit route plans

Outline plans for the 1980 Benson and Hedges Circuit of Ireland were announced in Belfast at the beginning of this week. They reveal a rally which is marginally shorter than in previous years but which will undoubtedly be just as tough. One major change is an overnight halt in Belfast on the first night, necessitating an early start on the second day and a long haul down to the next halt in Killarney.

In announcing the details of the route, Clerk of the Course Donald Grieve, made it quite clear that the rally organisers, Ulster AC, will be very tough on anybody caught doing a recce of any of the special stages. The practice of leading drivers 'holidaying' in Ireland the weeks before the rally has now become quite open and widespread, and is a major source of concern to clubs both north and south of the border.

"No excuses will be listened to, and it won't matter how important the competitor is," we were told.

The rally will be 1300 miles long, of which 516 miles will be on special stages.

The competitive distance will be split into 56 tests, the first one being in Ormeau Park, Belfast, literally directly after the start ramp. The first car will leave Ormeau Embankment, Belfast at 10am on Good Friday.

There will be 13 stages during the Friday loop with the rally returning to Belfast at about 6.30pm. The Saturday restart will be at 4am (yes, 4am) with 151 miles of stages down to Killarney which will be reached at about 6pm on Saturday. These stages will all be fairly long, with just 14 tests making up the mileage. Servicing the rally, which will be running in a virtual straight line, will be a major problem.

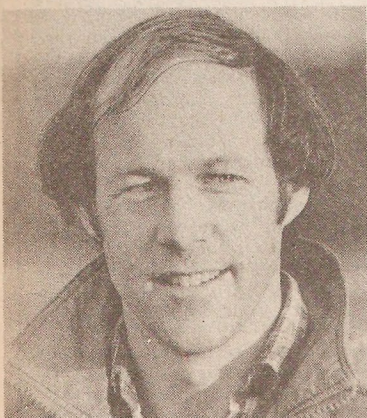
The rest of the event follows more orless to style, with the traditional Sunday run and then a 24 hour section back to Belfast. The rally will finish in Belfast in the morning of Tuesday, probably nearer to 9am than before.

The prize fund for the rally has been increased to £10,500. Further details form UAC, 3 Botanic Avenue, Belfast.

● The Tyreservices Dukeries National Rally on March 8 will once again be the first round of the Esso/BTRDA rally championship. This will be the 20th time this popular event has been run and the organisers, the Dukeries MC, promise competitors some good forestry and tarmac stages. Any offers from marshals will be much appreciated and clubs who can help should contact clerk of the course, Howard Wilcock, 20 Wentworth Road, Dronfield Woodhouse, Sheffield, tel: Dronfield 418404.

● Any team who still have not got themselves fixed up with radios for the Lombard RAC Rally might like to get in touch with DRC Midlands who have six spare sets. The sets on offer were new for the Scottish rally when Eurohandler used them for Jochi Kleint's entry and are now available for hire. The six units are made by Dymar, as used by DOT and BL, but on a different frequency. Anyone who is interested should contact Ken Rumbold on Leicester (STD Code 0533) 22121.

Buffum joins BL team to run injected TR7



John Buffum: test engine.

John Buffum is to run a fuel-injected engine in his TR7 V8 on the Lombard RAC Rally. The car, which is currently being prepared at BL Motorsport's workshops in Abingdon, will be serviced as part of the works team, thus meaning that five factory V8s will be running on the event.

This is the second time that the BL team have fitted a fuel-injected engine to the TR7, the first being on the 1000

Lakes Rally in August. The advantages of the system, developed by Pierburg, are about 20 more brake horse power, considerably more torque and, most significantly, improved fuel consumption. The TR7s will gain about 25 per cent, raising the current 4mpg to about 6mpg on stages.

On the 1000 Lakes the engine suffered from fuel starvation caused by overheating under the bonnet. David Wood, the team's development engineer believes that the problems are now cured. "We had trouble with the hot air building up at the back of the engine and affecting the metering unit. The mixture then went too weak and so the engine got even hotter. It was a never ending spiral. Now we are starting with the engine running a little bit richer and we have improved the air flow around the metering unit."

The other team cars on the RAC Rally will run the standard carburettor system and will be almost similar to the cars which have been seen through the season. The only slight modification is to the steering geometry where a change has been made to try to eliminate the bump-steer problem experienced on fast straights. This involves fitting a straight steering arm rather than one which drops down in front of the hub.



Snow was an added hazard on this year's Gwynedd.

Go for Gwynedd

The first round of the 1980 Castrol/AUTOSPORT national rally championship will be the Gwynedd Rally. This event's enthusiastic organising team were out at the weekend on the Bovis National distributing literature about their rally, which is on February 9.

The Gwynedd, organised by the Caer-

narvonshire & Anglesey MC, will again be run over the North Wales forestry stages, which in the past few years have been snow covered for the event. Regulations will be available before Christmas and prospective competitors should contact Dafydd Edwards, Lliwedd, 92 Lon Hedydd, Llanfairpwll, Gwynedd if they would like a set.

Hannu in Belgium

Hannu Mikkola and Arne Hertz will be rallying in Belgium this weekend on the Rallye du Condroz. They will be doing the event in a Group 4 Escort built by David Sutton Cars and sponsored by Belga Cigarettes and Castrol.

The rally, which is being sponsored by Opel, is held in the town of Huy and is run on the usual European ronde system with the cars coming back to the main market place every two and a quarter hours. Also taking part in the event will be DOT Belgium driver Guy Colsoul who could assure himself of victory in the Rally Championship by winning this weekend.



Hannu Mikkola: Sutton Escort.

Final Scots scores

The last round of *The Scotsman*/British Airways Rally Championship was on the recent Trossachs Rally and the two new champions are Drew Gallacher, who has retained his Division I crown, and Bill Nicol, who has clinched the Division II title.

The final points standings are as follows. *Division I* — Drew Gallacher 85, Donald Heggie 79, Allan Arneil 59, Andrew Cowan 54, Ken Wood 49, Vince Finlayson 47, David Gillanders 45, Ivor Clark 43, David Porter 35, Dave MacDonald 33. *Division II* — Bill Nicol 71, Kenny Nairn 68, Alastair Fletcher 59, Jim Carty 56, Brian Wilkinson 55, Lenny Morrison 51, Robin Christie 40, Peter Holmes 38, Harry Rodger 35, Jerry Purslie 33.

O'Ready is ready

Dunlop have announced that Brian O'Ready has been appointed as Rally Manager. The news will not come as a surprise to anyone in rallying circles as Brian has actually been doing this job since early June; it seems that the appointment has only just been confirmed.

Brian, who is 34 and has been working for Dunlop since 1965, will mainly be looking after works teams on international events while his assistant, Andrew Hail, will be looking after competitors on British national championship events. Immediately prior to taking over the rallying job, Brian was motorcycle tyre manager responsible for sales support and marketing.

Help for Swedish

The organisers of the Swedish Rally are putting together a number of deals to help privateers compete on the event. Included in these are free accommodation in the area of the rally at the homes of local rally drivers, and a special price structure for snow tyres from two major tyre companies. After due consideration, the organisers have decided that they will be allowing studs after all.

Further information about the Swedish and about the concessions available can be had from Per Lidstrom, Box 123, 75104 Uppsala, Sweden.

Briefly . . .

- Stories from France suggest that, despite putting in a late entry and having to be slotted into the seeding list, Bernard Darniche will not now be coming to the Lombard RAC Rally after all. No reason is apparent but a French journalist has suggested that, as in Corsica where the stages are considered too specialised for anybody other than a Frenchman to win, so it is in Britain. Monsieur Darniche would appear to feel that the opposition will be too strong.

- There were a couple of Mini-rallies held in Sweden over the weekend which gave local RAC Rally entrants a chance to test their cars. Latest Saab signing Ola Stromberg had his first outing in a Saab Turbo and Opel driver Bjorn Johansson took out an old G2 Kadett. Under extremely slippery conditions and with snow falling through most of the route, Stromberg eventually beat Johansson by 9secs.

Good times for Mopar

It's been a good season for Team Mopar with wins in six of the nine available classes in the Castrol/AUTOSPORT championship. The Mopar championship was also decided at the weekend, with victory going to Martin Watson in his 1.3-litre Sunbeam. Martin finished the season with 145pts while his nearest rival, Kevin Stones scored 135.

Not content with his fine showing in a 1-litre Imp during the season, Stones went out on the Welsh Border Stages on

Sunday and finished second overall behind Derek and Terry Evans in their 2.6-litre Chevette. Behind Stones were several more powerful cars.

Mopar class winners on the Castrol/AUTOSPORT championship included Ivor Clark, Ken Wilson, Roger Lane, Steve Smith and Martin Watson. Incidentally Watson's Sunbeam had its engine stripped after the Gems Brock stages and it was found to be perfectly legal. The 1.3-litre car was fitted with a sleeved down 1.6-litre block.

Fred cracks tough nut

Saturday's final round of the Mazda Hatchback Challenge proved rather fraught for several top runners who, after two years of running incredibly reliable cars, suffered all sorts of mechanical failures. The winner on the day, and of the championship, was Fred Almond, but even he had a far from trouble free run in his Kenord-entered car.

Fred's rally began badly with a very funny sounding gearbox on the first couple of stages. By the time he reached first service it was sounding so bad that he decided to change it. However, his problems were not over, as the diff then started to make a strange noise. At the lunch halt the team started to scout round for a spare and managed to persuade Cyril Reece, who was servicing for Lyndon Jenkins, to let them have the one in his road car. With this fitted Fred lasted for the rest of the day and took maximum championship points.

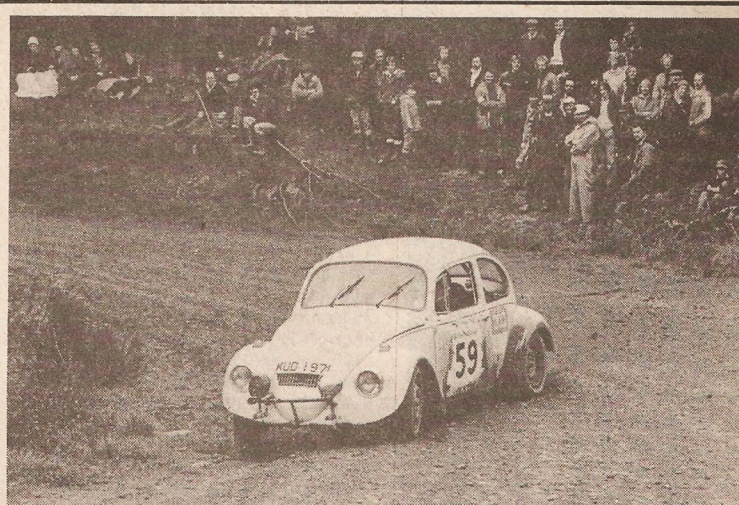
Before the rally the championship could have been won by either Fred, Charlie Wood (Car Colours/Broxhead Motors Mazda) or Geoff Stewart (National Breakdown Recovery Club Mazda). The challenges from Geoff and

Charlie were very short lived with Geoff's diff case blowing just two miles into stage one, and Charlie losing all his oil pressure in stage three. It was not a good day either for Ashley Evans; his Norman & Birch car retired about two miles further into stage one than Geoff's.

The final placings on the day were Fred first, Jim Ranson second and Ted Collins third. Whereas the final championship placings were Fred 55, Charlie 54, Geoff 53 and Ashley 50, which must be about as close as can be.

Recipients of the special awards were Charlie who took the Peter Russek award, yet again, for the smartest turned out car, Geoff who took the Car Care Plan award for the car in most need of attention and Ashley who took the NGK Man of the Meeting award for the most improved man over the season. There was also a special presentation made to Cyril Reece for the kind loan of his axle to Fred and Willie Rutherford has promised to take the car up to Kenord to put the axle right.

The major championship awards will be made with the rest of the Castrol/AUTOSPORT series prizes on December 14 when Fred will receive £500.



One of the more unusual runners on the Bovis National: Francis Tuthill took this 2.2-litre Beetle to 19th place overall on the event despite having to do the last few stages in the dark. Power for the G5 machine comes from a bored out VW engine which has been built up by Tuthill himself. It develops just under 200 bhp but much of the rest of the car is standard. Some support for the rally came from KAW, a continental car spares supplier, and plans for next year are more ambitious; having competed in a Beetle on the 1977 London-Sydney, Tuthill now plans to do the Safari.



The 1979 Castrol AUTOSPORT Champion, Malcolm Wilson (left) with co-driver, Terry Harryman.

Briefly . . .

● Russell Brookes was out on the Bovis National Rally at the weekend driving a course car, the property of City Speed of Gloucester. Russell was obviously enjoying himself in the Escort as he had a big grin on his face all day. However, he did not get off to a good start as, on the very first stage, he ran out of petrol and had to make a rather hasty detour to the service halt.

● There was a new face in the Team Datsun Europe camp on the Bovis National. It was none other than ex-DOT Team Manager, Brian Gillibrand, who is now working for Team Datsun Europe in a similar capacity. It seems that his deal with TDE is just for the weeks leading up to the RAC Rally on which regular manager Andy Dawson is driving.

● Malcolm Patrick, who rolled his Vauxhall Chevette in a rather spectacular but not time consuming way on the Castrol '79, was out on the Bovis National with his car looking a little straighter. However, he was not destined to have a successful event as, on only the second stage, a brake caliper union sheared and stripped the threads in the caliper. He didn't seem that upset as it seems he had suffered from other problems with the car, including very bad handling.

● It was very nice to see Tim Brise, who incidentally has just become the father of a son, 'James', have a good result on the Bovis National. His fifth overall was his first finish in the Castrol/AUTOSPORT Championship since he brought his Opel Kadett GT/E home fourth on the York National. Tim has earned himself a reputation this year for damaging cars and, by way of reminding him that they did not want another repair job, the DOT mechanics had had their nickname for him painted on the car's door; 'The Dartford Destroyer'.

● Julian Raymond was trying out a new idea on the Bovis National with OKO Tyre Sealant in his Dunlop tyres. He only suffered one puncture all day, on stage 11, but even then did not realise he had it until he was about a mile from the end of the stage. He is fairly certain that the OKO could have contributed to the tyre not going down immediately and, when the Dunlop men checked the pressure about an hour later, there were still four pounds in the tyre. Julian is now hoping to use this product again on the RAC Rally.

● Second in the Group 1, up to 1600cc, class on the Bovis National was Roger Lane in his Avenger and, as Malcolm Stuart the class winner was not a registered contender in the Castrol/AUTOSPORT series, Lane's maximum points assured him of the class win in the championship. Roger has had mixed fortunes this year in his Reading Garage/Mopar/Parkes Estate Agents car with piston failure hitting him on both the Peter Russek and Castrol '79 rounds. As well as his class win, Roger was very pleased that he has managed to come third overall in the Mopar Championship, which is an improvement on last year's performance when he came fifth overall. Roger, co-driver, Stuart Derry, and mechanic, Barry Court, are now looking forward to doing the Castrol/AUTOSPORT Championship again next year in a new Talbot Sunbeam Ti.

● Fifth in Group 1 at the weekend were Fred Hawkins and Mick Shepherd who suffered various mishaps during the day, after a very good start. Although the engine, which had been rebuilt since the Castrol '79, was not running that well Fred was lying 14th overall and second equal in Group 1 after stage eight. However, things started to go wrong after this and, between stages 11 and 12, the crew noticed that the back axle was actually steering the car. On inspection they found that the tie rod bushes had pulled out of the axle mounting. To add to this problem they went off on stage 12, for about six minutes and Mick booked them out of a service area early and incurred nine minutes road penalties. Their final position was 46th overall.

● Following one of his few finishes of the year on the Castrol '79, Ralph Lockey was hoping for a similar success on the Bovis National in his Bradleys of Peterlee Datsun Sunny. Unfortunately it was not destined to be a good day and, before Ralph and Andrew Fitton eventually retired after stage 13, they suffered from a catalogue of disasters. Their day went as follows, SS1 lead fell off alternator and they lost 1 mins 30 secs; SS4 accident on 90 left, 200 yards before finish, they lost 3 mins; SS5, 6, 7 petrol tank split and leaking into car; SS10, lead fell off electric ignition and they lost 1 mins 15 secs; SS12, lead fell off three more times due to vibration caused by strut top and inner wing breaking up, and they lost 4 mins; SS 13, hit yump at about 85mph and inner wing collapsed. Despite help from the BOC welding crew, there was no way the car could be repaired and so they called it a day. Ralph is now hoping to get hold of a Violet to run next year.

Castrol/AUTOSPORT RAC NATIONAL RALLY CHAMPIONSHIP	Feb 10 Gwynedd	Apr 07 York National	Apr 28 CP Granite City	Aug 18 Peter Russek	Sep 01 Europa Lindisfarne	Sep 29 Tour of Cumbria	Oct 13 Castrol 79	Nov 03 Bovis National	Total points
1. Malcolm Wilson	—	15	15	—	13	15	15	15	88
2. Jimmy McRae	15	10*	14	13	15	—	14	14	85
3. David Stokes	14	13	—	15	14	13	13	—	82
4. George Hill	10	14	12	12	—	11	6*	13	72
5. Terry Kaby	11	—	13	14	3*	12	9	11	70
6. Mike Jackson	—	8	11	11	12	10	7	—	59
7. Jeff Churchill	3	7	—	8	—	8	10	9	45
8. Willie Rutherford	—	3	10	—	11	14	—	4	42
9. Ivor Clark	7	1*	9	—	9	1	8	1	35
10. Jim Howden	—	—	4	—	10	9	—	8	31
Co-drivers Overall									
1. Mike Nicholson	15	10*	14	13	15	—	14	14	85
Group 1									
1. Ivor Clark	15	14	15	—	15	12*	15	12	86
2. Julian Raymond	3*	15	12	15	—	14	12	15	83
3. Mike Stuart	10*	13	13	12*	13	15	13	14	81
4. John Cleary	11*	12	14	14	14	—	14	13	81
5. Alex Jackson	12	11	11	11	9	10	—	—	64
Group 1 Co-drivers									
1. Ken Wilson	15	14	15	—	15	12*	15	12	86
Class 1 — G1 up to 1600cc									
1. Roger Lane	5	5	—	—	4	4	—	5	23
Class 2 — G1 over 1600cc									
1. Ivor Clark	5	4	5	—	5	2*	5	2	26
Class 3 — up to 1300cc									
1. Martin Watson	5	1	—	5	5	—	5	5	26
Class 4 — 1301cc to 1600cc									
1. Steve Smith	—	5	5	—	5	5	—	4	24
Class 5 — over 1600cc									
1. Malcolm Wilson	—	5	5	—	3	5	5	5	28
Mazda Hatchback									
1. Fred Almond	10	9	7*	7	10	9	—	10	55



Winners of the recent Munich-Vienna-Budapest Rally were 'Lucky' and Fabrizia Pons in their Fiat 131. The event was run over a 1500 kilometre route in Germany, Austria and Hungary and second behind 'Lucky' was Raffaele Pinto in a Ferrari 308GTB. 'Lucky' will be out next on the Lombard RAC Rally.

Mick's Sunbeam first

Mick Briant fully justified his decision to switch horses in mid stream when he took his new Lotus Sunbeam to its first victory on only its second event last Saturday night. He won the Southbound Rally, run by South Derbyshire MC in atrocious conditions in Derbyshire and Cheshire.

Coming from behind — they were two minutes off the pace set by Bill Gwynne in the first half — Briant and Dave Kirkham tackled a fog shrouded second half almost as though the fog did not exist and took three minutes off the opposition to storm home by one minute to become joint leader in the MN Rally Championship.

With two events to go this is boiling up to an exciting climax. Briant and Geoff Birkett, a sad retirement with a broken exhaust, both have 78pts and Gwynne, thanks to his second spot, has improved to be within two points of the joint leaders. The climax will come on the Cilwendeg and J J Brown rallies within the next five weeks.

Ninety crews set off from the start at Newhaven, a hamlet midway between Buxton and Ashbourne in pouring rain which never let up throughout. First to depart the hectic scene were John Bloxham/Richard Harper who had a bush give way in the Panhard rod. Shortly after, Ron Beecroft/John Millington ran into alternator trouble in their Talbot Sunbeam which cost them valuable time. An 'off' in the second half added to their problems and cost them about eight minutes.

But the biggest exit was that of Birkett and Steve Fellows. Like many other

crews they overshot a notorious but well known (locally) turn, and when they spun the Opel Kadett round to regain the route they clobbered the bank with the rear and loosened the exhaust. Within a few miles and some pretty rough terrain, the strain had proved too much, off came the exhaust and they were out.

Thus, at halfway, Bill Gwynne and Paul Watkins had moved into a one minute lead in their Hertford Motors Escort RS2000 on six minutes. Locals Mike Hutchinson and Nigel Harris held second spot on their own in their Escort RS2000 on seven minutes with Briant, Derek Carless (Escort RS1600) and Vin Hughes (Escort RS2000), tied on eight minutes.

Then Briant took charge, and as one crewman in a car which followed him doggedly for much of the second half put it 'he drove as though the fog was not there'. He ran rings round most of the opposition and dropped only a further 19 minutes. Gwynne hung on to resist a very strong challenge from the local heroes and Hutchinson, Carless and Hughes took the next three places.

1, Mick Briant/Dave Kirkham (Lotus Sunbeam), 27m; 2, Billy Gwynne/Paul Watkins (Escort RS2000), 28m; 3, Mike Hutchinson/Nigel Harris (Escort RS2000), 29m; 4, Derek Carless/Pete Forrester (Escort 1600), 29m; 5, Vin Hughes/Dave Read (Escort RS2000), 31m; 6, Geoff Whittaker/David Taylor (Escort RS2000), 32m; 7, Ron Beecroft/John Millington (Talbot Sunbeam), 39m; 8, John Haden/Neil Fairhurst (Escort RS2000), 40m; 9, Graham Dale/Rob Shuttler (Escort RS2000), 43; 10, Ian Crighton/John Behnel (Coit), 43m. Novices: M Massey/G Wilson (Triumph Spitfire).

Torbay popular

Torbay MC attracted 55 crews, the best entry for a restricted event in Devon for some time, when they ran their Rothmans and Renwicks Torbay Rally last Saturday over a 135 mile route in Devon. Dave Pitcher and Tony Greenwood won their first event together despite the opposition.

With rain and fog on the moors adding further problems for drivers and navigators on a fairly tight route, the main meat of the action was concentrated on nine selectives of which the winners took best time on the second, seventh and eighth in their Vauxhall Chevette. This enabled them to gain victory by almost one and a half minutes.

Runners-up John Sampson and Roger Gillard had a purple patch to take the best time on the third and fourth tests in their Triumph TR7 and third placed Rod Wiltshire and Roger Hunt journeyed over from the south coast area to finish third in their Escort RS2000.

They had the satisfaction of being quickest on the first and last selectives. At the halfway point Sampson was a mere eight seconds ahead of Pitcher but failed to maintain the pace in the second half and was easily overhauled. Fourth placed Bruce Milman and Malcolm Kerswell had made a slow start in their Escort RS2000 but came onto the boil by taking the fifth and sixth selectives. They pipped A Shire and N Stallard (Escort 1700) by 10 seconds.

An enjoyable event, with no problems, the rally could re-establish itself soon to the former glory days when it was a round of the national championship.

1, Dave Pitcher/Tony Greenwood (Vauxhall Chevette), 19m 49s; 2, John Sampson/Roger Gillard (Triumph TR7), 21m 17s; 3, Rod Wiltshire/Roger Hunt (Escort RS2000), 24m 4s; 4, Bruce Milman/Malcolm Kerswell (Escort RS2000), 25m 21s; 5, A Shire/N Stallard (Escort 1700), 25m 31s; 6, Alan Cadogan/S Wood (Renault), 25m 45s. Semi-experts: Dave Luscombe/Tom Usher (Escort), 30m 49s. Novices: Rice/M Mayne (Anglia), 43m 14s.

Fiat wins at last in USA

The Valvoline 20 Mile Team Rally, eighth of the 11 SCCA National Pro Rallies for 1979, was held over the October 20-21 weekend on the western edge of the Mojave Desert and produced the usual number of surprises. Dan Goodwin and Ron Sorenson in their Fiat Brava scored their first win of the year after John Buffum and Doug Sheperd had their TR-8 come up with a gearbox full of neutrals.

The event shifted locations for the third year in a row, was run just westward of Death Valley and had every promise of being another knock down fight. This evaporated early when Rod Millen and Mark Howard, now in a David Sutton Escort, rolled early on and they later put the Big E down a severe embankment. Millen's retirement and the fact that Hendrik Blok broke his steering early on, took out the cream of the competition and it was left for Goodwin to chase Buffum in the forlorn hope

that Big John would break.

Break he did on the third from final stage and the Fiat troops, growing increasingly disconsolate over this lack of a victory in their banner year, at last had reason to rejoice. Second place on the event was taken by, of all things, Mike Gibeault and Lynette Allison in a 1972 Datsun 510. Since this was a car that qualified as a California Rally Series Stock Class entry, it was a major upset to see it score ahead of the third place car of Jon Woodner and Erick Hauge, a TR-8.

The event featured 13 stages of 105 miles, was rougher than most West Coast events, and saw 19 out of the 31 starters finish. West Coast attention now swings to the Nevada Rally scheduled in late November where a direct prize fund of \$15,000 will be the largest ever offered to US performance rally contestants.

KEN ADAMS

Welsh Border's new ground

Welsh Border CC, who have found a new privately owned forest midway between Llangollen and Ruthin, attracted 71 crews to their M&S (Chirk) sponsored event last Sunday. A predictable victory went to Derek and Terry Evans in their Vincent Greenhous Vauxhall Chevette who covered the 10 stages, totalling some 30 miles, in 476s to beat the flying Imp of Kevin and Colin Stones by 22 seconds.

The club has signed exclusive rights in Llandegla forest for the next two years and hope to run at least two events a year on roads which, while not as good as the best of Forestry Commission tracks,

stood up fairly well to the passage of the event. Notable retirements were Grant Edwards who broke a halfshaft on his Escort at the flying finish to the penultimate stage when in a good position and Theo Bengry who retired the Talbot Sunbeam with undisclosed maladies.

1, Derek and Terry Evans (Vauxhall Chevette), 476s; 2, Kevin and Colin Stones (Imp), 498s; 3, Dave Humphries/Geoff Harding (Escort RS2000), 524s; 4, David Grainger/Lyn Jenkins (Escort), 533s; 5, Richard and Peter York (Escort RS1800), 562s; 6, D Price/C Gifford (Escort 1600), 584s. Novices: Steve Fletcher/Tony Neddoes (Avenger). Best Welsh Border: Mark Owen/Dennis Parry (Escort RS2000).



Reg Mullenger won the Gems Brock after a day long battle with Richard Iliffe.

Reg's Gem of a win

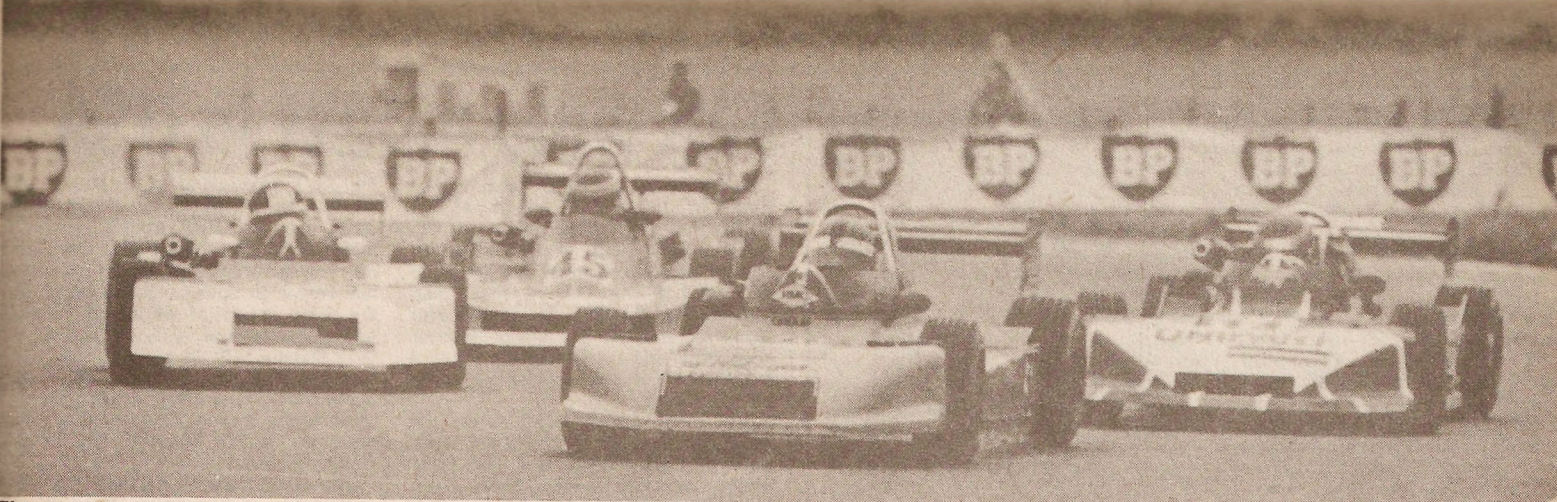
Reg Mullenger and Richard Iliffe both tried hard not to win the Soar Valley MC's Gems Brock Stages Rally last Saturday. In the end Mullenger, despite using the wrong tyres in the morning, beat Iliffe by 31 seconds after 35 miles of forest and airfield stages.

Iliffe, for his part, had closed to within a whisker of Mullenger's total time as they tackled the last stage at Wilbarston airfield in the dark. Mullenger lost a few seconds when he spun but then Iliffe virtually threw it all away when he spun as well. His delay was far more costly for he was stationary for about half a minute. Stuart Fenwick, also in with a minor chance, also spun on the same stage and ended up third on an event in which Escorts took the first five places in a field of 114 crews.

Fourteen stages were planned but one was cancelled because of an errant warch and the event used Fineshade, Ferym

and Harry's Park forest land, all near Oundle. Mullenger led at half time from Walker, also in an Escort, with Iliffe third. Walker disappeared from the leaderboard in the second half leaving a straight fight. Notable incidents included Mick Gooch rolling his Escort into a small pond on the Harringworth stage while the Saab Turbo of M. Wood and A. Martin had a horrifying accident on Gretton. The car leapt off the track and cracked into a couple of high tension poles side on. Fortunately the 11,000 volts carried on the wires overhead did not come down and the crew escaped with cuts and bruises.

1, Reg Mullenger/J Wisbey (Escort), 35m 33s; 2, Richard Iliffe/Pip Bolton (Escort), 36m 4s; 3, Stuart Fenwick/Stuart Riggell (Escort), 36m 20s; 4, Dave Childs/J Perry (Escort), 36m 28s; 5, P and F Taylor (Escort), 36m 35s; 6, J Haden/G Marshall (Mini), 36m 50s.



The moment when the pattern of the race changed — Acheson takes the lead from Riley (right), while Johansson (left) and Guerrero prepare to come through too.

Acheson's ace finish

Acheson wins televised F3 race, after last lap tangle with Johansson — Guerrero continues good form with second place for Argo — Early leader Riley third — Report: JEREMY SHAW - Photography: JOHN GAISFORD.

Despite the damp weather conditions that prevailed throughout the BARC's traditional end-of-season televised race meeting at Thruxton last Saturday, the racing was of the very highest quality, and proved to be most satisfactory for the day's sponsors, STP. Through their UK distributor, Link Hampson, STP Products lent their name to four of the day's six races (the BBC laid on coverage of two), with the highlight being a superb non-championship Formula 3 race. Ulsterman Kenny Acheson, having failed to score a Vandervell victory this season, scored his third non-championship win of the year with his regular RMC Group March 793, having fought off strong challenges from Stefan Johansson, Roberto Guerrero and Brett Riley in what proved to be one of the most exciting races of the year.

The other race to be broadcast was the final round of the STP Modified Sports Car Championship, and it was fitting that the two leading series contenders, albeit from different classes, should occupy the top two positions at the end of an interesting and entertaining eight laps. The incredibly quick Davrian of John Pugsley scored a tremendous giant-killing overall victory, but even this was not enough to wrest the championship title from Steven Roberts, who took a fine second.

Other wins were taken by Mike White's Auto-windcreens Delta in the Ford 2000 race, Geunda Eadie in the Fabergé Fiesta event, Roy Kwei in the Graham Hill Memorial Mini race and, marking his return to competition after a bad accident at Mallory Park last month, James Weaver in the FF1600 thrash.

QUALIFYING

Kenny Acheson (GB) ... March 793	1:21.21	1:21.02
Roberto Guerrero (COL) ... Argo JM3	1:23.20	1:21.19
Stefan Johansson (S) ... March 793	1:21.78	1:21.42
Bernard Devaney (IRL) ... March 793	1:22.26	1:21.64
Brett Riley (NZ) ... March 783/793	1:22.56	1:21.67
Rob Wilson (GB) ... March 793	1:23.36	1:22.16
John Jordan (IRL) ... March 793	1:28.58	1:22.21
Ian Taylor (GB) ... March 793	1:23.80	1:22.26
David Leslie (GB) ... March 793	1:22.45	1:22.27
Mike Blanchet (GB) ... Lola T670	1:22.77	1:22.37
John Borgudd (S) ... March 793	1:24.40	1:22.57
Nigel Mansell (GB) ... March 783/793	1:22.69	1:23.63
John Velez (E) ... March 783	1:24.76	1:22.80
John Bright (GB) ... Pilbeam MP44	1:24.41	1:22.95
John Tragardh (S) ... Ralt RT1	1:25.19	1:23.09
John Templeton (GB) ... Ralt RT1	1:24.13	1:23.14
John Lewis (GB) ... Chevron B47B	1:24.02	1:24.26
Martin McCarthy (IRL) ... Chevron B47B	1:25.25	1:25.12
John Nogués (E) ... March 783	1:29.05	1:25.43
John Bain (GB) ... Ralt RT1	1:31.00	1:31.78
John Silverstone (GB) ... Ralt RT1	1:38.11	1:33.34
John Amato (GB) ... March 773	1:38.98	1:35.95

ENTRY & PRACTICE

Three regular leading contenders — Chico Serra, Andrea de Cesaris and Mike Thackwell — were missing from the F3 field, but otherwise it was a fully representative entry of 22 cars that assembled at Thruxton on a wet, chill morning, many of them lured, no doubt, by the television cameras.

Continuing his fine form from the previous weekend's final Vandervell round, Kenny Acheson was easily fastest in the first of the pair of 20 min practice sessions. In very wet conditions, Kenny's RMC March was 0.5 sec quicker than the second man, Stefan Johansson, and a whole second clear of Bernard Devaney. The times were much closer in the second practice, although Kenny clipped a couple of tenths from his earlier best, just to make sure of pole position — his third in a row.

This was the first time that the Ulsterman had driven his car in anything other than dry conditions but it did not seem to worry him at all, while Saturday was talented Swede Stefan Johansson's first drive in the Marlboro Team Tiga March usually pedalled by Andrea de Cesaris.

Stefan lost the use of third gear in the second practice session but still was able to qualify on the front row with third fastest time. Claiming the middle slot, and continuing his impressive form of late, was Roberto Guerrero's Roldan Autos Argo JM3. The Columbian's first session was almost completely wasted due to a slow puncture in the nearside front tyre, but he was more than happy with the handling of the car.

The Derek McMahon team arranged to take over the March previously driven by Michael Roe for Bernard Devaney, and the Dubliner showed how grateful he was by qualifying far higher up the grid than he had the weekend before with the Chevron.

Brett Riley made fifth fastest time with the better of the two Unipart Marches — this, of course, being their last outing in F3 — although he felt that the car was not putting its power down too well out of slow corners and the suspension was softened for the race. Team-mate Nigel Mansell qualified within a tenth of the New Zealander in the first session, showing his natural car control to the full, but slipped way back down the grid in the later practice as his engine proved not to be up to the job.

Rob Wilson went well in the rain with his ICL March 793, as he usually does, and qualified sixth ahead of the Marlboro Racing with Derek McMahon March of Eddie Jordan, while the next two positions on the grid were filled by familiar faces in unfamiliar cars. Ian Taylor was making a return to the Formula — he was Lombard F3 Champion as long ago as 1973, and a regular member of the Unipart F3 team until part-way through last season — driving the second of the Marlboro Team Tiga Marches with backing as usual from Ken Hensley Racing: "I'm finding it hard work," admitted Ian after practice. "The trouble is I've had it relatively easy this year. When one gets back to the top stuff it takes a while to get used to."

The same could perhaps be said of David Leslie, jumping into a competitive F3 car for the first time; his only other outings were in the uncompetitive Ehrlich. The Scot drove one of the Roger Heavens March 793s and performed particularly well in the earlier

session, but unfortunately, he was afflicted by bad understeer in the later session. David tried to cure this by fitting the older-type 'more downforce' nosecone but this proved to work too well and caused the car to oversteer! Hence he returned to the regular bodywork for the race and incorporated a couple of changes to the suspension settings.

Mike Blanchet performed well with the SDC-backed Lola, which now sprouted large and very heavy looking sidepods, complete with sliding skirts in an attempt to keep up with the Marches in front, while Swede Slim Borgudd qualified lower than would have been expected due to the fact that he was suffering a bad dose of 'flu.

John Bright showed that the new Pilbeam is definitely improving by practising fast enough for the sixth row, although, interestingly, John assured us that he was using exactly the same wet tyres as he had for the corresponding meeting last year!

Tall Dubliner Martin McCarthy hired Bernard Devaney's regular McMahon Chevron for his first F3 outing and performed respectably in practice, while Spaniard Pedro 'Pere' Nogués made a return to the category with his year-old March 783 and proved to be the last of the fully competitive runners.

RACE

The rain which had fallen all morning abated during the lunch break — would the track be dry enough to use slick tyres for the 18 lap STP F3 race? As the cars ventured out on their warm-up lap, Jordan, Mansell, Bright, Velez (Danone March) and Tragardh (Meltonian Ralt) opted for dry tyres, while Riley thought seriously about fitting them on the grid but: "I saw Rob Wilson changing his tyres and he *always* makes the wrong decision!" All the other leading runners remained on wet tyres.

Roberto Guerrero made the best start from the middle of the front row and his Argo shot out into the lead, for the very first time. Unfortunately, Roberto arrived at the complex slightly too fast and slid very wide at Campbell, rejoining the track back in fourth place behind Brett Riley, (who had made a superb start and followed Guerrero through from the second row) Acheson and Johansson.

Ian Taylor made an excellent start to slot into fifth place, holding Devaney at bay, while Blanchet also was going well in seventh place and heading Mansell, Jordan and Velez, both of whom were soon to spin on the slick tyres.

During the next few laps, the leading bunch of four cars circulated in their very close company, at the same time drawing away from the rest. Try as he might, Acheson could not find a way past Riley, who had made the best of the start and now certainly wasn't going to give away his hard-won lead without a fight.

Kenny tried several times to wrest the lead, but each time Riley fought back and it wasn't until the 12th lap that the Ulsterman was able to succeed. The track was still very slippery but Acheson drew alongside Riley on the run up to the Club Chicane — on the outside line — and then braked as late as he possibly could before throwing his car into the chicane narrowly in front of the Unipart March. Kenny somehow scabbled around the corner, but Riley had to slow right up and, in a

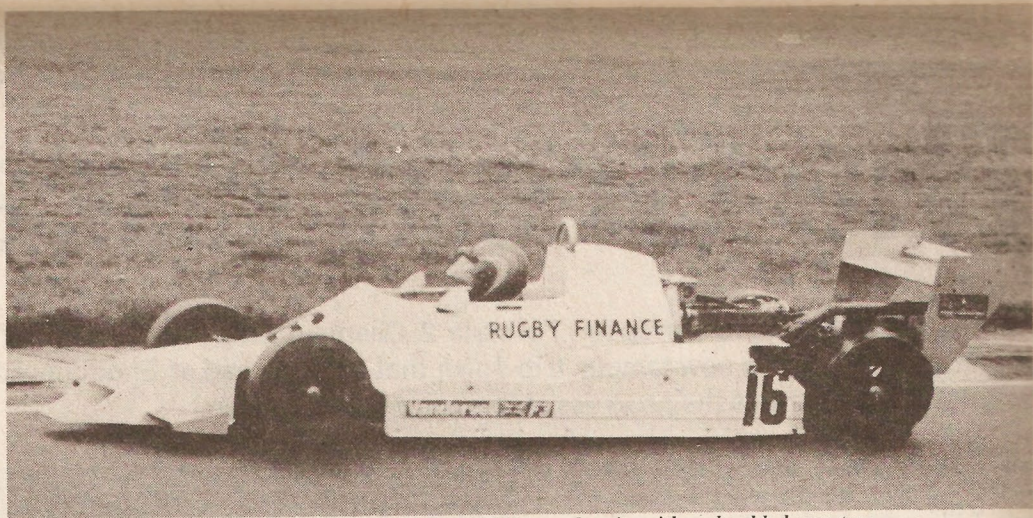
flash, both Johansson and Guerrero were alongside. The four cars provided a tremendous spectacle as they sped past the pits virtually alongside each other, with Guerrero trying to dive for the inside at Allard! Acheson it was though; he came out in front, followed by Johansson, Guerrero and then the luckless Riley who really had done nothing wrong but had still been elbowed back from first to fourth place!

This shuffling enabled the leading pair to pull out a slight gap over the Argo and, as they entered the last lap, it seemed that the race lay between the Briton and the Swede. Stefan saw the complex as his last chance (he knew that Kenny's car was running very little rear wing and would therefore be quicker around the back of the circuit). Through Campbell and Cobb, Stefan's red and white March inched closer to Kenny's orange RMC car before Stefan dived for the inside at Segrave, the third part of the complex.

"Perhaps the hole wasn't big enough," he admitted later, for the two cars came together, the Swede's jumping into the air before spinning. It made tremendous TV viewing, but it lost him all chance of a win, while Acheson cruised to the chequered flag.

Guerrero's Argo closed rapidly over that final lap, Kenny not knowing just how close he was! "I didn't see Roberto in my mirrors because of the spray and the mud. I was just cruising after Stefan went off, but it's a good job that I didn't lift off before the line!" Kenny was fortunate, for his right rear wheel had lost a large chunk of the rim but somehow retained its air, while the suspension was also badly bent. The two cars took the flag within a couple of lengths of each other, while Riley took third place ahead of the recovered Johansson. Taylor was not far behind in fifth place, with Devaney next up, troubled by understeer.

David Leslie came through to take seventh place after an awful start (he had selected fourth gear instead of second) while Borgudd followed in a distant eighth after a spin and was the last unlappped runner. Mansell gave up with his underpowered car after ten laps, while Blanchet also retired, his Lola overheating after a slight 'off' on the first lap had clogged up the radiator.



John Bright was forced to bring the new Pilbeam MP44 into the pits with a shredded rear tyre.

STP Formula 3 Product Race Thruxton, Saturday November 3 18 laps — 42.40 miles

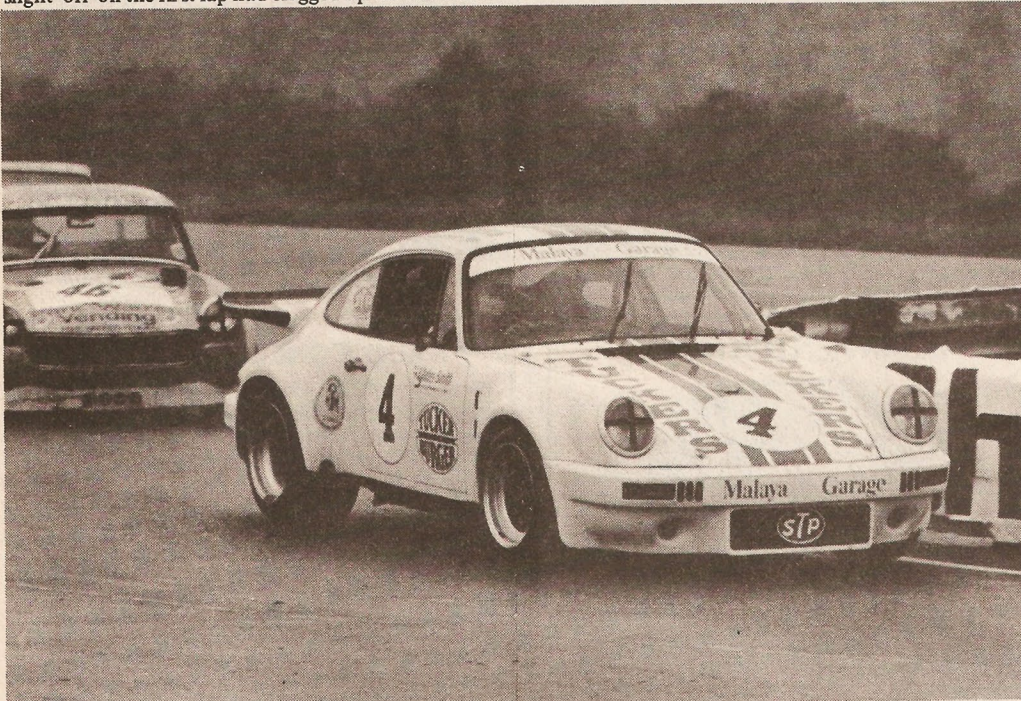
- 1, Kenneth Acheson (March-Toyota/Novamotor 793), 24m 44.13s, 102.87mph;
 - 2, Roberto Guerrero (Argo-Toyota/Novamotor JM3), 24m 44.59s;
 - 3, Brett Riley (March-BL Dolomite/Swindon 783/793), 24m 50.23s;
 - 4, Stefan Johansson (March-Toyota/Novamotor 793), 24m 55.49s;
 - 5, Ian Taylor (March-Toyota/Novamotor 793), 24m 56.33s;
 - 6, Bernard Devaney (March-Toyota/Novamotor 793), 24m 59.72s;
 - 7, David Leslie (March-Toyota/Novamotor 793), 25m 13.02s;
 - 8, Slim Borgudd (March-Toyota/Novamotor 793), 25m 52.28s;
 - 9, Trevor Templeton (Ralt-Toyota/Novamotor RT1), 17 laps;
 - 10, Rob Wilson (March-Toyota/Novamotor 793), 17 laps.
- Fastest lap: Johansson, 1m 21.33s, 104.29mph.

and Whyman were so close that the latter lost the nosecone of his Royale on the second lap, but Weaver kept his place and then brilliantly outraked Hytten on the outside line into the chicane on lap 4. Weaver held on to score a good win; Jacklin followed the trio in a lonely fourth place ahead of Richard Trott's Imediacopy Royale, which was strangely off the pace.

The Graham Hill Memorial Trophy Championship Mini race kept the reasonably-sized crowd happy, although Roy Kwei edged away at the front, and took a good win. Behind him though, and coming very close at the flag, was Keith Vinycomb, who put in a storming drive after a first-lap spin at the complex. The Stoke Mandeville driver resumed in 11th position but then carved his way through the field most impressively — his fastest lap was almost 3secs better than anyone else! In fourth place as he started the last lap, Vinycomb moved up into second place and finished only 0.8sec down on the winner. Keith Padmore took third spot, having literally barged Geoff Robson out of the way at the chicane on lap 7, with Tony Edwards also demoting Robson before the finish to take fourth.

The day was rounded off with a non-championship Ford 2000 race in which Mike White proved himself to be in dominant form once more. The sponsorship from Auto Windscreens has certainly moved Mike into top gear, for he qualified his Delta T79 on pole position by a clear margin and then romped away to a clear win, setting fastest lap. Ian Taylor led briefly on the first lap with the works Tiga, but White made full use of his straight-line speed to move ahead up Woodham Hill. Taylor was slightly troubled by his engine's refusal to rev as high as it should, but he nevertheless kept Mike O'Brien's National Girobank Reynard at bay after a race-long battle for second place.

Dutchman Ron Kluit was also a part of this battle for the opening couple of laps until he spun his Delta at the chicane and let Rob Cooper's Lola up into fourth place, which he held to the end. Kluit rejoined in a lonely fifth place and remained there, while sixth place went to Terry Blanchet after a fine drive in brother Mike's old Lola T580.



A fantastic start by Adrian Yates-Smith, followed here by Keith Ashby's Midget, gave him an early lead.

SUPPORTING RACES

The Porsche of Adrian Yates-Smith made an incredible start from the outside of the third row for the STP Modsports race and led the field up to the complex, leaving John Pugsley and Jon Fletcher to scrap over second position in their Davrian and Lotus Elan respectively. Pugsley slid a little wide at the first part of the complex and dropped back to third place but this became second once more when Fletcher also made a slight mistake at Segrave. The Malaya Garage Porsche, on unsuitable tyres, was not as swift round the back though, Adrian slipping back to third place by the end of the first lap, leaving the two leaders to battle among themselves.

Fletcher took the lead into Club on the second lap but never pulled out much of an advantage over the enthusiastic Pugsley, until the Elan's throttle broke at the chicane on lap 5. Pugsley took over the lead and romped away to a clear overall victory (his ninth of the year), despite having only an 1150cc engine. The 1500cc class leader — and new champion — Steven Roberts took his Mini Marcos into a fine second place overall. The next three places provided most of the interest in this race, Yates-Smith struggling to stay ahead of a couple of 1500cc cars, the Midget of Keith Ashby and the welcome new Radbourne Fiat X1/9 of 1275GT Champion Steve Soper. The Porsche got very

sideways at the complex on the final lap which enabled Ashby to nip through into third place overall, while Soper contented himself with an encouraging fifth in his first serious outing in the car.

The Ladies Fabergé Fiesta race was led away by Vivien Ayres from the outside of the front row. Her Tricentrol Cars (Chelmsford) example headed the field for two laps but then was forced into a slight error and slipped behind both Geunda Eadie (English's of Bournemouth) and Anne King (Norman Reeves/Duckhams). King pressured Eadie hard throughout the race but Champion Geunda never put a wheel wrong and ended up a narrow but convincing winner. Jayne Neate brought her Youngs of Fareham car into third place after a good dice with Lynn Jensen (Reginald Tildesley Ltd) once Ayres had spun at the complex two laps from home.

Practice for the STP FF1600 Flak Race showed that three cars were in a class of their own at the front of the field, and so the pattern remained for the race. Mario Hytten made the most of the start to lead in his Parenting Team Tiga FF79, although he was immediately challenged by James Weaver's Tiga and the Weatherseal Royale RP26 of Rick Whyman. These three soon pulled away from David Jacklin's well-driven but ageing Crosslé 25F in fourth place, while David Wheeler (SDC Royale) spun away his chances of catching the leaders at the complex on lap 4. Weaver

TP Modified Sports Car Championship Race (8 laps) — overall: 1, John Pugsley (1.1 Davrian-Imp Mk6), 12m 46.93s, 88.47mph; 2, Steven Roberts (1.5 Mini Marcos Mk4), 13m 08.66s; 3, Keith Ashby (1.5 MG Midget), 13m 16.54s; 4, Adrian Yates-Smith (2.8 Porsche 911SC), 13m 17.96s. **Over 2000cc:** 1, Yates-Smith, 85.03mph; 2, Tony Wingrove (2.8 Porsche Carrera); 3, Dick Whittington (3.8 Jaguar E). **Fastest lap:** Yates-Smith, 1m 38.36s, 86.23mph. **1501-2000cc:** 1, John Churchill (2.0 Lotus Elan), 81.10mph; 2, Fred Taylor (1.6 Ginetta G4), no other finishers. **Fastest lap:** Jon Fletcher (1.6 Lotus Elan), 1m 32.37s, 91.82mph. **1151-1500cc:** 1, Roberts, 86.04mph; 2, Ashby; 3, Steven Soper (1.5 Fiat Dallara X1/9). **Fastest lap:** Roberts, 1m 36.29s, 88.08mph. **Up to 1150cc:** 1, Pugsley; 2, Danny Arundell (1.1 Davrian-Imp Mk7); 3, Pat Longhurst (1.1 Davrian-Imp Mk7). **Fastest lap:** Pugsley, 1m 33.32s, 90.89mph.

Fabergé Fiesta Ladies Championship Race (8 laps): 1, Guenda Eadie, 15m 39.30s, 72.24mph; 2, Anne King, 15m 39.78s; 3, Jayne Neate, 15m 50.51s; 4, Lynn Jensen, 15m 51.75s; 5, Vivien Ayres, 15m 55.13s; 6, Lesley Cowcill, 16m 00.27s. **Fastest lap:** King, 1m 55.24s, 73.60mph (establishes record).

STP Formula Ford 1600 Flak Race (8 laps): 1, James Weaver (Tiga-Scholar FF79), 12m 46.63s, 88.51mph; 2, Mario Hytten (Tiga-Titan FF79), 12m 46.95s; 3, Rick Whyman (Royale-Titan RP26), 12m 47.30s; 4, David Jacklin (Crosslé-Creswell 25F), 12m 56.52s; 5, Richard Trott (Royale-Scholar RP26), 13m 01.53s; 6, Kevin Lunch (Crosslé-Scholar 32F), 13m 02.90s. **Fastest lap:** Whyman, 1m 34.38s, 89.87mph.

Graham Hill Memorial Trophy Championship Race (8 laps) — overall and 1000cc Minis: 1, Roy Kwei, 14m 32.53s, 77.77mph; 2, Keith Vinycomb, 14m 33.23s; 3, Keith Padmore, 14m 35.09s; 4, Tony Edwards, 14m 38.96s. **Fastest lap:** Vinycomb, 1m 44.38s, 81.26mph. **850cc Minis:** 1, Peter Allan, 76.10mph; 2, Tim Lester; 3, Graham Hobbs. **Fastest lap:** Allan, 1m 49.53s, 77.44mph.

STP Ford 2000 'Son-of-a-Gun' Race (10 laps): 1, Mike White (Delta-Neil Brown T79), 14m 40.96s, 96.28mph; 2, Ian Taylor (Tiga-Nelson SF78), 14m 44.57s; 3, Mike O'Brien (Reynard-Titan SF79), 14m 45.78s; 4, Rob Cooper (Lola-Rowland T580), 14m 53.64s; 5, Ron Kluit (Delta-Nelson T79), 14m 57.25s; 6, Terry Blanchet (Lola-Minister T580), 15m 10.62s. **Fastest lap:** White, 1m 26.97s, 97.52mph.

The Great Escape!

The destiny of the 1979 European Formula 2 Championship is still not settled, for the question hinges around Brian Henton's now famous trip down that escape road at Enna. In our annual review of Formula 2 CHRIS WITTY describes the progress of this competitive season.

Take your pick. Marc Surer or Brian Henton. Who do you think won this year's European Formula 2 Championship? At the moment the record book shows that it is Surer's title, won by virtue of the fact that Henton was disqualified after winning the tenth round of this 12-race series at Enna at the end of July. It would be wrong to go over the details of that incident again, particularly in view of the fact that it was covered in great detail within this magazine a few weeks ago. All we do know is that the matter is not over yet. Henton's Toleman Group Motorsport team, despite losing the first stage of their appeal in Rome the other week, intend to take the matter to the FISA in Paris. They feel that they have a justified case and that the Sicilian race organisers treated them harshly.

Whatever the outcome, this year's European series will be remembered for quite a long time.

By stark contrast to last season, when Bruno Giacomelli ran away with the title and won no fewer than eight races for March and BMW, the competition appeared to be much stronger this year. March produced a brand new car which, compared to previous models, proved troublesome. They had many early season problems which perhaps gave other teams a chance to get on terms rather faster than they may have imagined. Take the Italian Osella team for instance, who, with Eddie Cheever and Pirelli tyres, came extremely close to winning the title. Had they been a better equipped operation, then they may well have done so. Then there was the impressive Toleman Group set up who undertook to run the works Ralt team. By the end of the year, they had become the team to beat. Next year they could pose some interesting questions.

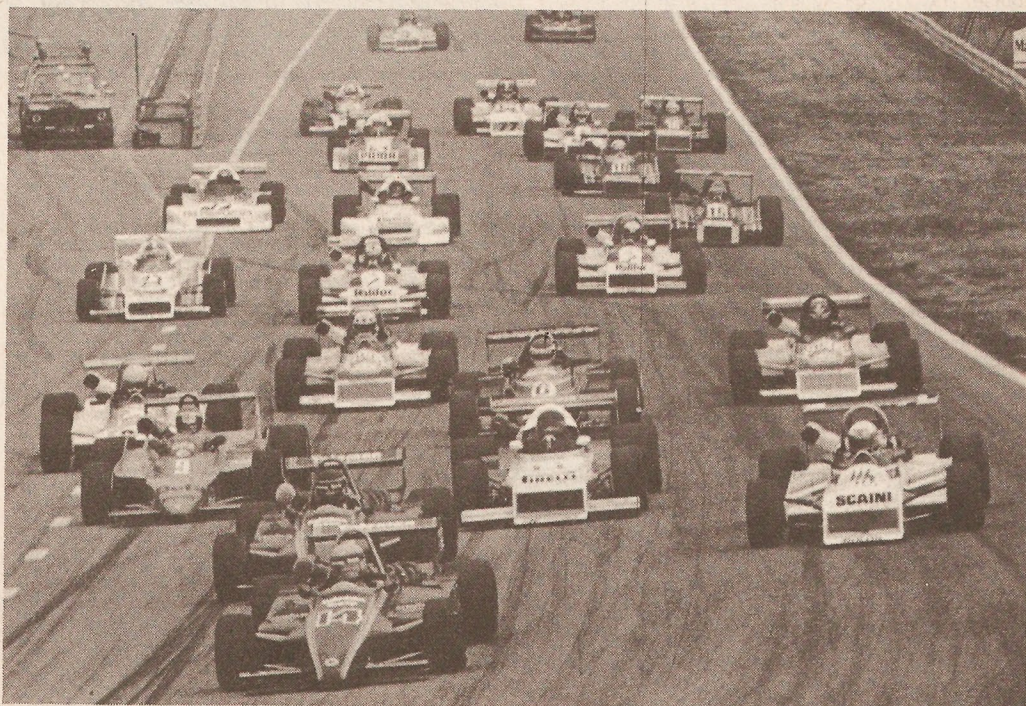
Once more the cost of competing in F2 grew, but so does every other form of racing. This past season saw the Aurora series become a very serious threat, although F2 still holds a useful lead here, particularly when it comes to driving talent.

It's frustrating to see the Grand Prix fraternity failing to accept F2 as an acceptable level of racing these days. Team managers and sponsors appear to have become so short-sighted, it's a worrying factor. There are at least five drivers running at the front in F2 who are more than capable of holding their own in a Grand Prix, yet how many will actually get the chance for the next few years?

As to how F2 will fare in the near future, that remains to be seen. It still has a definite function to serve in motor sport, despite failing to attract the crowds. The Aurora is a threat, of that there can be no doubt. The future will see the survival of the fittest.

Provisional 1980 F2 dates

Apr 7, Thruxton, England; Apr 13, Hockenheim, West Germany; Apr 27, Nurburgring, West Germany; May 1, Vallelunga, Italy; May 26, Pau, France; Jun 8, Silverstone Park, England; Jun 22, Zolder, Belgium; Jul 1, Estoril, Portugal; Jul 20, Zandvoort, Holland; Jul 27, Enna, Sicily; Aug 10, Misano, Italy; Sep 28, Hockenheim, West Germany; *May 25, Mugello, Italy (reserve).



The Toleman Ralts of Brian Henton and Rad Dougall lead the field soon after the start at Zandvoort with Teo Fabi's Scaini March trying the outside line.

***** BRIAN HENTON (GB)



Born: September 19, 1946. Married. Lives in Castle Donington, Leics. F2 debut: July 14, 1974, Mugello, Italy, in a March-BMW 742, 6th. Best European F2 result: 1st (three). Competed in 37 European F2 races.

For all his endeavours, Brian Henton can justifiably claim to be the 1979 European Formula 2 Champion in everything but name. His competitors wholeheartedly agree that he and his Hart-powered Toleman Group Ralt RT2 became the fastest all-round combination as the season progressed. Henton's career has been a chequered one — the rugged motorcycle dealer from Derby is known to speak his mind and, in the past, this has been his downfall, particularly when he tried to break into the narrow-minded world of Grand Prix racing. An experienced and extremely talented race driver, Henton has this season been on the front row five times (four poles), won two races (discounting Enna) and set two fastest laps. He failed to qualify outside the top six on only two occasions.

***** EDDIE CHEEVER (USA)

Born: January 10, 1957. Single. Lives in Rome, Italy. F2 debut: April 19, 1976, Thruxton, England in March-Hart 762, 4th. Best European F2 result: 1st (four). Competed in 46 European F2 races.

This was Cheever's fourth consecutive season in F2, and by far his best ever. The young 22-year-old vegetarian from Phoenix, Arizona, has now matured into a very capable race driver. His three years under the guidance of Ron Dennis and, latterly, BMW Motorsport, seem to have smoothed off the rough edges and there is no doubt that Eddie is a big boy now. As with Henton, some of Cheever's closest rivals acknowledge the fact that the Osella chassis was an old design, and well overweight, but the radial-ply Pirelli tyres proved superior to the Goodyears in the rain. The Italian-domiciled American won two exceptional races in wet conditions, and ended the season by winning more races than anyone else. He qualified on the front row three times (one pole) and took two fastest laps.



The competing teams

Without March Engineering, Formula 2 wouldn't exist! In the ten seasons that they've run a works team in the formula, they've won the title four times. This year looks like being a hotly disputed fifth and of those five, four have been in association with BMW GmbH and Goodyear.

This past season has seen them run a massive works operation consisting of no fewer than seven cars. Of these, four were actually kept under the jurisdiction of the factory and of that quartet, three were to be regarded as works BMW cars run under the Polifac Junior Team banner. Drivers were Marc Surer, Guiseppe Gabbiani and Ricardo Zunino. The fourth car, using Mader-prepared BMW engines, would be raced by Teo Fabi. Overseeing the entire operation would be former BARC competitions Manager John Wickham. A fifth car, a Hart-powered example, was run by Bob Salisbury, albeit away from the factory, for Argentine Juan Traverso. After Zunino lost faith with the works and left to seek 'fame' in the Aurora series his vacant chassis was used thereafter by a selection of guest drivers.

Visually the most glamorous and potent 'works' March-BMW team was the ICI-sponsored Project Four-run set-up for Derek Daly and Stephen South. Extending their sponsorship in motor racing for a third season, Guy Edwards (who introduced them to the sport) switched ICI across from Chevron to March and BMW, which was a sound move. Project Four, under Ron Dennis, was a very capable and experienced operation, and with March boss Robin Herd close at hand, the ingredients were to provide a formidable challenge for overall honours.

The teams who came closest to beating March were the Toleman Group and Osella Squadra Corse, winning six races between the pair of them.

Whereas the Osella effort was just confined to a two-car assault for Eddie Cheever, the Toleman Motorsport was a little more complex.

Having learned the ropes the previous year by running just Rad Dougall in a March-BMW, they expanded in a big way during the winter months. Under the direction and leadership of the Toleman Group's managing director Alex Hawkrige, himself a former racer and a great enthusiast, they succeeded in enticing Roger Silman away from rivals March to manage the operation.

"If you can't beat 'em, try another approach" seemed to be Hawkrige's policy. A deal with Brian Hart was struck to supply engines while Ron Tauranac would produce his new F2 design and let Toleman run it as a works operation. It didn't actually work out like that in practice. Ralt were very late in producing the first car and Dougall (who was retained to partner Brian Henton) had to make do with a year-old March for much of the season. Henton, at last in a works team, also used an older March (his own car from last year) on two occasions.

As a marked contrast to the previous year, Chevron Cars didn't have the services of a recognised 'ace' but, in Bobby Rahal, they at least had a driver who would give his all. The death of Derek Bennett early last year did leave its mark. It was a lean year for the Bolton concern.

Of the smaller teams who contested the whole championship trial, good workmanlike operations were run by Alan Docking for Dutchman Huub Rothengatter, while Tim Schenken and Howden Ganley ran Eje Elgh in a March-BMW with Marlboro finance under their team Tiga banner. Theodore Racing (Sid Taylor and Teddy Yip) looked after Derek Warwick, while in Italy, Giancarlo Minardi, Pino Trivellato and Alberto Colombo all ran their own respective operations once again.

The constructors

Numerically the March was once again the most popular car on the grids. However, after the first race they may not have been the most popular constructor. Their new 792 pukka 'ground effect' design was very much a different car from the previous year's all-conquering 782. A slim monocoque, all the fuel carried behind the driver, and a square nose, contributed towards an ungainly looking car. In keeping with the 'ground effect' fashion, the suspension was inboard front and rear to

**** DEREK DALY (IRL)



Born: March 11, 1953. Single. Lives in Monte Carlo. F2 debut: October 2, 1977, Estoril, Portugal in Chevron-Hart B40, 5th. Best European F2 result: 1st (three). Competed in 22 European F2 races.

Had it not been for his F1 commitments with the Ensign Grand Prix team, which caused him to miss three of the first five races, Dublin-born Daly may well have been able to win the Championship. Judging by the form he showed in 1978 with the ICI Chevron-Hart, it promised to be a formidable combination when he joined forces with March Engineering, BMW Motorsport and Ron Dennis. Although Daly never got on with the 'ground-effect' March 792, he was always nosing his way up to the front whatever his personal feelings — the attitude of a real racer. Daly's end-of-term win at Donington Park showed that had he and March boss Robin Herd worked more closely together, then the final championship outcome may have been more clear cut. Daly got onto the front row three times (one pole), took two fastest laps and only once failed to qualify inside the top six.

allow a clean flow of air through the side-mounted venturis, and the engine was used as a stressed member.

A concerted winter test programme, carried out by Marc Surer at Goodwood and Paul Ricard, failed to expose the fact that the downforce generated was considerable, the cars being sucked into the ground at the first race. The spring rates were virtually doubled (up to 650lb in some cases) and the angle of the side-mounted wing sections altered.

Gradually the problems were sorted out, but the 792 wasn't a well-liked car. Derek Daly said it gave him no confidence to drive while Stephen South reckoned it to be a car of changing moods, very fast on circuits like Hockenheim (where the quick runners ran without nose fins and the rear wing flap) but almost undrivable at others.

Initially the cars were overweight but by the end of the season, both Daly and Surer's car had shed almost

*** STEPHEN SOUTH (GB)

Born: February 19, 1952. Single. Lives in Harrow, Middlesex. F2 debut: November 6, 1977, Suzuka, Japan in March-BMW 752, 7th. Best European F2 result: 1st (once). Competed in 14 European F2 races.

It wasn't until the eleventh hour that South knew of his inclusion in the ICI F2 team as team-mate to Derek Daly. Despite internal pressures which, for every race in the first half of the season, caused him to wonder whether he'd have a drive the following weekend, Stephen ended the season on the ascent and should, by all accounts, have added to his one superb victory at Hockenheim. It would be fair to say that Stephen's season did have its ups and downs, a succession of crashes (admittedly caused by other drivers) putting a question mark alongside his undoubted speed. Yet as soon as March, Ron Dennis and BMW put their faith in him, the burden of insecurity was lifted from his shoulders. Three poles (one shared) and two fastest laps showed his speed when the March would allow.

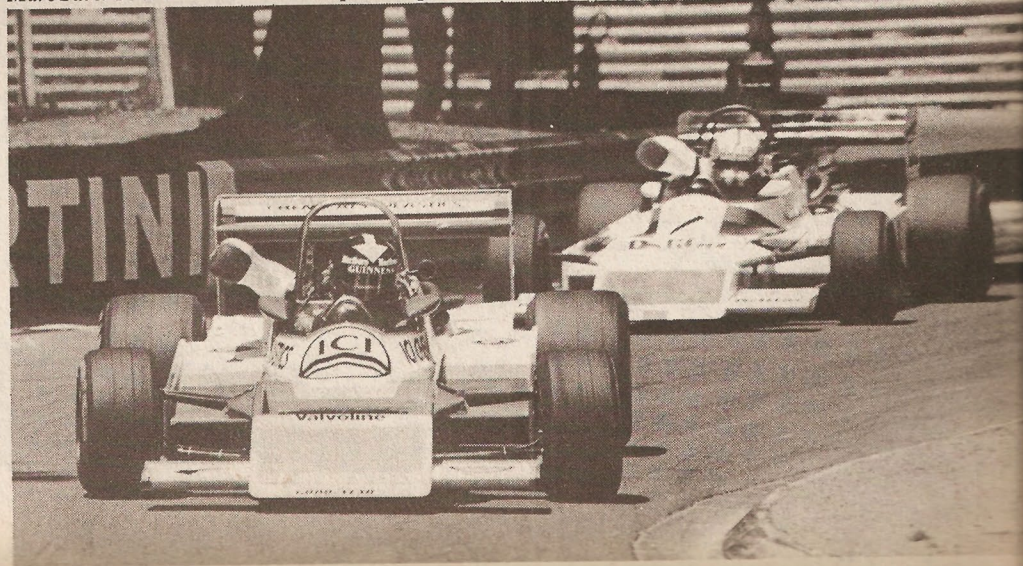


40lbs apiece and were right down on the 1100lb limit. The works tried various experiments, including a 3in longer wheelbase, a narrower front (1in) and rear (4in) track and many other things in an effort to cure its unpredictable characteristics.

By the end of the season the Ralt RT2 was regarded as the car to beat. How much of this was down to Ron Tauranac's design or the Toleman team's development engineer, South African Rory Byrne, is a matter of opinion.

Let it be said that Tauranac's thinking and overall concept of a 'ground effect' design was different from March. The car, which was originally scheduled to be built the previous autumn, but didn't in fact see the light of day until days before the first race, had its problems early on in the season, one being an apparent inability to put its power down onto the road.

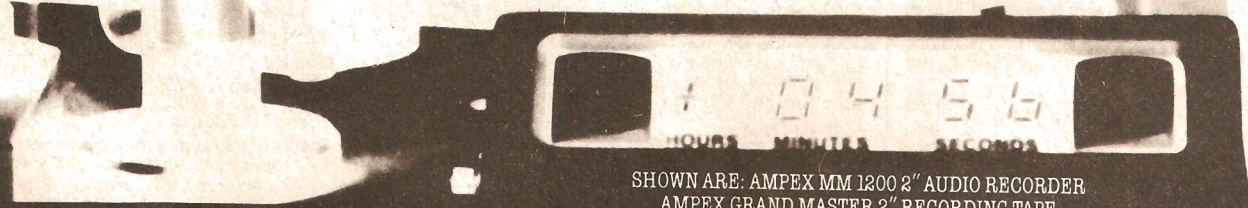
Derek Daly was always a front runner when his Grand Prix commitments would allow. Here the Irishman leads Marc Surer's similar works car at the picturesque Dau street circuit in France.



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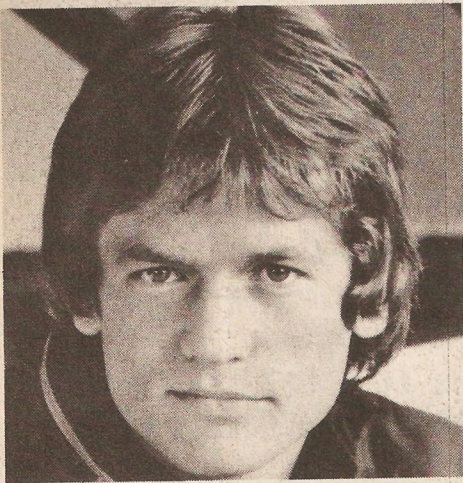
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*** MARC SURER (CH)



Born: September 18, 1951. **Single.** Lives Basle, Switzerland. **F2 debut:** March 6, 1977, Silverstone, England in March-BMW 762, 9th. **Best European F2 result:** 1st (twice). **Competed in 32 European F2 races.**

Although Swiss by birth, Surer was very much regarded as a German and therefore it was only natural that Jochen Neerpasch and BMW Motorsport would introduce him as their 'protégé'. Following his efforts last season Surer had to be a hot-favourite for this year's title. But it all went very wrong — the March team got into problems with their new design. It also appeared that there were far too many drivers around requiring attention; Surer wasn't able to stand out above the rest, his clean-cut looks masking an apparent lack of leadership and, perhaps, self-confidence. His two race victories were unchallenged, a bold move at the Nürburgring to race on slick tyres paying off. Yet Marc never ventured forward to try and win races from the front although he qualified consistently well; five times on the front row (two poles, one shared) but no fastest laps. Unfortunately, not a worthy Formula 2 champion. That says a lot.

The great escape!

continued

Gradually Byrne took over the reins and by the half-way point of the season, had the car winning its first race. A five week break in the season (between Hockenheim and Zandvoort) saw the Kidlington-based operation fit new sidepods, new venturi profiles, new shock absorber ratings, springs, roll-bars, engine mountings and a different rear wing arrangement. Apart from improving the car and turning it into the pacesetter over the final four races of the season, they pared off 10 lbs in weight and repainted the cars (Dougall's had arrived by mid-season) in a different colour scheme. Thereafter, they became the team to beat.

Osella, on the other hand, gradually went downhill as the season drew to a close. To have expected them to win races would have been surprise but, with Eddie Cheever as driver and Pirelli very much regarded as a dark-horse, anything could, and did, happen.

The car was based on a four-year-old design and became the responsibility of Giorgio Stirano, Osella's 29-year-old technical director who has been with the Turin-based company since 1976. The car started the season well overweight (112 lbs!) but a thorough winter test programme meant that they were at least prepared. Perhaps this is why they won the opening round at Silverstone for Cheever's later success at Pau was down to his skill and the superior Pirelli wet weather tyres.

By Zandvoort, one of Eddie's cars had inboard front suspension (he had been waiting for this since Thruxton) but hardly any weight had been lost. Finally, for the last race at Donington Park, a new lighter monocoque was produced, but the car was still 68 lbs overweight. Still, the Osella team were reputed to have one of the smallest budgets in F2 at £80,000, almost half of what has become the going rate for 1980.

Chevron Cars, without Derek Bennett, weren't the

*** TEODORICO FABI (I)

Born: March 9, 1955. **Single.** Lives in Milan, Italy. **F2 debut:** November 5, 1978 at Mendoza, Argentina in March-BMW 782, 2nd. **Best European F2 result:** 2nd (once). **Competed in 12 European F2 races.**

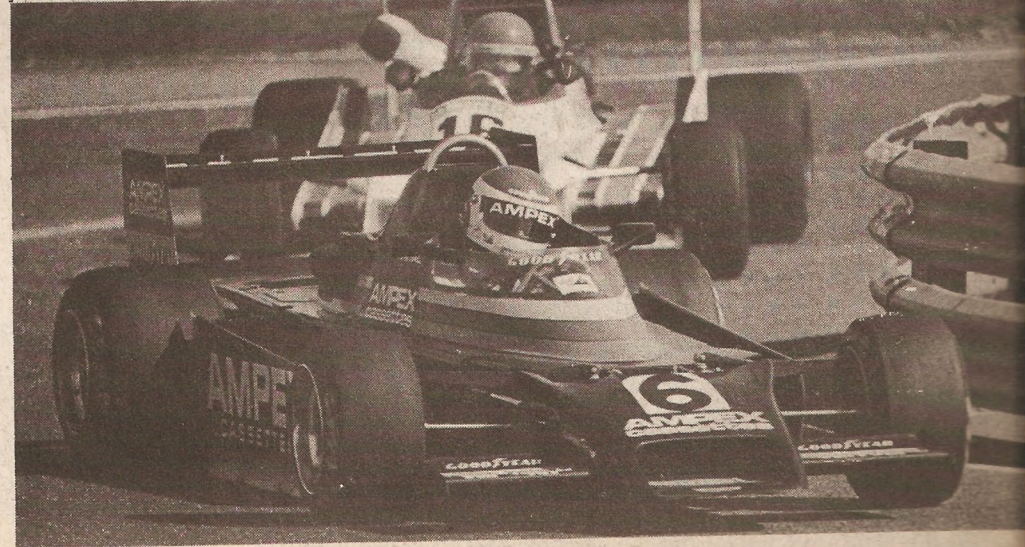
For an Italian, Teo is remarkably quiet and reserved, perhaps even a trifle shy. Yet underneath, there is a talent waiting to be tapped. This appeared towards the end of last year with a string of impressive performances in F3 before moving on to walk away with the New Zealand Formula Pacific series. Fabi's deal with the works this year was to run separately, using Heini Mader-prepared BMW engines and supervised by John Gentry. The early season races served only to underline the confusion within the ranks, and it wasn't until mid-season that Teo begun to find his feet. A 'tigering' performance at Zandvoort was followed by good runs at Enna and Misano, although an uncharacteristic crash in the final race at Donington when he reached the front row for the first time spoiled his record. A formidable opponent if given the right support next year.



force they were the previous year. They acquired the freelance services of Tony Southgate, taking time off from his Arrows Grand Prix commitments, to take their existing and successful B42 model and turn it into a 'wing-car'. This Southgate did by moving the front suspension inboard (the monocoque remained the same width) and adding his characteristic wing sections to the side of the car. Combined with a narrow nose, the Chevron looked one of the nicest cars but appearances can be deceiving.

Early success was down to reliability and, after the mid-season break, the factory added a Sins extension to the wheelbase and were trying out full width noses. Henton, who tested the car, reckoned that it now had too much downforce, which may have been the reason why it came slower on the straights on the season wore on. Rahal soon discarded the Sins spacer for the

Looks can be deceiving. American Bobby Rahal, in his first European season of racing, drove the works Chevron B48 with great determination but never as a front runner. The impressive Argentine, Miguel Angel Guerra follows through the Thruxton chicane.



standard set-up and preferred the car's handling on full fuel tanks, a characteristic borne out by other Chevron drivers.

Of the rest, the German-built Maurer certainly looked the part but the team and driver lacked experience of single-seater racing and it showed, the car being very slow during qualifying. Mike Pilbeam's latest offering was a disappointment while the Italian-built AMS showed similarities with a March 782 and the French-constructed AGS, a year-old design, looked more like Jacques Laffite's 1975 series Martini. None ever showed their worth.

The Races — hard fought

The championship trail started off at Silverstone in England, at the end of March, the fast open expanses of this superb Grand Prix track an ideal venue for the 300 horsepower single seater. It would be the beginning of a 12 race series which, because of a poorly thought out calendar, would see the season draw to a close less than five months later.

Following a dry practice, which saw Cheever and Henton (in the new Ralt) on the front row, the race was run in the wet and we were to witness the superiority of the Pirelli tyres in the wet.

Although the race was stopped and restarted because of an incident at the chicane, Cheever came under strong pressure from Henton and Daly. The Ralt ran into gear selection problems and spun, dropping back while Daly, after trying to wrest the lead from Cheever, also spun. However, the Irishman's drive thereafter was one of the highlights and he would surely have won, had he not struck gear selection problems on the last lap allowing the Osella to win by 0.33 sec, the smallest margin of the year.

The next race at Hockenheim in West Germany (another Grand Prix track) saw Keijo Rosberg deputising for Daly (competing at the Long Beach GP) in the ICI team. The Finn won both parts of the race in fine style. Surer losing a skirt on the works March-BMW, which caused him to crash. Along with South, who had shared the front row with the Swiss, neither took part in the second heat.

After Henton slowed with gearbox problems, it was left for Dougall to follow Rosberg home in his older March, Cheever suffering from tyre problems while Fabi was delayed after an incident with the charging Warwick.

Back to England and Thruxton for the next round. This time Dougall was on the pole in the March and dominated the proceedings, moving himself into the lead of the championship! A start-line crash eliminated Fabi, Gabbiani, Henton, South and Warwick while Cheever held off Surer and Daly for many laps. Eventually the Osella blew up as did Surer, leaving Daly a very distant second.

Rosberg was back in the ICI March for the visit to the Nurburgring, lapping in an amazing 7m 06.9s to take the pole. That's just outside Clay Regazzoni's outright F1 lap record!

However, the race started on a wet track and only

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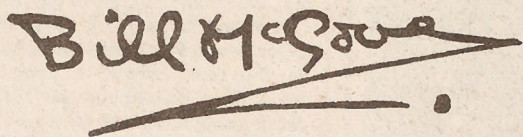
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The great escape!

continued

few drivers took the gamble to start on slick tyres. One was Surer, and he profited by coming home a very easy winner, his first finish of the year. The conditions claimed both the ICI cars of South and Rosberg, but Henton (preferring a proven March 782 to the Ralt) survived to move into second place in the championship behind team-mate Dougall who wasn't at ease on this track but still came sixth. Cheever was out of the points.

On to Vallelunga, just north of Rome, where Henton looked to be heading for his first win of the year in the Toleman March until he ran over some debris and damaged his suspension. This allowed Surer into a lead which he held until the finish, his job made easier after South and Cheever had eliminated each other on the opening lap. Fabi would be second had his gearbox not packed up, while Daly was absent again.

A week later at Mugello it finally all came right for the Toleman team and their Ralt. Henton was on the pole by 0.88 sec from Daly and led all the way, his job made a little easier by a first corner accident which eliminated Daly, Clay Regazzoni, Surer and Dougall.

Behind the flying Englishman, good drives were put in by Gabbiani, Elgh Fabi and Warwick while Cheever and South were forced to retire.

So at the half-way point, the championship was very close indeed with Henton just two points ahead of Surer and Dougall. After Cheever's superb win in the pouring rain at Pau, his race average of 65.60mph underlining just how wet it was, the points situation became even closer, particularly as both the Toleman drivers ended up off the track. So did Daly (punted off by Cheever while leading). Fabi (involved with Rahal), and South (involved with Warwick).

Just how well suited the March chassis was to Hockenheim became apparent the next time the F2 'circus' visited this German track; South was easily on the pole ahead of Surer and Hans-Joachim Stuck.

After being led initially by Daly and the fast-starting Dougall (later to have a big accident in the Toleman Ralt), South assumed control and thereafter drove off *à la* Rosberg several weeks earlier. Daly came under attack from Stuck and Surer, although both the Polifac cars dropped back with tyre problems. In the second part, Stuck lost fourth gear and blew his engine while Surer, also with gearbox problems, visited the escape road and dropped to last.

Of the others, Cheever was thumped up the back by another competitor in both halves, Henton suffered a similar fate to that of Stuck, and Fabi broke a throttle cable.

Thereafter came a five week break before a hastily arranged fixture at Zandvoort in Holland started off the final four-race run-in. Both the Toleman Ralts occupied the front row and led initially before running into tyre problems. Fabi took over only to be caught and passed by Cheever whose Pirellis were better suited to the abrasive track surface. Surer, on tyres used from earlier in the season, finished just behind the two leaders, while Daly and South both ran into tyre problems and neither picked up any points.

So now we had Cheever relieving Surer of the championship lead, although only by a single point. Henton was still in touch as were Daly and Dougall. Had Henton been allowed to keep his Enné victory, won after he avoided a first lap *fracas* by taking to the escape road, then he'd have swept into the lead as the runners entered the final two furlongs. However, the win was denied and given to an inspired Elgh with the ICI cars of Daly and South next up. Surer retired with a blown engine, and Cheever and Dougall, although well off the pace, did actually add to their scores.

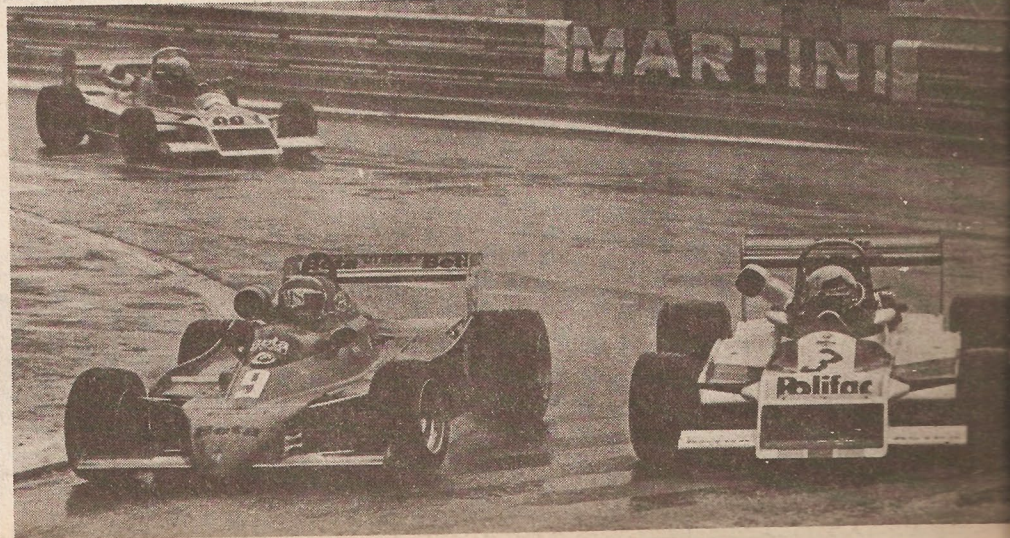
With just two races left to run, any one of five drivers could still win the series. However, Henton secured his third pole position in a row at Misano, and it looked likely that the Englishman might be able to overhaul Cheever and Surer in front of him.

Having led Henton initially at Misano, Daly sadly retired with a broken gear linkage and that cost him any chance of taking the series outright. Henton sped onward to win while Gabbiani, after a storming drive, relegated team-mate Surer to third, and Cheever finished sixth. The Toleman driver, now led the series by one point, with one race left to run.

That was at Donington Park, Brian's home circuit.

Position	Driver	Nat	Car	Mar 25 Silverstone	Apr 08 Hockenheim	Apr 16 Thruxton	Apr 29 Nurburgring	May 13 Vallelunga	May 20 Mugello	Jun 03 Pau	Jun 10 Hockenheim	Jul 15 Zandvoort	Jul 29 Enna	Aug 05 Misano	Aug 19 Donington	Total points
1	Marc Surer	CH	March-BMW 792	NS	R	9	1	1	R	3	5	3	R	3	2	38
2	Brian Henton	GB	Ralt-Hart RT2	3	4	R	2	R	1	R	5	5	D	1	—	36
			March-Hart 782	—	—	—	2	R	—	—	—	—	—	—	—	
3	Derek Daly	IRL	March-BMW 792	2	—	2	—	—	R	—	—	11	5	6	7	33
4	Eddie Cheever	USA	Osella-BMW FA2/79	1	5	R	8	R	R	1	R	—	—	—	—	32
5	Rad Dougall	ZA	March-Hart 782	R	2	1	6	5	15	—	—	—	—	—	—	19
			Ralt-Hart RT2	—	—	—	—	—	—	—	—	—	—	—	—	
	Stephen South	GB	March-BMW 792	5	R	R	R	R	R	R	1	R	3	8	3	19
	Giuseppe Gabbiani	I	March-BMW 792	NS	R	R	11	R	2	4	3	R	9	2	NS	19
8	Siegfried Stohr	I	Chevron-BMW B48	R	9	R	4	2	11	2	—	—	—	—	—	17
			March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	
9	Eje Elgh	S	March-BMW 792	R	R	R	12	9	3	R	10	6	1	R	R	16
10	Teodorico Fabi	I	March-BMW 792	R	6	R	14	R	4	R	11	2	4	R	—	13
11	Bobby Rahal	USA	Chevron-Hart B48	4	7	5	R	4	6	R	6	—	—	—	—	10
12	Keijo Rosberg	SF	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	9
13	Alberto Colombo	I	March-BMW 782	6	10	3	R	8	7	7	13	4	R	R	R	8
	Miguel Angel Guerra	RA	March-BMW 792	7	3	4	15	R	9	6	R	8	R	R	R	8
15	Patrick Gaillard	F	Chevron-Hart B48	—	—	—	9	—	—	5	4	—	—	—	—	5
16	Manfred Winkelhock	D	Ralt-BMW RT1	—	—	—	—	3	—	—	—	—	—	—	—	4
	Maurizio Flammini	I	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	4
18	Juan Traverso	RA	March-Hart 792	13	8	R	R	R	10	R	12	—	10	4	12	3
	Huib Rothengatter	NL	Chevron-Hart B48	8	R	6	5	R	R	NO	R	12	8	R	10	3
20	Derek Warwick	GB	March-Hart 792	R	14	R	NS	11	5	R	R	R	R	R	10	2
21	Andrea de Cesaris	I	March-BMW 792	—	—	—	—	6	—	—	—	—	—	—	6	1
	Oscar Pedersoli	I	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	1
	Ricardo Zunino	RA	March-BMW 792	9	R	R	10	—	—	—	—	—	R	NO	—	11
	Carlo Giorgio	I	March-Hart 742/782	10	—	R	—	10	13	—	—	—	—	—	—	—
	Divina Galica	GB	March-Hart 792	11	—	—	17	—	—	—	—	—	—	—	—	NO
	Kim Mather	GB	March-MBW 772P	12	—	R	—	—	—	—	—	—	—	—	—	—
			March-Ford 772P/782	—	—	—	—	—	—	—	—	—	—	—	—	R
	Jose Dolhem	F	AGS-BMW JH16	14	—	—	—	—	—	—	—	—	—	—	—	—
	Warren Booth	GB	Chevron-Hart B42	R	—	—	—	—	—	R	—	—	—	—	—	—
	Clay Regazzoni	CH	March-BMW 792	R	—	—	—	—	—	—	—	—	—	—	—	—
	Patrick Neve	B	Pilbeam-Hart MP42	R	15	R	R	—	—	—	—	—	—	—	—	—
	Wolfgang Locher	D	March-Hart 792	R	R	R	13	R	12	R	—	R	—	—	—	—
	Adrian Russell	GB	March-Hart 782	R	R	R	13	R	12	R	—	R	11	—	—	—
	Ariel Bakst	RA	March-BMW 792	R	—	8	—	—	—	—	—	—	—	—	—	R
	Alaih Couderc	F	AGS-BMW JH16	R	12	R	18	7	8	NS	R	—	—	—	—	R
	Markus Hottinger	A	March-BMW 792	—	11	R	—	—	—	R	—	—	—	—	—	—
	Bernard de Dryver	B	Chevron-BMW B48	—	13	7	—	—	—	—	7	—	—	—	—	—
	André Chevalley	CH	March-BMW 792	—	R	—	16	—	—	—	—	—	—	—	—	—
	Ferrante Ponti	I	March-BMW 792	—	R	—	—	—	—	—	—	—	—	—	—	—
	Jochen Dauer	D	Chevron-BMW B48	R	R	R	—	R	—	—	—	—	—	—	—	NO
	Klaus Walz	A	March-BMW 782	R	—	R	—	—	—	—	—	—	—	—	—	R
	Armin Hahne	D	Maurer-BMW MM1	—	NS	—	—	—	—	—	—	—	—	—	—	—
	Rupert Keegan	GB	March-BMW 792	—	—	NS	NO	—	R	NS	—	—	—	—	—	NO
	Lamberto Leoni	I	March-BMW 782	—	—	—	—	NO	R	—	—	—	—	—	—	—
	Sergio Mignotti	I	Mirage-BMW	—	—	—	—	NO	R	—	—	—	—	—	—	—
	Giancarlo Martini	I	March-BMW 792	—	—	—	—	NO	16	—	—	—	—	—	—	—
	Filippo Niccolini	I	Chevron-BMW B35	—	—	—	—	—	14	—	—	—	—	—	—	—
	Michel Leclere	F	March-BMW 792	—	—	—	—	NS	—	—	—	—	—	—	—	—
	Norman Dickson	GB	March-Hart 792	—	—	—	—	—	—	8	9	14	—	—	—	—
	Walter Raus	A	March-BMW 782	—	—	—	—	—	—	—	—	—	—	—	—	—
	Hans-Joachim Stuck	D	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	—
	Egen Strähl	A	March-BMW 782	—	—	—	—	—	—	—	—	—	9	R	9	R
	Cocho Lopez	RA	March-Hart 792	—	—	—	—	—	—	—	—	10	7	—	—	R
	G Brancatelli	I	March-BMW 792	—	—	—	—	—	—	—	—	13	—	—	—	—
	Arie Luyendijk	NL	Chevron-Hart B48	—	—	—	—	—	—	—	—	15	—	—	—	—
	Anders Olofsson	S	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	—
	Boy Hayje	NL	March-Hart 782	—	—	—	—	—	—	—	—	—	—	R	NO	—
	Pasquale Barbario	I	March-BMW 762	—	—	—	—	—	—	—	—	—	—	—	—	—
	Riccardo Paletti	I	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	—
	Willi Siller	A	Chevron-BMW B42	—	—	—	—	—	—	—	—	—	—	—	—	—
	Piero Necchi	I	AMS-AMS/279	—	—	—	—	—	—	—	—	—	—	—	—	NS
	Riff Needell	GB	March-Hart 782	—	—	—	—	—	—	—	—	—	—	—	—	8
	Eddie Jordan	IRL	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	9
	Stefan Johansson	S	March-BMW 792	—	—	—	—	—	—	—	—	—	—	—	—	R
	Bernard Devaney	IRL	Chevron-Hart B48	—	—	—	—	—	—	—	—	—	—	—	—	—

The fine wet-weather performance of his Pirellis helped Eddie Cheever to this win at Pau. 'Beppe' Gabbiani works March takes the outside line, and Eje Elgh's Marlboro Team Tiga March follows.



**** BOBBY RAHAL (USA)**



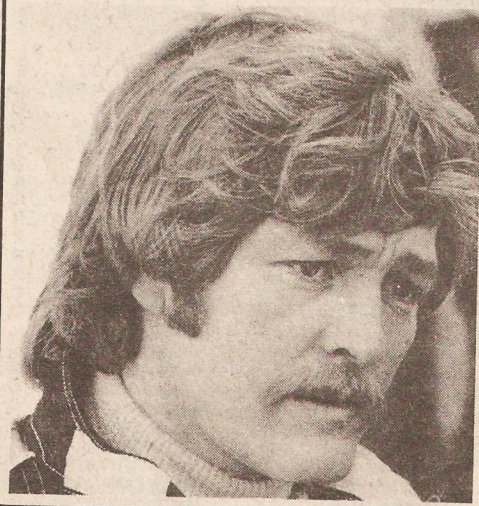
Born: January 10, 1953. Married. Lives in Chicago, Illinois. F2 debut: March 25, 1979, Silverstone, England, 4th. Best European F2 result: 4th (twice). Competed in 11 European F2 races.

One wonders what would have happened if Rahal had been seen in another chassis, for there can be no doubt that this easy-going American had it in him to win races. Having failed to secure a ride in the Wolf Grand Prix team, Rahal decided to forsake yet another season of American Formula Atlantic, where he'd been front runner (although inconsistent in finishing), and bravely tried his luck on the European circuit. The Chevron, one of the prettiest looking cars, proved fast on a straight line initially, but it was only the car's reliability and Rahal's persistence that brought home some half decent results. It must have been frustrating, for racing in the pack is always so much harder work, and at times certain competitors felt the hassle and tussle of Mr. Rahal. Europe has never been particularly happy hunting ground for American drivers so it was no surprise to see Bobby choose the Marlboro Am as a preference. A sound choice in retrospect.

**** RAD DOUGALL (ZA)**

Born: September 7, 1951. Married. Lives in Rugby, Leics. F2 debut: March 27, 1978, Thruxton, England in March-BMW 782, 3rd. Best European F2 result: 1st (once). Competed in 21 European F2 races.

A South African, born in Johannesburg of Scottish parents, Dougall has been in some ways the enigma of this season. Having received generous support from the Toleman Group for the past four years, the first two of those in British club racing, Dougall's move into F2 last year was very impressive. Thereafter, the results failed to live up to his early season promise, but any newcomer can be forgiven for that. And yet this past season has been almost an exact carbon copy. Dougall started off in his year-old March as team-mate to Brian Henton, won Thruxton in tremendous style and led the European Championship until almost the half way stage, and scored virtually all of his points in this car. When he switched to the Ralt, his challenge faded dramatically and, apart from supporting Henton on the front row at Zandvoort, Rad never was able to match his team-mate's pace, something which could have been useful in the team's chase for the championship.



The great escape!

continued

Anxious to end the season on a high note, Daly was in good form, putting his ICI car on the pole. Fabi was also going well while Henton, despite two practice accidents, just headed Surer. As for Cheever, all he could hope for was rain.

To win the series, whatever the outcome of the Enna appeal, all Henton had to do was to beat Surer. For lap after lap, that's exactly what happened, with Daly to the fore. Then with two laps to go, Henton lost his front brakes and spun, allowing Surer through into second place and the disputed title.

It had been quite an enthralling season with the championship lead changing no less than seven times between four drivers. You cannot say that Formula 2 was boring.

Engines — little new

Since the departure of the Renault-Gordini V6 two seasons ago, the struggle for supremacy has been a four-cylinder one, with BMW and Hart continuing to provide 99 per cent of the engines for the formula.

There has been little increase in the overall power figures of these engines during the past year, both companies striving to find wider torque bands and higher rev ranges in an effort to beat each other. It is an interesting struggle however, for on one hand we have the might of BMW and their production-based M12 design, while on the other is the much smaller engineering concern run by Brian Hart who, despite his associations with Ford Company, *doesn't* receive any assistance from them in the continued development of his all-alloy 'non-production' 420R unit.

Hart's Harlow factory has now produced nearly 60 of the 420R engines since the first appeared in the back of a Chevron sports car at the tail-end of 1974. Although the engine is some 50 lbs lighter than the BMW, which constitutes an advantage in some respects, the fact that it has a higher fuel consumption (requiring additional fuel to be carried) and requires larger oil and water radiators to combat its high running temperatures, cancels out much of that so called advantage.

EUROPEAN F2 CHAMPIONSHIP WINNERS

1967	Jacky Ickx (B)	Matra-Ford FVA MS7
1968	Jean-Pierre Beltoise (F)	Matra-Ford FVA MS7
1969	Johnny Servoz-Gavin (F)	Matra-Ford FVA MS7
1970	Gianclaudio Regazzoni (CH)	Tecno-Ford FVA
1971	Ronnie Peterson (S)	March-Ford FVA 712m
1972	Mike Hailwood (GB)	Surtees-Ford BDA TS10
1973	Jean-Pierre Jarier (F)	March-BMW M12 732
1974	Patrick Depailler (F)	March-BMW M12 742
1975	Jacques Laffite (F)	Martini-BMW M12 MK16
1976	Jean-Pierre Jabouille (F)	Elf-Renault CH1B 2J
1977	René Arnoux (F)	Martini-Renault CH1B MK22
1978	Bruno Giacomelli (I)	March-BMW M12 782
1979	Marc Surer (CH)*	March-BMW M12 792

Prior to 1971, series known as the European Trophy

* Provisional pending the outcome of an appeal to FISA



Start at Misano, with championship rivals Surer and Henton to the fore, split by Daly's March.

Reving up to 10,000rpm, and producing in excess of 300 horsepower, the Hart scored over the BMW by having a wider power band. Engines were supplied to the Toleman/Ralt and Chevron works teams together with several other runners, the most notable being the Alan Docking and Theodore Racing teams.

Four wins 'on the road' and five pole positions (all by the Toleman équipe) was Hart's reward for a season's endeavour.

The BMW, on the other hand, is quite an amazing piece of modern engineering. Its design dates back to Alex von Falkenhausen's team in the late fifties and early sixties. The iron-block was, and still is, based on the BMW 1500cc engine and, in those days, was known as the M10. A special 2-litre unit was produced in 1966 and, on nitromethane, produced 330 bhp. Three years later, the unit became the 1600cc M12/1 series and was used in F2, producing 252bhp and revving to 10,700rpm. It's ironic that BMW's first ever F2 race victory was when Hubert Hahne beat Brian Hart by 0.3secs at Hockenheim in 1969, using a three-plug per cylinder diametral engine.

That design eventually faded out, being replaced towards to end of 1970 by a conventional 16-valve twin-cam alloy cylinder head producing slightly less power but greater torque. This engine stretched out the 2-litres and ran in the back of Dieter Quester's Chevron B21 sports car a year later, pushing out 276bhp to begin with and, by the end of the season, a useful 285bhp at 9000 rpm.

Although 1972 was the first year of the new 2-litre F2 capacity limit, this engine hadn't been produced in enough units (100 required) to ensure its homologation, but with the arrival of Jochen Neerpasch from Ford in May of that year, BMW Motorsport were soon to be back into single-seater competition, the new Competitions Director quick to sign up a deal with March Engineering to run their engines in their chassis started in 1973. Known as the M12/7, the first pukka 2-litre F2 engine, it is still with us, and it is a credit to Paul Rosche and his development department in Munich that it now produces over 300 horsepower and still wins races.

While the works supplied their best engines to dri-

** GIUSEPPE GABBIANI (I)



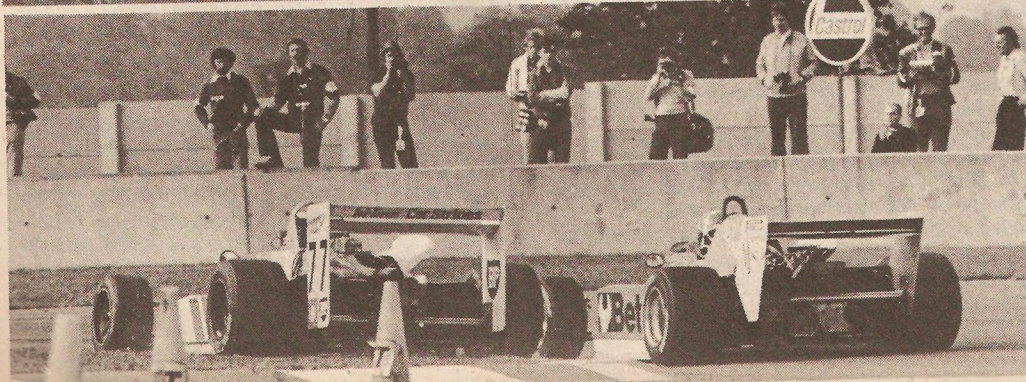
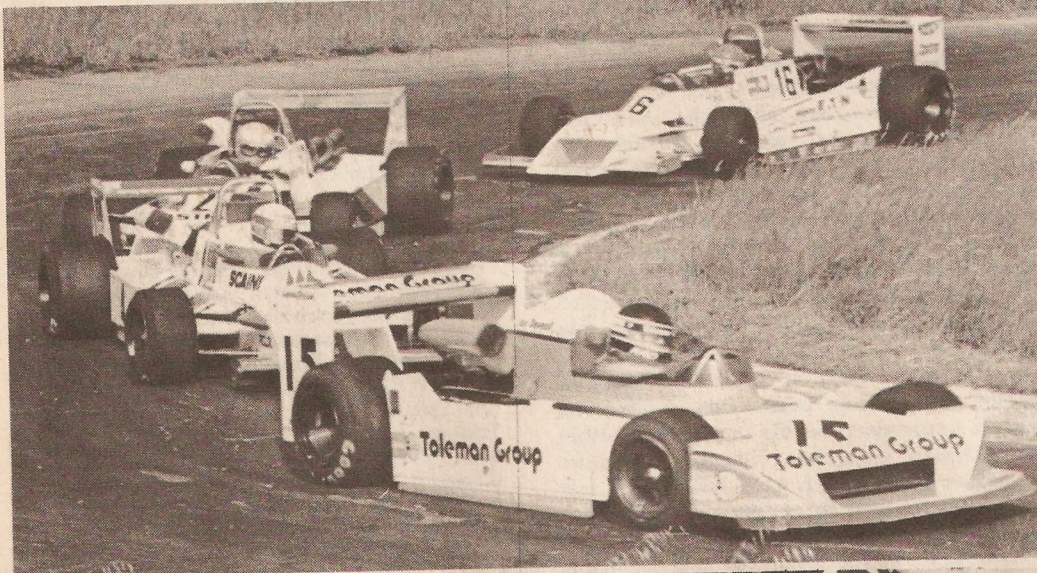
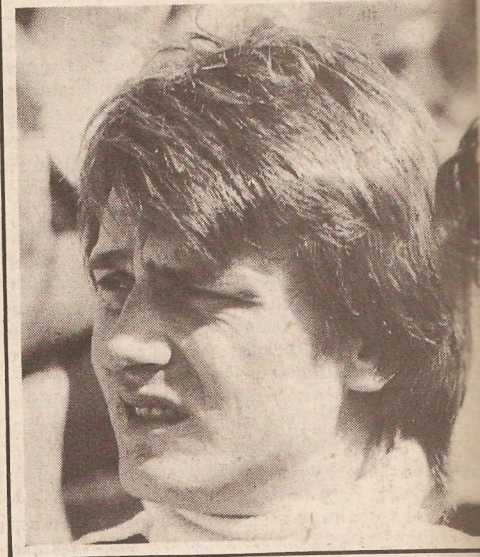
Born: June 2, 1957. **Married.** Lives in Piacenza, Italy. **F2 debut:** March 27, 1978, Thruxton, England in Chevron-Ferrari B42, 7th. **Best European F2 result:** 2nd (once). **Competed in 20 European F2 races.**

At one stage of the season, 'Beppe' had crashed more cars than he'd acquired championship points! At the opening race of the season he spun off on the warm-up lap (crashing into Marc Surer!), he got punted into Teo Fabi a race later, and failed to start the next event at Hockenheim. The fact that he then survived nine laps of the Nürburgring, on a wet track, left his mechanics dumbfounded! Gabbiani, like Fabi, struggled during the early season races, unable to overcome his lack of common sense. Eventually, Gabbiani was given some closer attention. Words of wisdom. The result was a string of reasonable results during the second third of the season. Had the exuberant Italian turned the corner? No. He was prone to fly off the road right until the bitter end. Still, it was his money after all, and he only achieved one front row place to show for it.

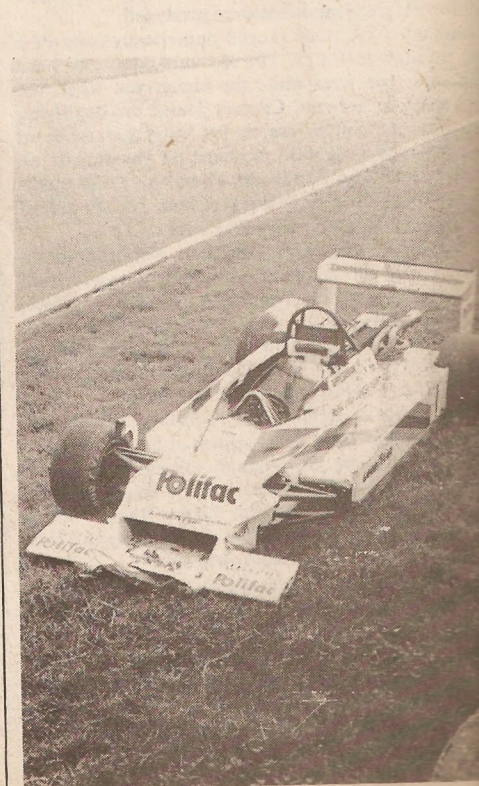
* EJE ELGH (S)

Born: June 15, 1953. **Single.** Lives in Maidenhead, Berkshire. **F2 debut:** October 2, 1977, Estoril, Portugal in Chevron-Hart B40. **8th.** **Best European F2 result:** 1st (once). **Competed in 21 European F2 races.**

Quite whether Eje has all the necessary ingredients to make the grade remains to be seen. It is certainly very difficult to tell from his quiet, unassuming character. Very much a 'Jekyll and Hyde' type of driver, Elgh can on rare occasions turn on a really impressive display. Last year it was at Pau. This year it was at Enna where, after yet another mediocre practice, the Swede gained a tremendous advantage after the first corner fracas and dived for the lead with Brian Henton and 'Beppe' Gabbiani. Perhaps his support from Team Tiga wasn't as good as it could have been and anyone who had a new March chassis can be excused a few poor early season races. However, Eje rarely got his act together in practice, and one wonders just how hungry for success he really is?



Left: Rad Dougall's year-old March leads the 792s of Fabi, Keegan, Guerra and Warwick at Vallelunga. bottom left: Eddie Cheever's Osella and the BP March of Derek Warwick navigate the Donington chicane. Below: For some people, the season just did not improve — one of Beppe Gabbiani's lighter shunts, Silverstone.



The great escape!

continued
 ers like Marc Surer, Derek Daly and, latterly, Stephen South, there were a bevy of private tuners who looked after the other runners. Perhaps the most well-known of these was Swiss Heini Mader, who has produced some excellent engines in the past. He would have Teo Fabi, Beppe Gabbiani (at times), South (for two thirds of the season) and Miguel Angel Guerra his customers.

Then there was Enzo Osella who, once again, produced his own unique short-stroke high-revving (10,300rpm as opposed to 9,800rpm) units for Eddie Cheever. One must also mention companies like Euro-racing (run by Peter Hass), Novamotor, Trivellato, Jaier and Max Heidegger in Germany (his best runner being Alberto Colombo).

The only other engines to appear were the Italian built Amoroli and AMS V6s. Neither was competitive even though they had proven Italian drivers at the helm.

Tyres — a battle brewing

Like the Michelin v Goodyear confrontation in Grand Prix racing, F2 now finds itself in a similar situation. Whether this is a good or a bad thing for any category other than F1 is open to debate. Monopolies are never a healthy sign, but Goodyear have in recent years helped keep the cost of racing down, particularly in F2 by supplying through the International Tire outlet the same G50 tyre for the last three or four seasons.

We saw, when Pirelli moved onto the scene last season, that Goodyear took their threat very seriously indeed. Away went the 'standard' tyre and immediately the compounds began to soften in a battle for overall honours. A contracted team like March would be first to benefit. The rich get richer and the poor get poorer is one way of looking at it. Yet there are some who believe that competition improves the breed, despite the escalating cost. If you want to win badly enough, it's amazing what lengths people will, and can, go to.

Having put the wind up Goodyear on occasions last season, Pirelli were back again for another try, the seriousness of their intentions clearly evident when they agreed terms with Osella to supply and support Eddie Cheever in the chase for the championship. Also receiving the radial ply tyres would be Alberto Colombo's Sanremo Racing team.

Winning the opening round of the series at Silverstone and subsequently at Pau and Zandvoort wasn't a bad effort for the men from Turin. Headed by 53-year-old Mario Mezzanotte, 27 years at Pirelli and in charge of their Competitions Department for the past three, a selection of tyre compounds were produced.

Designated PA, they ranged numerically from PA5 right through to PA13. The low numbers were hard compound race tyres while the higher you went, the softer the tyre became. Cheever found the qualifying tyres often too soft to use on his heavy car, while at times the race tyres were too hard. It was only on an abrasive track like Zandvoort where the PA10 qualifiers and PA5 race tyres worked well. Ideally a PA7 race tyre was required with a PA6 wear rate.

Goodyear eventually replaced their Wolverhampton-built G64 tyre just before mid-season with two types of American-construction tyres built in Akron. These varied in sidewall stiffness and compounds and, because of production problems at Wolverhampton, became the tyre to use. The G50 was also brought back in a revised form towards the end of the season.

While everyone accepted the decision, the Toleman team found that their Ralts appeared better suited to the earlier G64 tyre. Surprisingly, Toleman weren't a contracted team as were March (for Marc Surer and Derek Daly) and Chevron (for Bobby Rahal), which may account for their rumoured move across to Pirelli next season. Then the fireworks will start!

Goodyear, while able to deal with the Pirelli on a dry track, had no answer in the wet, certainly not until the end of the season and by then, it didn't matter.

The only other tyre manufacturer to get a look-in as, once again, M & H with their Racemaster range. Their best result was third place at the Nürburgring, thanks to Manfred Winkelhock. Unable to tempt any potential race winners, M & H looked after a number of privateers towards the end of the season.



Brian Henton with the spoils after his victory at Misano — a despondent Marc Surer looks on.

Brian Henton

CHRIS WITTY talks with the Englishman who came so close to winning the 1979 European F2 Championship.

Brian Henton has just completed his 10th eventful season of motor racing, coming extremely close to winning the European Formula 2 Championship outright for the Toleman Group Motorsport team. Had it not been for his disqualification at Enna, where he was alleged to have rejoined the track in a dangerous manner, then Brian would have become only the second Englishman to have won the title since Mike Hallwood back in 1972.

Brian has been acclaimed as one of our more controversial characters, although it is evident now that he moves into his thirties, the Muhammed Ali act which heralded his arrival on the motor racing scene has been tempered somewhat. "Hoist by my own petard" is how Henton, who runs a thriving motor cycle business in the Midlands now feels about those early days, perhaps regretting the way in which he went about his racing in an effort to gain recognition.

Henton still feels that he has a chance of making the grade in Grand Prix racing. One gets the impression that his employment within the Toleman team has changed his entire outlook on motor racing. At 32 years of age, is it not already too late? Brian Henton doesn't think so.

If we're going to talk about this year's European Formula 2 Championship, I suppose we'll have to start off by mentioning what happened during the Enna race in Sicily. That's where the championship was won and lost. Tell me your side of the story with regard to the incident?

Well, without going into the 'whys' and 'wherefores' of the matter, we, and by that I mean the whole Toleman team, think that we're in the right. That's why we're fighting for it. Most of the evidence proves it.

But tell me what actually happened soon after the start of the race, from the cockpit, so to speak?

It's almost as if my greater experience landed me in trouble. In fact, it cost me the race because, right from the very start, I knew there'd be problems at the first corner. Because I could chose pole position, having been fastest in practice, I actually put Beppe Gabbiani

facing page

One of the most spectacular combinations on the European F2 trail this year has been Dutchman Huub Rothengatter and his Docking-Spitzley/Racing Team Holland Chevron-Hart B48. Photo: Jeff Bloxham.

centre spread

The Toleman Group of Companies have been involved in motor sport for 10 years now, starting in 1969 in saloon car racing. Thereafter they moved into Formula Ford and Formula Ford 2000. Rad Dougall easily won both the British FF2000 Championships with his Royale and, along with the Toleman Group, moved into Formula 2 last year with a March-BMW. He was joined this past season by Brian Henton (pictured overleaf at Enna) who, in the functional Ralt-Hart RT2, came extremely close to winning this year's European F2 Championship. Toleman Thermoglaze are the plastics division of the group, in addition to which, Toleman have displayed Tiger Toys and Samuel Eden Hosiery on their cars. Their largest outlet is the car transporting side. Photo: Chris Witty

in the best position for the first corner. I elected to take the inside line, which was a lot worse because of all the dust and grit. My thinking was that, if Gabbiani did get onto the inside, knowing the way he normally reacts, then for sure he'd have an accident. Unfortunately, I made a very good start and switched the track onto the normal racing line into the first corner thinking that I was far enough in front of him to have no problem. But then he just tried barrelling up the inside, which I'd warned him against doing beforehand, got all his wheels locked up and slewed sideways across my path. Therefore I had no alternative than to go up the escape road and we all know what happened. Afterwards the organisers acclaimed you as the winner then, an hour later when another team protested, the honour was taken away from you. What was your reaction at the time?



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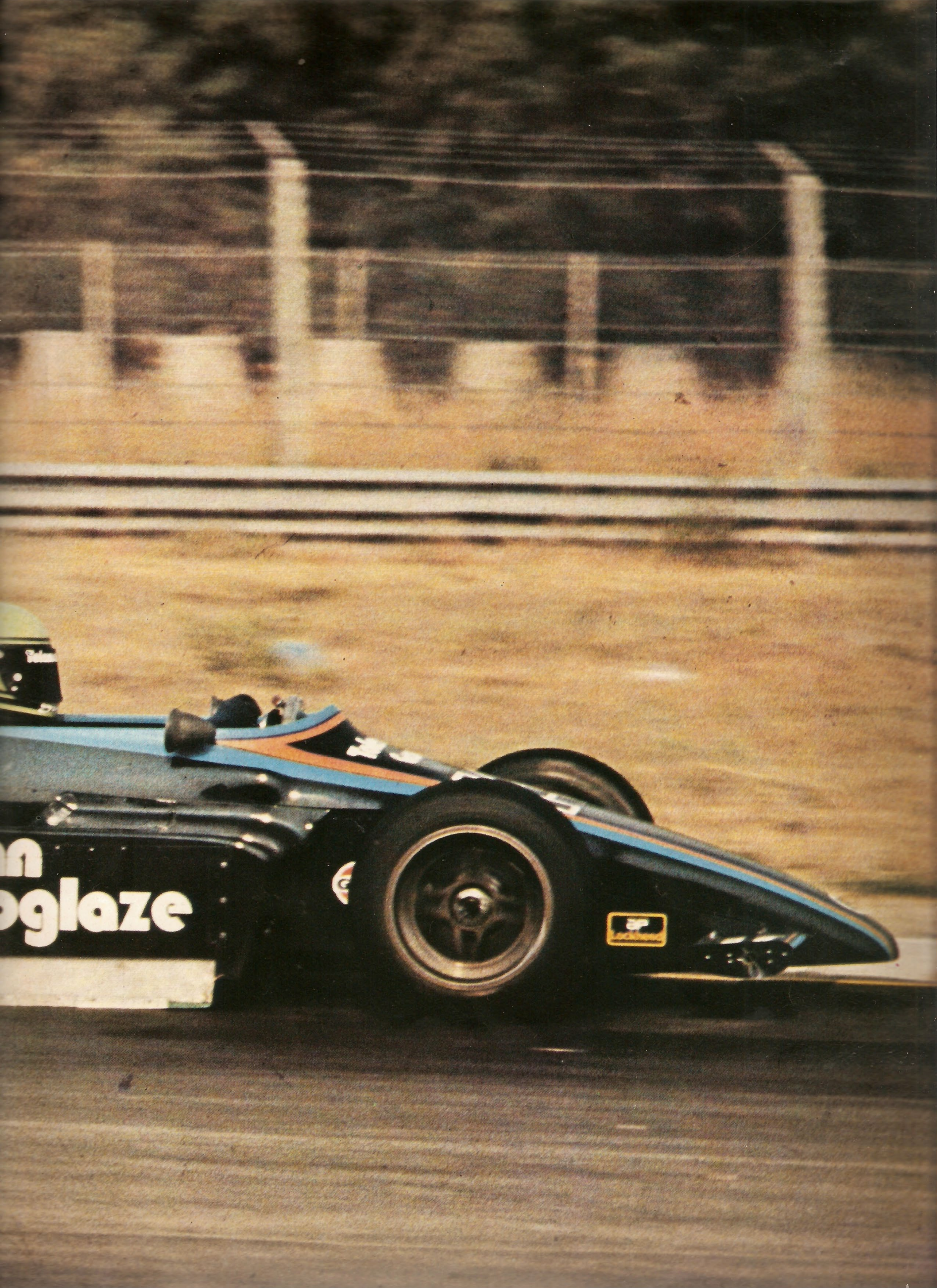
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Brian Henton

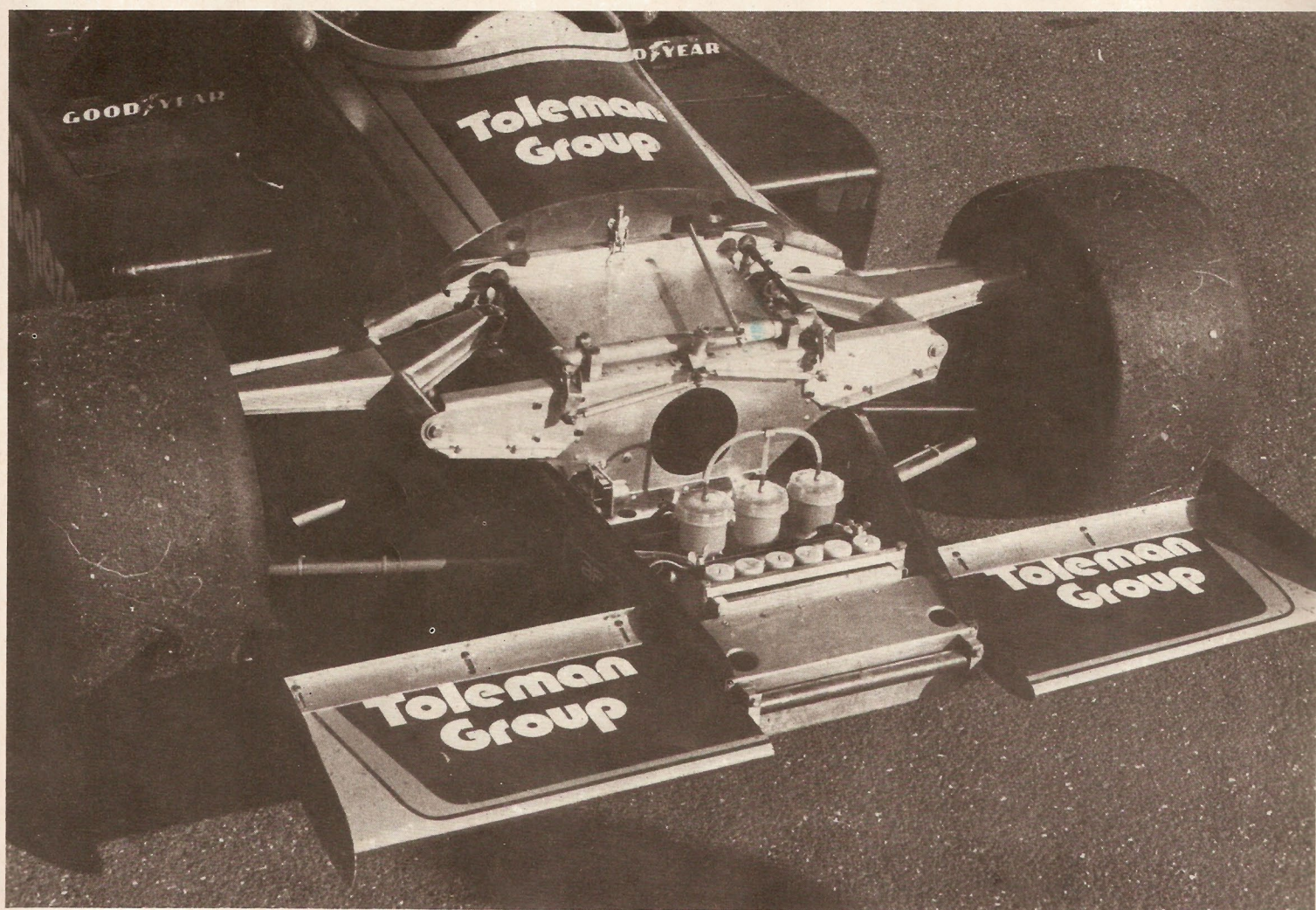
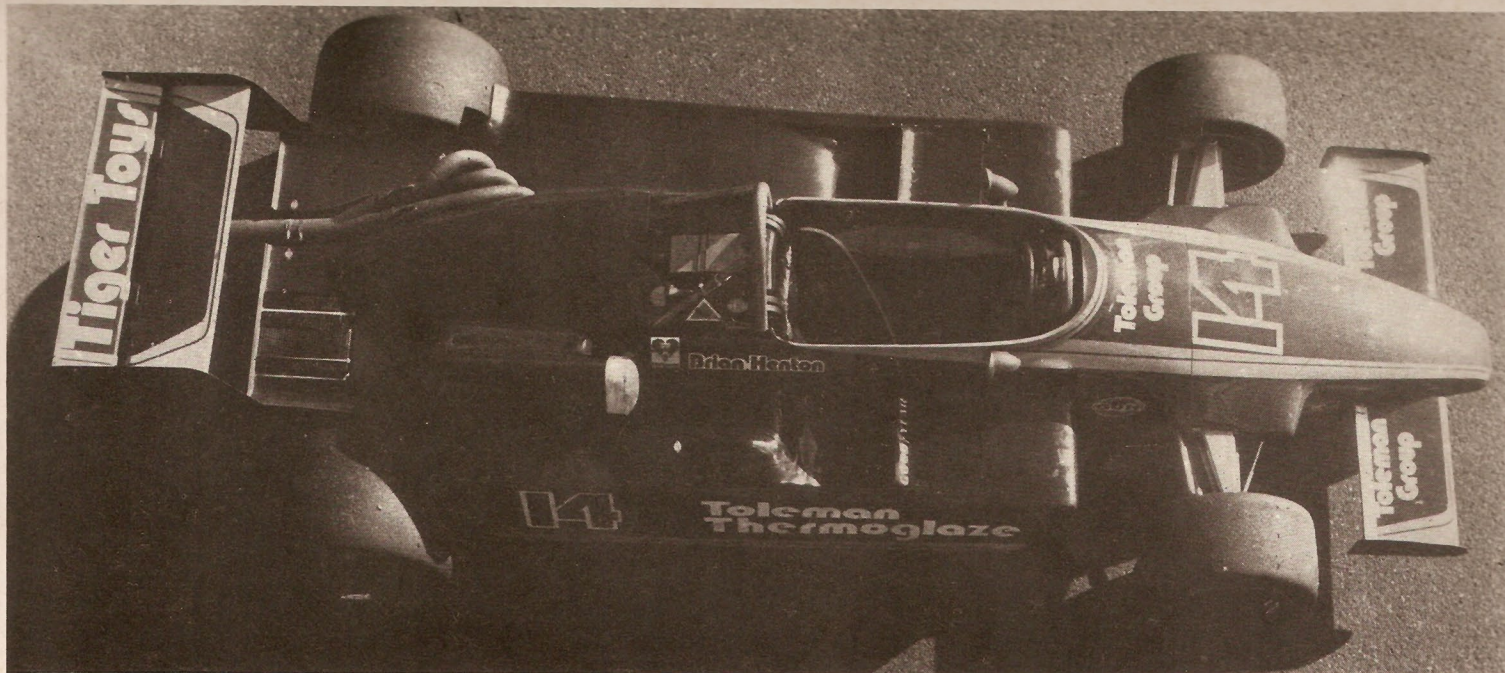
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Brian Henton

continued from page 37

Everyone's got their own axe to grind, whether it's one team or another, but the fact as far as I'm concerned, is that, on the first lap, when I came past the start/finish line, I was second and had 44 laps left to run. I drove what I thought was a very intelligent race. I stayed off the kerbs, yet still had one helluva ding-dong battle for the lead with Eje Elgh and Gabbiani. It was a great race and everyone enjoyed it, including those two I've mentioned. I pulled out about 6secs over Elgh with three laps to go and won the race. It was a very hard event, both mentally and physically. I still think that I won it on the road and should justifiably have the points that go with it. It's incredible to think that, just going up an escape road has not only cost us several thousands in prize money and valuable championship points but also all the prestige of winning the European Championship and everything that goes with it.

That disappointment aside, you thereafter went to another race at Misano a week later and won easily, underlining the fact that you and the Toleman Ralt had become the combination to beat in Formula 2. The Misano win put you in the lead of the Championship by one point with just one race left at Donington Park, your local circuit. All you effectively had to do at this race was to beat Marc Surer (and Eddie Cheever) to win the series, whatever the outcome of your team's appeal against the Enna disqualification. This you were able to do until two laps from the finish. Then it all went horribly wrong. Tell me why?

The problem at Donington was that we'd fitted Mintex brake pads which definitely have more retardation than the customary Ferodo but, unfortunately, have a high wear rate and, for some incredible reason, this had doubled in the race compared to what we'd found in testing. The more I used the brakes, the lower the level would get in the front master cylinder. Now on that fateful lap, Cheever was giving me a real hard time as I was lapping him. Contrary to what people said afterwards, my lap speeds were constant in the race although at that late stage, they all thought I'd "gone for gold" and was trying to catch Derek Daly. What had happened was that his tyres had gone 'off', which we suspected they might, (and that's one reason why we started the event on a harder compound tyre, making sure that we'd be there at the end). So far, it was all working to plan. Then Cheever made life difficult going into the chicane and I had to brake very hard as he came across me. In retrospect, I feel that's probably what did it. I reckon that the centrifugal force pushed the fluid to the top of the master cylinder, thereafter filling it with air. I negotiated the chicane, dabbed the brakes for Redgate and charged off down the hill towards the Old Hairpin which requires quite a definite 'brake' and a change down to fourth gear. As I went to brake, the pedal went right to the boards and two things happened. As I'd taken the car out of gear at the same moment, I couldn't actually heel 'n toe to get another gear 'cos my brake pedal had gone too far down for me to get my heel back onto the throttle. So, in an instant, I had no retardation from the gearbox and just rear brakes. The result was that the car just whipped round.

What were your immediate thoughts?

My first thought was "shit"; while my second, as I was getting back onto the circuit was 'they'll all say I've blown it'. I've been in motor racing long enough to know that the pundits don't wait for explanations. They tell you what they think. It's quite unusual, but some people don't even take into account what equipment a driver is using. Look at this year.

I've done very well. It's a bit like Alan Jones in some respects. All of a sudden, Alan's a 'superstar', He's been a really good driver for a number of years, yet he's never had the equipment. People have come to me in the past and said: 'I don't think Jones is going to make it, do you?' It's crazy and, yet, I know the same people say that about me. When we started in Formula 2 this year, all of us at Toleman had exactly the same problem. To be perfectly honest, the Toleman team was thought to be a bit of a poser's paradise in some respects. People didn't think it was a serious effort and that they'd got a driver who was bolshy, over the hill



Two of the most experienced men in Formula 2 — Eddie Cheever and Brian Henton.

and completely uncontrollable. But, when it all boiled down, it was a very very meticulous deal, shrewdly put together by Alex Hawkridge and Ted Toleman and the whole operation worked fantastically well. In fact it was the best team I've ever worked for. Not only that, the actual support we got all year from the mechanics was incredible. You go and ask them what it's like working with me as a driver. I think you'll find that a lot of those stories that have been going around about me are just hearsay and built up out of things that happened eight years ago.

Did the pressure at Donington worry you at all?

When Surer turned around on the public address system and said that he'd cracked me under pressure, I could have wrung his neck. That man does not know what I have suffered in the past. The pressures at Donington were minimal to what I've suffered before. I can tell you that now. Take 1977 for instance. That was the worse year I've ever experienced in my life.

That's when you tried to run your own Grand Prix team and found the doors slammed in your face at every conceivable opportunity by the Formula 1 fraternity. Why is it that people take this attitude towards you, particularly those in Formula 1? For instance, over the past couple of seasons, Formula 2 drivers like yourself have been 'written-off' by the Grand Prix circus. Is anyone to blame?

I think it's entirely down to the press. They should bear the brunt of the responsibility. The simple reason is that Formula 1 people are quite insular in their outlook and obviously the only information they get, whether it's a team in Germany, Italy or wherever, is what they read in their respective motor sport magazines. In England for instance, Formula 2 has never been a well promoted formula and it's Formula 3, which happens nearly every weekend and gets more publicity, where the people are looking at the moment. Now to drive an F2 car is much more difficult than an F3. However, you could take someone out of F3 and put him into a well set-up F2 car and he'd be quick, of that I'm sure. But the problem occurs when that man has to try and sort that F2 car out. That's where it becomes difficult and that's where F2 is just like F1. Now you do have exceptions. Like Nelson Piquet. He's very talented but not everyone's like that.

Talking of Piquet, he got into Formula 1 after winning a British Formula 3 championship and, in 1974, you did virtually the same. But it all went wrong yet again. Why?

That's right. I had two F1 offers in 1975 and of them, I chose Lotus but, in all honesty, I wasn't ready for F1. Yet, to come back two years later, with a half-baked team . . . well, at least we had enthusiasm! In retrospect, what I should have done was to put all my effort into racing a full season of F2, do well, and I'm

sure that I'd have got a reasonable F1 offer for the following year.

Have you ever felt that you're not wanted in Formula 1? Do you think there is some particular reason?

No, I don't think so. Everyone knows nowadays that getting an F1 drive isn't all down to talent, although it helps! You've got to be the right nationality and you've got to be promotable to the sponsor. There are many reasons. Just look at my relationship this past year with Alex Hawkridge. We've got on like a house on fire and that's the difference between being integrated into a team or being an outcast.

Do you think that what you've done this year for the Toleman Group, proving yourself worthy of the European title in everything but name, has come too late in your career?

No, and the joke of it all is that at 32 years old, I'm an old F2 driver yet a young F1 driver. If I get into F1 — and I still intend to — I'll be one of the youngest there! You're talking about Carlos Reutemann who's regarded as a 'superstar' all of a sudden at 36 years old. You're talking about Mario Andretti who's a World Champion at 38 years old. You're talking about Clay Regazzoni who's still winning races at 40 years old. The thing about motor racing is motivation. It's like next year. If I do F2 again, I'll be as determined, if not more so, to win the races than I have been this year. Now you may get someone like Cheever who, when he's 28 years old, will have done 10 year's racing and may possibly have lost his motivation to go faster. Now every time I get into a race car, I am never satisfied. I have never yet been satisfied with any race I've done, any testing I've done nor any fastest lap. If I do a time that is 1sec under the lap record, then I want to go 2secs faster. I think that's the difference and that's what I mean by motivation.

You first raced for the Toleman Group in the Argentine F2 Temporada towards the end of last year. You've now completed your first full season with them. How did you find working for such a large organisation?

The astounding thing is that it's like being in a different sport. To me, the Toleman set-up is almost as different and diverse as golf or tennis. And yet it's still called motor racing. Having raced without any money and all the pressures that go with it, I wonder why, and how, I've done it in the past. Now I know what it's like to be with a proper team that has competitive machinery and all the rest. I just don't see how you can compete like I once did. What has become apparent to me is that you've got to have a set-up like the Toleman Group if you're ever going to win a championship. For F2 nowadays you need £150,000 to get everything into its right perspective otherwise you're never going to win anything.

Rockers, but no mods

The Technical Editor reports on the London to Brighton Run.

The London to Brighton Run, commemorating the original 1896 event, took place on Sunday. Once again, the RAC celebrated the emancipation of the horseless carriage, from the days when any mechanically-propelled vehicle must follow a man on foot.

The show adhered to the tradition of earlier Runs, when continuous rain was considered normal, but at least the weather was reasonably warm. The Technical Editor represented AUTOSPORT with his 1903 Panhard et Levassor, which he has driven in every Brighton Run since before the war. We spent the preceding night in the Gloucester Hotel, Harrington Gardens, where the veteran cars received luxurious accommodation in the underground garage, but Chris Jaques had a special enclosure for his Panhard above ground, because it exceeded the maximum height of 6ft 6in.

Enthusiastic crowds filled Hyde Park, where the 1894 1½hp Benz of P G Palumbo, with Sam Clutton as co-driver, was flagged away first at 8 am, to tumultuous applause. Number 2, the similar car of R Goldsmith, received a certain amount of barracking when it stalled on the line.

Very early veterans, particularly those with trembler coil ignition, are often temperamental when rain penetrates their mechanism, and there were many breakdowns, most of them mercifully trivial, before the renowned adventure had truly begun. It was much appreciated that among our well-wishers at the start were Bette Hill and Eba Grant, the widow of our founder.

Right at the beginning, the De Dions of Mrs Moore and A Martini were disinclined to take part, as was Black's Panhard, and R F Collinson's New Orleans had an elaborate tool kit spread around it. Still in Hyde Park, M Walmsley allowed his lady passenger to push-start his 1901 Mors, which had curious tyres composed of solid rubber balls — who's for tennis? Monsieur Tramel from France had to undertake some revision of his 1896 Delahaye and J C Leake from USA had a minor problem with his 1902 Locomobile Steamer — steam cars proved intractable, but this is not unusual. That was in Gloucester Place, and so was an investigation of John Corry's 1902 Benz, which is perhaps not the most reliable of cars, as he might forgive me for saying.

Near parliament Square, Lord Montagu paused with Count Labia's De Dietrich, but he made up time and caught us before Brighton, while I Ahlquist from Switzerland seemed worried about his 1901 Delin, as was M Ekstromer from the same country with his single-cylinder Darracq.

Almost incredibly, the weather did not discourage

the spectators and they lined the pavements, waving and cheering. As we began to reach the outskirts of London, however, it was noticeable that there were fewer modern cars following the Run. Their owners preferred to park their vehicles and watch from the side of the road, which made the journey easier for the veterans. I had a particularly easy trip because the Panhard handles better than most modern cars on a slippery surface. Nevertheless, we were baulked by the tender cars and trailers of some entrants, who risked disqualification by having their mechanics in too close attendance.

At Brixton Hill, P Grard from Belgium was grappling with hot metal on his 1901 Renault and we were sorry to see Bernard Garrett pulling on the fly-wheel of the 1896 Lutzmann, endeavouring to re-start the huge, open-crank engine. In Streatham High Road, the James and Browne of the City and Guilds College pulled off the road for urgent attention. A J Mothersele's Milwaukee Steamer also required skilful nursing. The event was sponsored by Renault and we overtook their 4½hp works entry of 1900, with one cylinder and no turbocharger, at Bensham. Around Croydon, Alec Hodson's Locomobile Steamer was hidden in clouds of vapour and obviously in dire trouble, while Lord Strathcarron seemed vexed with his 1903 Georges Richard brougham, but he was later seen going well near Brighton.

Plenty of steam

At Horley we caught and overtook several of the pre-1900, solid-tired veterans, going well with plenty of steam from their evaporative cooling, but Cecil Bendall passed our Panhard with his 1903 Renault racing two-seater, with terrifying noises from the transmission. Other racing cars that came flying past were Jack Sears's 1904 Mercedes and the similar car of F Maizub, while G Wingard had brought a very fast 60hp Fiat from the USA. In the wide open spaces of Sussex, J Carter was able to give the 1903 20hp Thornycroft its head. The two 60hp Mercedes of Roger Collings and Peter Hampton, with 9 litres apiece, had left just before our 7hp Panhard at the start, and were rather naturally soon out of sight.

The troubles of modern motoring did not afflict us, for you can have no windscreen wiper problems when you are without a screen. The heating came in a bottle, which was dispensed by Henri Saux when he was not busy with the camera. As for flashing the lights, it was only a question of striking a match and turning up the wicks.

Some of the hills, which modern motorists might



Shortly after 8.00am, and P. G. Palumbo is the first to set off from Hyde Park in the oldest car on the Run, his 1894 1½hp Benz.

scarcely notice, enliven the latter part of the journey before the Pylons are reached. A low-powered veteran like the Panhard, carrying four people and many tools and spares, calls for much gearchanging to keep the engine in the 800 to 1200 rpm band, but all the mountains were finally surmounted and none of the passengers had to push. Because there was less baulking than usual by modern cars, we reached Brighton about a quarter of an hour sooner than expected. If the freedom from traffic was due to the rain, then let it rain in future, say I, for driving a good veteran can be even more fun on slippery roads, while the spectators seemed to care nothing for the wet conditions — there was a splendid display of umbrellas.

After lunching at Brighton chez Renault, we set off for Kent in the Panhard, covering much of the course in reverse. One car, of which the number was not visible, was being pushed in to finish with a dead engine, in the Sammy Davis tradition. In general, though, the competitors who were still struggling seemed cheerful and hopeful of finishing. Wet weather plays havoc, not only with ancient ignition systems, but with the flat belts that drive so many of the early veterans.

I cannot conclude without thanking the police, who performed miracles to assist our passage under very difficult conditions. The world's most popular motoring event could not take place without their benevolent supervision.

Left: Its occupants were cheerful at the start, but this James & Browne became stranded in Streatham High Street. Right: C. R. Lynam's three-wheeled Sunbeam-Mabley.



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1st Jesper Villumsen — PRS RHO1 MINISTER.

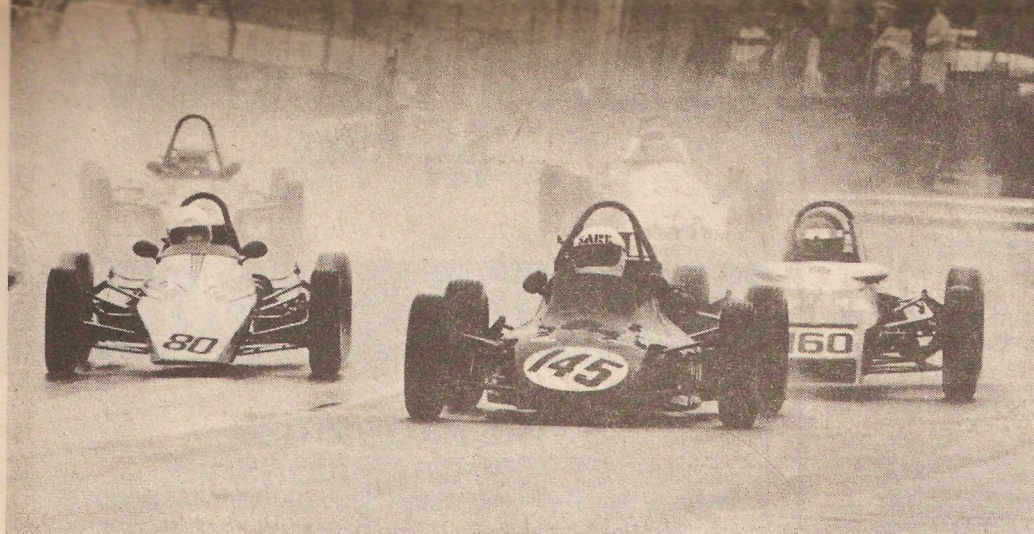
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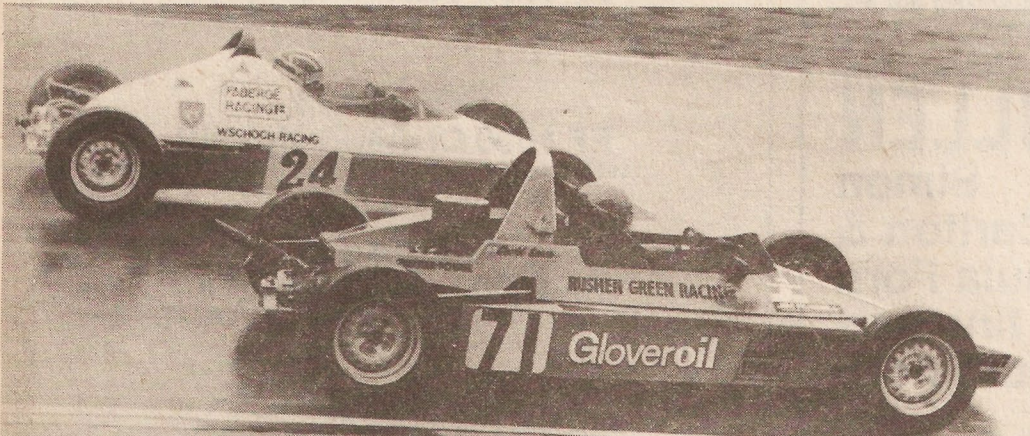


Lap 2 of the final and Donald Macleod's Sark already has the edge over Pedrick Trophy winner Terry Gray and Rick Morris's PRS.

Macleod burst

"The proudest moment of my career", was how veteran Scot Donald Macleod described his second Formula Ford Festival victory at Brands Hatch on Sunday afternoon. To win the festival in a car of one's own manufacture is a great achievement and the 33-year-old did it in convincing style. Much detail work has been carried out on the Sark 1 chassis in recent weeks and the wider track and other revisions endowed the car with fantastic traction in the appalling conditions which prevailed throughout the weekend.

Local favourite Terry Gray, hotly tipped in pre-meeting gossip, could only take the runner-up spot from Rick Morris while David Sears, arguably the best of the Brits on his Festival showing and quite worthy of a decent crack at F3 next year, started from a lowly position having had a tough time in the semi-finals, yet came through to a storming fourth ahead of Richard Morgan and the excellent Robert Gibbs. The standard of driving was generally good with few major incidents to spoil the BRSCC 'classic'.



David Sears was in sparkling form all weekend and he hauled himself up to fourth in the final from a lowly grid position. Here he passes Ed Pimm's new PRS.

HEATS

Richard Morgan, who won the Snetterton Formula Ford Festival way back in 1974 at the end of an all-conquering season, stamped his authority on the first qualifying heat. His Crosslé 32F was never challenged, while pole man Ashley Ward slotted his Ray 79F past Marc Smith's Royale RP26 to be second and Irishman Martin Boyle (Crosslé 35F) tussled briefly with Smith before settling back in fourth place. Thierry Tassin (Van Diemen) did not offer his expected challenge, and languished in fifth place.

Another dominant performance came in heat 2, where Robert Gibbs (Royale RP26) showed a clean pair of heels to Bob Higgins (Van Diemen RF79) and Russell Edmunds (Lola TS40E), who were all over the track in their efforts to outdo one another. Rob Cresswell (Van Diemen) started from the front row, and although he moved smartly down the order he would have qualified comfortably, but after a spin at Paddock he was pipped for 10th place by Gareth Lloyd's Dulon MP15.

The racing came alive in heat 3, which matched Didier Theys (Van Diemen) against David Sears, Tommy Byrne and Jim Walsh (Royales), Rick Morris (PRS) and Philippe Lambert (Crosslé). Sears's smooth progress to an easy victory was therefore all the more impressive. He took the lead when Morris ran wide out of Clark Curve on lap 3, and Walsh followed him through a couple of laps later. 'Seamus' was the most spectacular driver on the track, but he let the tail slide

a little too wide at Surtees on lap 6 and snapped into a spin. Parked off the track with a dead engine, it seemed as if Walsh had ruined his chances, but the first 10 cars were so far ahead of the rest that he had time to wait for the marshals to lend a helping hand, and still resume in that vital 10th place. A collision between Mike 'Fulmar' Taylor (Royale RP26) and Chris Cresswell (Ray) in this race was the worst incident of the day despite treacherous track conditions.

Carlos Abdala does much of his pre-race testing at Brands and started the weekend as one of the favourites to win the festival final, but he almost threw it away before the fourth heat was half over. The Brazilian's Van Diemen slid wildly out of control while tracking race leader John Davis (Sark 1), through Surtees, but Abdala recovered and slipped smoothly ahead of the Englishman with time to spare. Ian Shaw's PRS RH02 finished third a long way clear of the pack, which was headed by John Booth (Van Diemen RF79), a butcher from Rotherham.

Don Macleod last won the festival back in 1973 and he began last weekend determined to do it again, only this time in a car of his own making. The Sark dominated heat 5 in a manner that must have been ominous for his rivals, because Roberto Moreno is not a man to give in easily, and his Royale RP26 was left well behind. American Formula Fordster Dave Knapp got the hang of racing a Van Diemen set up to the British rules, and took third at the expense of Julian Bailey (Lola).

Another driver at the top of his form, Terry Gray, crushed the opposition in heat 6 of his Van Diemen

adrift after 7 laps. Danish driver Frank Ludvigsen (Tiga) and his compatriot Jesper Villumsen (PRS RH02) challenged hard in third and fourth, Michael Baker (Rostron) and Philippe Muller (PRS RH02) were lucky to emerge unscathed after Muller tried to vault over the top of Baker's car as they raced for the flag in sixth and seventh places.

Irish festival winner David Griffin had heat 7 completely tied up with only a lap to go, but his Van Diemen RF79 sheared a bolt in the steering as he dived into Paddock, and the Dubliner was lucky to step out of what might have been a nasty accident. Victory was inherited by Peter Argetsinger (Royale RP26), ahead of Willie Moore's similar car, and these two overshadowed Dave Manners (PRS RH01), Ove Skou and David McClelland (Van Diemens) and the rest. Wil Arif was pushed out of a challenging fourth place on the opening lap, and the Crosslé driver just didn't have time to recover.

One element of the Brazilian challenge was eliminated when Bolivar de Sordi fell off for no apparent reason at McLaren, while leading the final heat in his Van Diemen RF79 by a seemingly unchallenged margin. Cameron Binnie (RF79) was the grateful inheritor of first place, and he outpaced John Village's Royale RP26 to take the fastest heat of the day on a slightly improved track. A furious Martin Holman (Royale RP24) failed to qualify by fractions, having recovered from last to tenth following a first lap spin, only to spin again in the same place.

PAULINE PHILLIPS

QUARTER-FINALS

At 10am, the first 20 cars slithered down the pit lane and off round the waterlogged circuit before forming the grid for the first quarter-final, supported by Scholar engines. The impressive Robert Gibbs made the best getaway at the lights taking fast newcomer Bob 'Hurricane' Higgins with him, Richard Morgan and Ashley Ward in the promising Ray tagging along, too. The Forwardair Crosslé driver usurped Higgins at half-distance and sailed round the outside of Gibbs's Royale at Paddock a lap later while Ashley demoted Higgins in his attempt to stay on the pace. These four came home safely ahead of Martin Boyle's Crosslé (which got the better of Thierry Tassin's Van Diemen) and an absorbing scrap between the well driven Lola of Russell Edmunds and American Ed Pimm's new PRS.

The Hewland Engineering quarter-final brought together the Gloveroil Royale of David Sears — the RAC and P&O champion having won his only race at Brands Hatch this year the previous day — and Rick Morris in the Oakley Coachbuilders PRS in a repeat of their heat encounter. Indeed, the outcome was similar, Sears cruising effortlessly to victory by exactly the same margin, 4.5secs, to underline what an outstanding prospect he is. Tommy Byrne fought his way past an inspired Didier Theys, the Benelux champion dicing thereafter with Jim Walsh, who had carved his way past three-quarters of the field from the back of the grid on the opening tour. John Davis's Sark fell from fourth to sixth place early on before he was rudely assaulted by Carlos Abdala in a ludicrous passing manoeuvre at Clearways for which the Brazilian was subsequently penalised 10secs in his semi-final.

The third quarter-final, backed by Royale Racing, soon turned into a four-car squabble once Fernando Ribeiro had displaced Don Macleod at the head of the field. This pair were joined by Terry Gray and Frank Ludvigsen, over from Denmark with his red Tiga and going well. Roberto Moreno's Royale moved through to fourth place at Paddock on lap 5 but up front, Macleod was making the most of the Sark's incredible traction out of clearways to move alongside Ribeiro at Clark Curve every lap, only for the engine to cut out for a couple of hundred yards each time with a mysterious carburettor fault. Nevertheless, the Scot was in determined mood, swapping places continually with Gray and still attacking the leader. Ribeiro's efforts to withstand the pressure were ultimately successful although his tactics were deemed by the stewards to be suspect — his win stood but another young Brazilian would start a semi-final from the back of the grid as a result. Moreno nipped by Gray on the last lap with Macleod tucked right in behind Terry who ran into Don last time round.

The last qualifying race at this level, the Van Diemen International quarter-final, was fittingly won by a representative of Ralph Firman's Norfolk marque, the underrated Cameron Binnie. The Indescon backed driver coped masterfully with the conditions as the rain began to fall once more, drawing away from Euroseries champion John Village all the while. Dave Manners (Cooper Tools PRS), American Peter Argetsinger (Pagan Man Royale), David McClelland (Walshe Builders Merchants Van Diemen) and Willie Moore (Royale) struggled over third position with Argetsinger, driving cautiously and cleanly, taking the place from North of England champ Manners, who enjoyed a protracted tussle with the hairy Moore. One of the best performances was put up by Rob Tennant who lost his Royale RP24 at Clearways on lap 2 and strove mightily to regain a top 10 qualifying position.



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2nd THIERRY TASSIN
6th TERRY GRAY
10th CAMERON BINNIE

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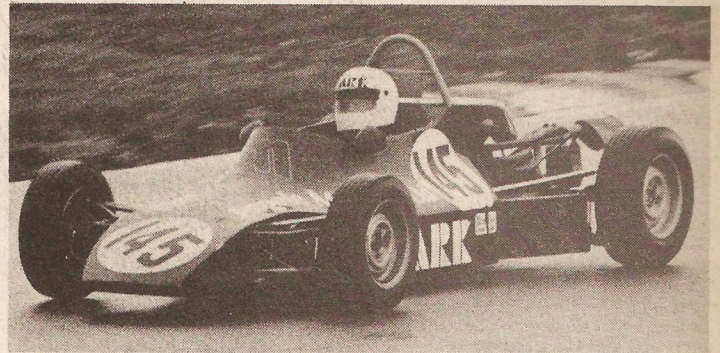
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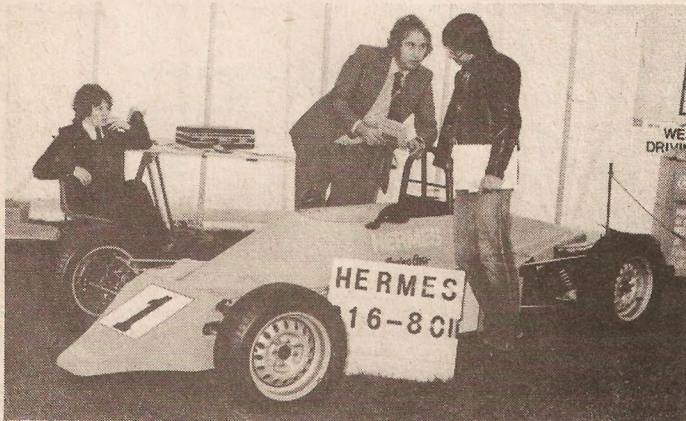


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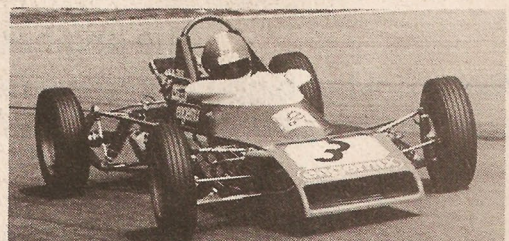
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SEMI FINALS

Race lengths were upped to 12 laps for the semi-finals, the first of which was backed by Peter Stone of B&D Steels (Southern) Limited with Image Race Cars. Sears, from pole position, got the drop on Morgan and Morris with Ashley Ward and Robert Gibbs — in the second Rushen Green run Royale—moving ahead of Byrne's Lodge Corner Agencies Royale from the start. Jim Walsh had a heartstopping moment in the middle of the pack at Paddock, spinning the Crompton Lighting Royale down the hill, rejoining miraculously unscathed. Carlos Abdala had by now stormed off the back row with his 10 secs penalty and, although it took him only a couple of laps to catch the tailenders he fell off at the bottom of Paddock, his chances of making the final gone. Ward, too, had thrown it all away with a spin at Surtees ending a good showing. Thus Morris, who had been all over the grass at Surtees on the opening lap, pulled away from Morgan who was under attack from the combined forces of Byrne and Gibbs, this pair clear of Philippe Lambert's Jubilee Crosslé. But what of Sears? Gentleman Jack's son had gyrated at Surtees on lap 3, falling to 13th place by the time he rejoined the circuit — another fight was now on, Walsh having already won his battle to get into the top 10 again.

So the jubilant Morris stormed past the flag unchallenged, his experience and class keeping him clear of Morgan, Byrne, Gibbs, Lambert and Walsh after a fine drive. Amazingly Sears, with phenomenal composure had hauled his way through to seventh place and was dicing with Jim as they finished clear of Didier Theys, Bob Higgins and Ed Pimm. Edmunds and an off-form Tassin diced hard in the closing stages as the leading non qualifiers.

Terry Gray's works Van Diemen made a superb start to take the lead of the Bristol Street Motors semi-final from the second row. Roberto Moreno had hit the front by Druids, though, Gray and the black Sark immediately detaching themselves from the pursuing bunch to give chase. Macleod's charge came at the mid-point when he hustled past the blue Van Diemen at Druids and inside the yellow Royale at Surtees for the lead, the canny Scot extending an advantage of over 5secs to demoralise the opposition in the closing laps. Gray and Moreno lunged for the line side by side with Binnie merely $\frac{1}{2}$ sec adrift and ahead of the duelling Argetsinger and Village. Davids, Manners and Knapp, Ove Skou's Van Diemen and Ludvigsen claimed the remaining final places edging out Ribeiro who caught them on the penultimate lap but paid dearly for his earlier indiscretions. Poor Rob Tennant had another spin which wrecked his chances of qualifying.

FINAL

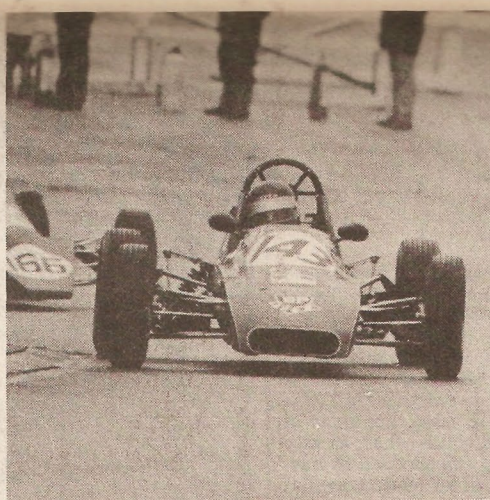
The grand finale, staged well ahead of schedule with the darkness descending, had the two old hands Macleod and Morris on the front row with reigning Townsend Thoresen champion Gray. Morgan's Crosslé and Moreno's Royale shared the second row with Byrne, Binnie and Gibbs, Argetsinger and Lambert heading the qualifiers. Languishing back in 14th place on the grid, though, was Sears with much to do and only 15 laps in which to make his point.

As expected, Gray on the drier outside line, got away rapidly to head Macleod and Morris with the rest enveloped in a huge ball of spray as they rounded Paddock. The Sark constructor had to wait only until Graham Hill Bend on lap 2 for a chink in Gray's armour to appear and, when Terry moved wide on a slightly drier line, Macleod simply aquaplaned through the river which had reappeared and was not seen again. At five laps Don had opened a gap of 5secs to Gray in effortless fashion. Morris held third from Morgan, Moreno and Binnie while, further down, Sears had taken but four laps to push the bright orange Royale into the top 10, ascending the order methodically and with great panache thereafter.

The battle for seventh place raged for several laps between Lambert, Argetsinger's yellow Royale, Gibbs, Sears, Knapp (making some impression in Jonathan Palmer's regular car) and Walsh. While Macleod reeled off the laps to repeat his 1973 Festival success, treating the conditions with contempt, Gray and Morris could only follow, close together but an unreal 10.8secs in arrears. Gray had altered the camber angles and settings to excess on the Van Diemen and paid dearly while Rick philosophically offered that he was clearly outdriven on the day — the best man won.

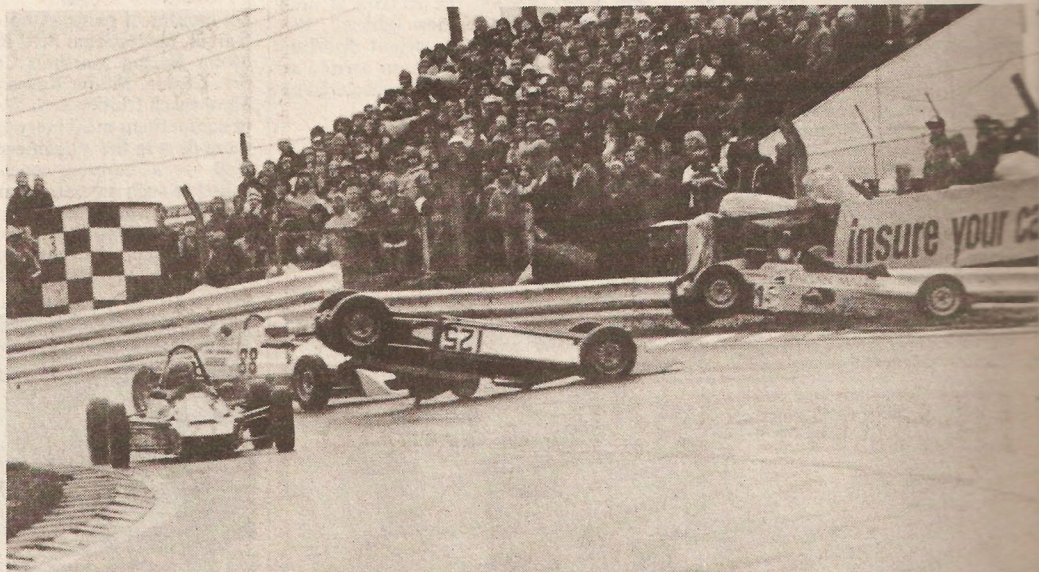
To many eyes, though, the drive of the weekend was put up by David Sears, so cool and unflustered in the Rushen Green Royale. On each lap he set his sights firmly on another target ahead and each time he swept by, taking Argetsinger, Theys, Gibbs, Binnie, Moreno and Morgan in quick succession to earn a fabulous fourth place overall. Morgan (in an outdated Crosslé remember), and the maturing Robert Gibbs completed the top six.

A disturbing incident on lap 8 served as an unpleasant reminder of the dangers of motor racing. Peter



Dane Frank Ludvigsen (Tiga) finished 11th in the final.

Argetsinger, running a competitive ninth, was rammed hard from behind by Dave Knapp's Van Diemen which had barrelled into Paddock seemingly unretarded. Knapp rode up over his countryman's rear wheel, flipped, and hurtled sickeningly across the track upside down in a shower of sparks from the roll bar. The car then bounced over the kerb and landed on top of the armco, the full force being taken by the side of the chassis. Ambulances rushed to the scene with



The only serious incident on Sunday: Dave Knapp's Van Diemen has flipped having sent the hapless Peter Argetsinger towards the barrier — and a painful message.

The BRSCC Formula Ford Festival Brands Hatch November 3/4 1979

Heat 1 (7 laps): 1, Richard Morgan (Crosslé-Minister 32F), 7m 17.8s, 69.28mph; 2, Ashley Ward (Ray-Auriga 79F), 7m 20.8s; 3, Marc Smith (Royale-Titan RP26), 7m 22.1s; 4, Martin Boyle (Crosslé-Minister 35F), 7m 22.5s; 5, Thierry Tassin (Van Diemen-Auriga RF79), 7m 28.3s; 6, Ed Pimm (PRS-Minister RH02), 7m 31.3s. **Fastest lap:** Smith, 1m 01.4s, 70.57mph.

Heat 2 (7 laps): 1, Robert Gibbs (Royale-Minister RP26), 7m 16.0s, 69.57mph; 2, Bob Higgins (Van Diemen-Scholar RF79), 7m 21.8s; 3, Russell Edmunds (Lola-Minister T540E), 7m 23.1s; 4, Allen Crawford (Royale-Scholar RP24), 7m 25.9s; 5, Alfonso Toledano (PRS-Minister RH01), 7m 27.6s; 6, Ken Chattaway (Van Diemen-Scholar RF78), 7m 41.1s. **Fastest lap:** Gibbs, 1m 00.9s, 71.15mph.

Heat 3 (7 laps): 1, David Sears (Royale-Minister RP26), 7m 08.1s, 70.85mph; 2, Rick Morris (PRS-Scholar RH01), 7m 12.6s; 3, Didier Theys (Van Diemen-Scholar RF79), 7m 12.7s; 4, Chris Reynalds (PRS-Minister RH01), 7m 14.7s; 5, Tommy Byrne (Royale-Minister RP26), 7m 15.0s; 6, Philippe Lambert (Crosslé-Minister 32F), 7m 17.9s. **Fastest lap:** Sears, 59.8s, 72.46mph.

Heat 4 (7 laps): 1, Carlos Abdala (Van Diemen-Auriga RF79), 7m 13.9s, 73.46mph; 2, John Davis (Sark-Scholar 1), 7m 14.8s; 3, Ian Shaw (PRS-Minister RH02), 7m 15.2s; 4, John Booth (Van Diemen-Scholar RF79), 7m 27.9s; 5, Maurice Dunne (Van Diemen-Auriga RF79), 7m 28.0s; 6, Roy Paggiacci (Royale-Minister RP24), 7m 29.4s. **Fastest lap:** Shaw, 1m 00.7s, 71.38mph.

Heat 5 (7 laps): 1, Donald Macleod (Sark-Scholar 1), 6m 58.1s, 72.54mph; 2, Roberto Moreno (Royale-Minister RP26), 7m 02.3s; 3, Dave Knapp (Van Diemen-Auriga RF79), 7m 06.1s; 4, Julian Bailey (Lola-Minister T540E), 7m 12.3s; 5, Tony Trevor (PRS-CES RH02), 7m 14.5s; 6, Anthony Reid (PRS-Minister RH01), 7m 15.2s. **Fastest lap:** Macleod, 58.0s, 74.71mph.

Heat 6 (7 laps): 1, Terry Gray (Van Diemen-Auriga RF79), 6m 52.9s, 73.46mph; 2, Fernando Ribeiro (Van Diemen-Minister RF79), 6m 59.0s; 3, Frank Ludvigsen (Tiga-Nelson FF79), 7m 00.4s; 4, Jesper Villumsen (PRS-Minister RH02), 7m 00.6s; 5, John Hutson (Merlyn-Minister MK24), 7m 10.0s; 6, Michael Baker (Rostron-Auriga CT78), 7m 11.5s. **Fastest lap:** Villumsen, 57.5s, 75.36mph.

Heat 7 (7 laps): 1, Peter Argetsinger (Royale-Auriga RP26), 6m 50.5s, 73.89mph; 2, Willie Moore (Royale-Alan Smith RP26), 6m 50.8s; 3, Dave Manners (PRS-Auriga RH01), 6m 55.0s; 4, Ove Skou (Van Diemen-Auriga RF79), 6m 55.3s; 5, David McClelland (Van Diemen-Scholar RF79), 6m 55.5s; 6, Hans Volker (Crosslé-Titan 35F), 6m 58.1s. **Fastest lap:** David Griffin (Van Diemen-Auriga

RF79), 56.4s, 76.83mph.
Heat 8 (7 laps): 1, Cameron Binnie (Van Diemen-Auriga RF79), 6m 42.3s, 75.39mph; 2, John Village (Royale-Auriga RP26), 6m 44.0s; 3, Rob Tennant (Royale-Titan RP24), 6m 45.8s; 4, Tom Brown (Van Diemen-Scholar RF78), 6m 50.9s; 5, Kenny Gray (Pacer-Ford FF79), 6m 57.0s; 6, Carel van Hoogenhuyze (Crosslé-Nelson 30F), 7m 01.7s. **Fastest lap:** Binnie, 55.8s, 77.65mph.

SUPPORTING RACES

A ShellSport Sunbeam race for FF1600 constructors was shortened to eight laps in treacherous conditions only Howard Drake of Elden, Mike Thompson of Rostron and Harry Goodman for Saracen showing mastery. Through to fourth came the capable Pat Symonds (Royale) after most of the others had lost control of their mounts. Sparton's Paul Jackson led initially before spinning at Paddock where Alan 'Image' Langridge also went off in a big way. Quite how Mark Thatcher 'qualified' for a drive we know not, but his race was punctuated by two spins and a pit stop to remove a heater duct from his lap. A tedious farewell to Debenhams Escort racing was a three-horse race between George Polley, Barry Lee and champion Billy Burke who split the hot-rod men at the flag. Polley maintaining his advantage throughout. Only Stuart Cole stayed remotely in touch.

MARCUS PYE

Scholar Automotive Developments quarter-final 1 (10 laps): Morgan, 10m 19.2s, 69.98mph; 2, Gibbs, 10m 19.9s; 3, Ward, 10m 20.3s; 4, Higgins, 10m 21.5s; 5, Boyle, 10m 29.9s; 6, Pimm, 10m 30.1s. **Fastest lap:** Morgan and Ward, 1m 00.8s, 71.27mph.

Hewland Engineering Limited quarter-final 2 (10 laps): 1, Sears, 10m 11.4s, 70.87mph; 2, Morris, 10m 15.9s; 3, Byrne, 10m 16.3s; 4, Theys, 10m 20.0s; 5, Jim Walsh (Royale-Minister RP26), 10m 20.9s; 6, Shaw, 10m 22.9s. **Fastest lap:** Sears, 59.9s, 72.34mph.

Royale Racing Limited quarter-final 3 (10 laps): 1, Ribeiro, 10m 25.4s, 69.28mph; 2, Moreno, 10m 26.0s; 3, Gray, 10m 26.2s; 4, Macleod, 10m 26.3s; 5, Bailey, 10m 26.9s; 6, Knapp, 10m 27.1s. **Fastest lap:** Knapp, 1m 00.3s, 71.86mph.

Van Diemen International quarter-final 4 (10 laps): 1, Binnie, 10m 23.4s, 69.51mph; 2, Village, 10m 26.3s; 3, Argetsinger, 10m 27.7s; 4, Manners, 10m 31.5s; 5, Moore, 10m 32.1s; 6, Skou, 10m 32.6s. **Fastest lap:** Tennant, 59.8s, 72.46mph.

B&D Steel with Image Race Cars semi-final 1 (12 laps): 1, Morris, 12m 39.0s, 68.51mph; 2, Morgan, 12m 42.5s; 3, Byrne, 12m 44.1s; 4, Gibbs, 12m 46.8s; 5, Lambert, 12m 52.4s; 6, Walsh, 12m 56.6s. **Fastest lap:** Sears, 1m 01.7s, 70.23mph.

Bristol Street Motors Rallye Sport semi-final 2 (12 laps): Macleod, 12m 7.5s, 56mph; 2, Gray, 12m 33.1s; 3, Moreno, 12m 33.1s; 4, Binnie, 12m 33.6s; 5, Argetsinger, 12m 39.1s; 6, Village, 12m 39.4s. **Fastest lap:** Macleod, 1m 00.8s, 71.27mph.

BRSCC Formula Ford Festival final (15 laps): 1, Macleod, 15m 17.0s, 70.88mph; 2, Gray, 15m 27.8s; 3, Morris, 15m 28.3s; 4, Sears, 15m 29.4s; 5, Morgan, 15m 32.8s; 6, Gibbs, 15m 33.2s. **Fastest lap:** Sears, 1m 00.1s, 72.10mph.

ShellSport Sunbeam special event race for FF1600 constructors (8 laps): 1, Howard Drake, 9m 34.3s, 60.36mph; 2, Mike Thompson, 9m 38.9s; 3, Harry Goodman, 9m 43.5s; 4, Graham Fuller, 9m 48.2s; 5, Colin Smith, 10m 15.9s; 6, Paul Jackson, 10m 17.6s. **Fastest lap:** Drake and Jackson, 1m 09.2s, 62mph.

Debenhams Escort Challenge race (10 laps): 1, George Polley, 11m 28.0s, 62.98mph; 2, Billy Burke, 11m 28.2s; 3, Barry Lee, 11m 28.7s; 4, Stuart Cole, 11m 34.4s; 5, David Grimshaw, 11m 46.3s; 6, John Bishop, 11m 47.0s. **Fastest lap:** Lee and Cole, 1m 07.4s, 64.29mph.

Slick-shod methanol Formula Talbot series

As exclusively revealed in *AUTOSPORT* (*Sports Extra*, October 18), Motor Circuit Developments is launching a new methanol-fuelled single-seater racing formula for 1980. To be known as Formula Talbot, it will be organised by the BRSCC, who will administer a 12-round series.

The prototype Formula Talbot was unveiled in London last week. The Royale RP28M has the outward appearance of a Formula Ford, but is powered by a Talbot Sunbeam 1600ti engine, converted to run on vegetable-based methanol fuel. To cope with the increased speed — remember that the methanol-fuelled ShellSport Sunbeam raced in June was 20mph faster than the petrol-fuelled version — Formula Talbot cars will run on M & H racing tyres.

The formula has been conceived by John Webb of MCD, Jackie Epstein and Talbot. Epstein runs the Brands Hatch-based fleet of ShellSport Sunbeam celebrity cars and was responsible for the methanol fuelled saloon. The engine for the prototype Royale has been converted by Auriga. Engines will be available through Epstein Enterprises at Brands, the company also being able to assist competitors in obtaining fuel supplies.

The feeling is that, although there is no current petrol problem affecting motor racing, the sport should be seen to be taking an interest in alternative fuels. Methanol, although immediately available, is not necessarily the right answer,

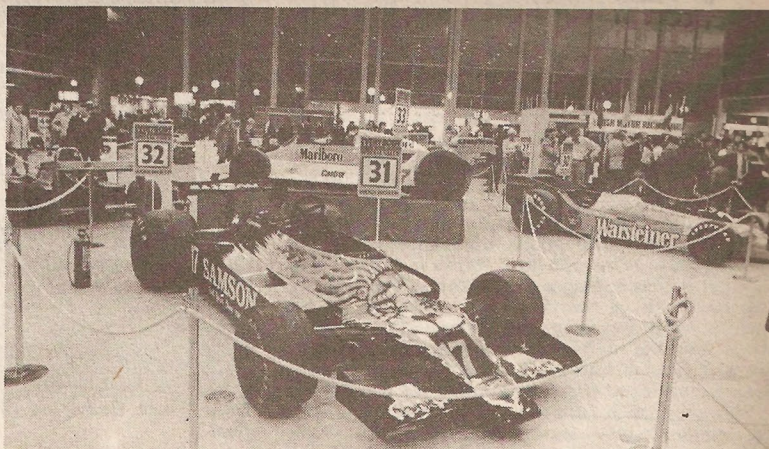
and the RAC Motor Sport Council have recently formed a special committee to report on other possibilities.

Peter Browning, Executive Director of the BRSCC, is hoping that the new formula will syphon off some of the excess in Formula Ford entries. He said: "There are now so many hundreds of standard FF1600s around that, as race organisers, we are embarrassed by having to turn away of so many potential entries. Formula Talbot will provide an alternative outlet for this excess of interest."

Testing of the prototype will start at Brands Hatch soon, with Mark Thatcher doing some of the driving, although we hear that Syd Fox — well-respected for his chassis-sorting abilities — will carry out the bulk of development work. The performance is expected to be nearer to that of FF2000 than FF1600.

Although based on the previous RP26 and RP27 chassis, the RP28M is described as "a totally new vehicle", the "suspension geometry, weight distribution and inertias having been arrived at to obtain good handling characteristics on the M & H tyres.

Formula Talbot Championship 1980: May 5, Brands Hatch; May 26, Mallory Park; Jun 8, Snetterton; Jun 22, Brands Hatch; Jul 19, Oulton Park; Jul 27, Snetterton; Aug 3, Mallory Park; Aug 10, Snetterton; Aug 25, Castle Combe; Sep 7, Mallory Park; Oct 4, Oulton Park; Oct 19, Brands Hatch.



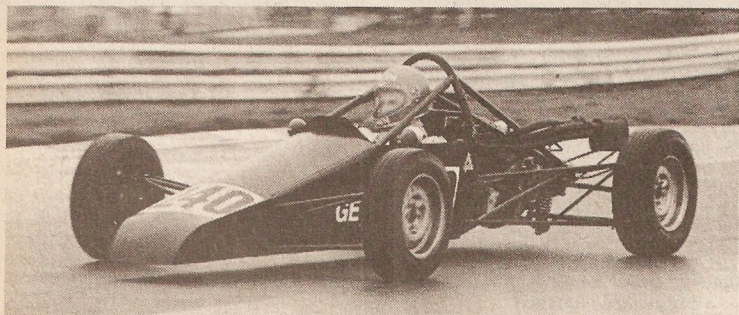
The central display with the lion-liveried Shadow in the foreground.

Here at last a real racing car show

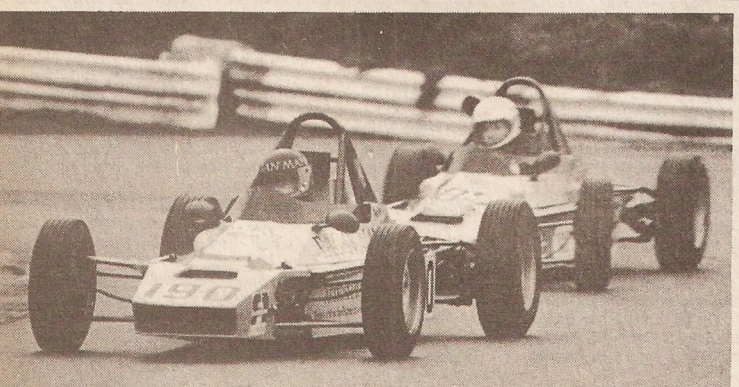
Six months of painstaking work by Ray Darvill, the National PRO for the British Motor Racing Marshals Club, saw the first Central Milton Keynes Racing Car Show reach fruition with over £1m worth of competition machinery on display for three days in the magnificent Middleton Hall — a covered concourse ideally suited to such an extravagant and lavish venture within the Central Milton Keynes shopping area. That the organisers had done their sums correctly was amply demonstrated by the fact that

over 100,000 people visited the show — many obviously viewing racing cars at close quarters for the first time — attracted no doubt by the free admission, not to mention the energetic promotion around the 'new City'. Even newcomers will have left the show quite conversant with much of the technical jargon which surrounds motor sport thanks to Tony Tobias's excellent programme which was both informative and entertaining, a most worthwhile souvenir of the event, proceeds from which will go

Milton Keynes residents could see their local team's latest Arrows.

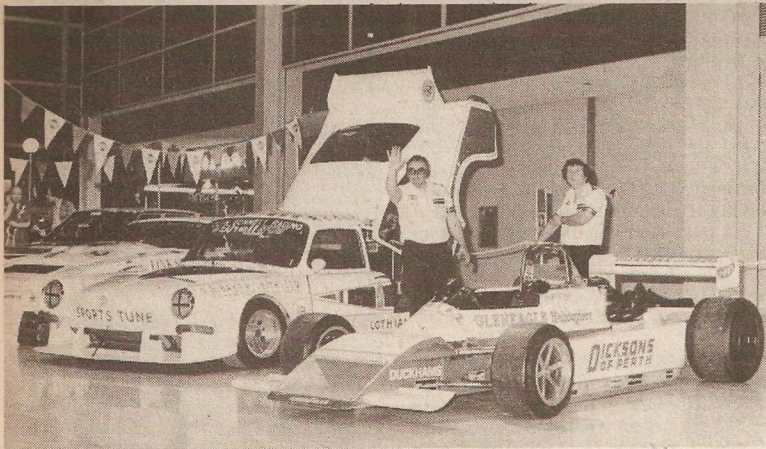


"...and now on BBC1 it's time for another journey through time with Tom Baker in *Dr Who*. Last week the Doctor finally put an end to the Daleks but this week he faces a new threat from — the Getems". Seriously, though, remember the ingenious FF1600 car which Alan Brunning and Andy Best campaigned with success two or three years ago? This is the latest Getem, penned one more by Brunning and driven at the Formula Ford Festival by former Mini 1000 exponent Derek May. A very strange looking device indeed, the Scholar-powered machine incorporates inboard suspension at each end and a very narrow, slab-sided chassis. The Getem retired from its heat but don't be surprised to see it going well soon.



American Formula Ford driver Peter Argetsinger performed most respectably in last weekend's Formula Ford Festival at the wheel of a Royale RP26 with backing from Pagan Man Aftershave and Chinell Engineering. Peter began the season as one of two works drivers for Hawke but was hit by the closure of the company and therefore was forced to look elsewhere for a competitive drive. Unfortunately, Peter's Festival ended in an accident with fellow-American Dave Knapp at Paddock during the final in which his Royale was very badly damaged but he still hopes to have the car back in one piece again for the next Kent Messenger Championship race at Brands Hatch on November 18.





Colin Bennett waves cheerily from between Dickson's March and the DFVW.

towards continuing safety in British racing.

The BMRMC achieved a major coup by persuading Lotus Cars to provide a 79 in Martini colours for a nominal sum (normally the hire of a car for exhibition purposes costs around £6000 per week!) and the ex-Reutemann chassis joined the central display which housed no fewer than eight F1 cars. The Candy Tyrrell team brought along Jean-Pierre Jarier's 009 and new signing Derek Daly was in attendance on Saturday, an interview with the good-humoured Irishman going out live on BBC TV's *Swapshop* programme that morning. Anglia TV also thought the event worthy of an 8mins slot on Friday so the show will, one way or another, have reached millions of people. Bletchley-based, the Arrows Racing Team's Warsteiner-liveried A2 was a focal point for local residents while Charles Clowes was present with Rupert Keegan's Aurora championship-winning A1 chassis, occupied at various times by a pair of *Penthouse* pets. David Kenndy, runner-up in that series, had the Wolf-race Wolf WR6 under the spotlights together with a works WR7, Jan Lammers's stunning Samson Shadow and the attractive ATS D2 of Hans Joachim Stuck.

Rad Dougall's Toleman-Ralt RT2 sat on a raised plinth while the ICI March came complete with 'Dulux dog' and handler! Divina Galica's silver March 792 carried the signwriting of Grease-eaters for the occasion. The fourth F2 car present was Norman Dickson's Aurora F2-winning 792 which sat, resplendent as ever — and on loan from its nw owner Paul Gibson — on the Colin Bennett Racing 'stand' with Walter Robertson's superb DFVW which is to be extensively modified by the Warrington preparation expert over the winter. The amiable Robertson was on hand to discuss the VW-bodied De Cadenet Le Mans car in detail and threatens to be on the winner's rostrum more often in 1980.

Talking of SuperSaloons, Mick Hill's remarkable Can-Am Chevrolet-motivated Skoda was there in the attractive livery of Taylors '24' soft drinks, the Draycott driver's sponsor for the past two seasons. The massive silver beast is claimed to be the fastest saloon car in Europe and with 630bhp on tap who can doubt "Mr Superlooon". John Robinson's immaculate spaceframe Escorts have always been popular and competitive in the 2-litre division (Nick Whiting's 3.4 litre Ford GA-powered device cleaning up in the larger capacity classes) and the glorious yellow City Link example of Mike Beckett and Bob Trotter was on show, arousing interest among the public. The European G2 Open Monza was there with the Ronnie Scott's Club G2 Escort. The Hughes of Beaconsfield G1 Toyotas, Richard Lloyd's Akai Golf, Gerry Marshall's Dolomite and a pair of Capris represented the Tricentrol/RAC touring car series and the production saloon championships.

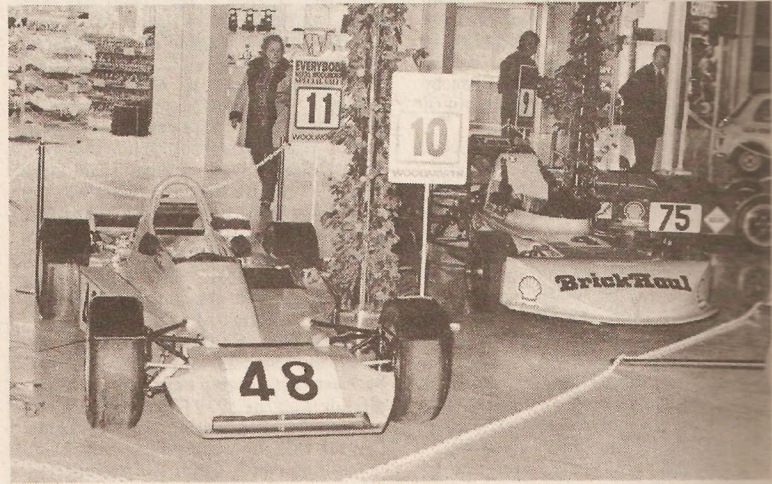
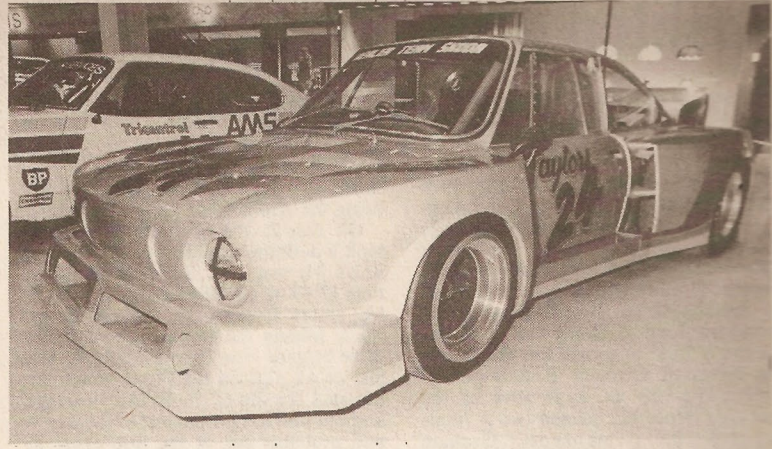
The Hitachi stand featured Phil Dowsett's multi-sponsored March 782/79B Atlantic car while Arie Luyendijk's F3 Argo and the FF2000 Reynards of David Leslie and Mike O'Brien were displayed in their customary pristine condition. Arthur Mallock showed a new U2 in chassis form along with the 'A' class clubmans hire car, will in the yellow BRS livery of Malc Engledew. Pages of Ascot showed Phil Martin-Dye's amazing 'B' class Mallock. Promotionally-minded Nick Adams and the Maclean-Hunter Tiga SC79 Sports 2000 machine represented the Chequered Flag series.

A diverse range of vehicles from other categories was also featured, notably Barry Bowles's new Blonde Bombshell (potential 'record breaker') device — each to his own I suppose — with which the man hopes not to emulate his previous antics on Pendine Sands; a Tom Walkinshaw Racing BMW County Challenge car; rally cars from Ford (Hannu Mikkola's Eaton Yale Escort), Saab (G1 99 Turbo) and Datsun (Timo Salonen's DAD-built machine); cars from the 750MC formulae and other exhibits ranging from Barry Sheene's superb Suzuki motorcycle through Dudley Wood's G5 Porsche to a Jaguar V12-powered Fiat Topolino dragster and a BRISCA stock car, alas not a NASCAR stocker.

On leaving the show after an interesting four-hour visit, making the most of an all-too-rare chance to see a wide range of racing machinery under one roof (but what, no FF1600 cars!), we went up in the space-age glass-sided lift to the neat John Lewis restaurant, which forms a gallery overlooking the exhibition floor, for refreshment and to reflect upon a most worthwhile PR exercise on behalf of the BMRMC who hope now to make the show an annual event. The latest racing cars and the Central Milton Keynes shopping precinct have much in common.

Both commodities are modern in concept; functional, clean and well presented (and not one of the machines in Middleton Hall could be described as anything but that) and built to conform to stringent regulations. These factors went hand in hand last weekend to provide quite the best show this country has seen since the demise of the National show at Olympia which has not taken place since 1975. What a pleasure to attend such a friendly and well thought-out show where exhibitors were more than prepared to answer the public's inevitable questions on fitting Sport gearboxes to roadgoing Hillman Imps with as much enthusiasm as talking them over their competition cars. After several unfortunate attempts to run racing car shows this year, the BMRMC's offering is the one that will be remembered as a success. To Ray Darvill, John Felix, John Huffer and Tony Tobias and the club members, hearty congratulations are due.

MARCIUS PYE



Top to bottom: Mick Hill's incredible Dealer Team Skoda-Chevrolet; The interesting F1300 WEV 2 of Graham Gant and Shaun Loveday poses with Mike Whatley's BrickHaul March F4 contender outside Mothercare; Next year's driver line-up for the ICI March F2 team — Derek Daly and Stephen South never looked like this pair! Unhappily this unfortunate dog was crammed, much against its will, into the cockpit of the 792; Below: The immaculate City Link Escort.



Rushton improves chances for rallycross double

By winning round nine of the 1979 Castrol BTRDA Rallycross Championship at Snetterton on October 28, Bruce Rushton (already RAC Rallycross Champion for 1979) vastly improved his chances of pulling off the double. It will be decided at the Brands Hatch final round on Sunday. Bruce has to qualify for the A final to secure the title, while the hopes of Graham Hathaway and Trevor Hopkins are kept alive by the fact that Bruce has missed two A finals out of the nine. If this happens, Graham still needs to be eight clear places ahead of Bruce and eleven of Trevor to upset the cool Midlands plans. Second place overall is similarly a close battle, Hopkins needing to beat Hathaway by four clear places to push Graham out of second slot.

WSMC and the SCCN are now recognised as 'old hands' at rallycross organising. The event was well promoted, with cars used for pre-event publicity at the warehouses of event sponsors, Kingsbury Discount Warehouses. Before the runs, the cars paraded before the large crowd, to be followed by a match race (on monkey bikes) between Trevor Hopkins and Dave Fuell, the former winning.

The 'pit' at Snetterton seems to be a thing of the past, being unpopular with both drivers and organisers. The loop that replaces it, however, rutted badly and caused several retirements due to suspension damage. The organisers, however, are understood to be planning to lay down chalk on this section, so the problem should be minimised in future.

Knowing he had a lot to do, Graham Hathaway set to with his Blue Line/Esso Escort 2 on the first runs claiming best time (2m45.3s) ahead of Rushton's Castrol Escort (2:47.7). Also maintaining his overall title chances was Hopkins in the Burton/Snap on/Castrol 2.1-litre Fiesta (2:49.3). At this stage, however, Trevor Reeves's title hopes disappeared with a series of breakages, including driveshaft and steering arm, largely due to the rough loop section. In spite of strenuous efforts by the Reeves mechanics and Tevor out on the circuit, the Dove 16-valve Mini was unable to qualify.

Four equal on run 1 were two Johns. Button, in the Bose/Central Tyre Golf, currently fifth in the championship after a late start, and Smith (Talbot Sunbeam). Sixth (2:52.9) was Barry Hathaway in his Ripspeed/Esso Mini. Class 2 Champion Trevor Smith (Chelsea BS Mini) was seventh overall and first in class (2:53.2). Nick Garner was next up in class 2 (up to 1300cc) on 3:00.5 (19th overall), and his day culminated in second in class behind Smith and the award for 'Best turned out car'. Tim Greenhill (Sign Specialists Mini)

ended up third in class, his best run being the second when he was fastest.

On run 2, the championship battle took a definite turn. Hathaway failed to finish his run, and Rushton set fastest time (2:49.3) ahead of Barry Squibb in his smart Competition Spares Escort Mk2. Joining the troubled front-wheel-drive brigade was Trevor Hopkins, who lost an oil pipe on the Fiesta which terminated the life of the BDA's bearings, and put him out for the rest of the day — and probably out of the title chase altogether. Having a very good day was Tony Merridale (Esso Escort Mk2) who set the first of a pair of third-fastest times on 2:57.8, with Colin Page (Blue Line Escort) next up on 2:58.8. The Bridge Motors/Motoring News AlfaSud of Bill Lodge really came good with a fifth fastest overall on this run, some 0.3sec ahead of local man Dave Wallis (Willhire Escort), who was on 2:59.3 for sixth. In spite of a bent rack, John Smith slotted the Talbot into seventh 0.6sec adrift of Wallis. Eighth equal were Bill Riddle (Chelsea BS Escort) and the unique Vauxhall Chevette Estate of Colin Sainsbury (3:01.3). Those well-known Chevette drivers Ron Douglas and Colin Richards had less encouraging days. Ron, who has already won the 1979 Chevette Cup, was running in and testing a new engine. Despite this, he was ninth on run 1 and seventh on run 3. Colin was less successful with a retirement after run 1.

Graham Hathaway made sure of pole in the A final by setting fastest time on run 3 (2:46.7). J Button's Autoconti Golf continued its good run of late to secure second fastest (2:50) ensuring an 'A' final place. Tony Merridale cut 7secs from his second run time for third, sharing this slot with Dave Fuell (Fabergé Castrol Escort 2). John Smith's steering problems eased sufficiently for him to set fifth fastest 0.9sec ahead of Bill Riddle (2:52.1). Douglas continued his 'running in programme' and set seventh fastest time in the process to head Barry Hathaway, Trevor Smith and Graham Standage (David Rowe Escort). Fastest 1-litre car on this run, as he was on run 2, was Phil Wilson, who was also 22nd fastest overall in both runs! Terry Clark was similarly consistent for second in class ahead of Geoff Reynolds who set fastest on run 1, but found things harder going on the later runs. Needless to say all drive Minis.

A new name came to the fore in the 'C' final — that of Tarpots Service Station. Tim Greenhill (Sign Specialists Mini) took the lead from pole, with David Stevens (Tarpot SS Escort 2 BDA) in second ahead of team mate Keith Fothergill (Tarpots SS Escort Mk1), Barry Crump (Triflon Mini), John Brundle (debuting his new Toyota

Celica in such style that he won the 'man of the meeting award), Derek Sorrow (Ripspeed Mini), and Bruce Male (Plastic Padding Mini). Mike Helm secured 24th overall but did not show for the final. After two laps in the lead Tim Greenhill succumbed to problems and ended up fifth (21st overall), leaving Dave Crump, John Brunde and Keith Fothergill. Fothergill then set about making it a Tatpots one-two, but failed to get past Barry Crump, although he did dispose of John Brundle. Brundle was nonetheless delighted with the Toyota and has great expectations of the car once a couple of first time out snags are sorted.

Ron Douglas failed to show in the 'B' final, giving him 16th overall. Trevor Smith (Chelsea BS Mini) and Dave Wallis set off at a swift pace to head Standage, Garner, Riddle, Bill Lodge and Colin Page. After pulling out a commanding lead, Trevor Smith bit a bump and had to retire, closely followed on lap 3 by the demise of Wallis. This left the ex-Graham Hathaway Escort of Graham Standage in the lead from Riddle, Garner, Page and Lodge. Page used the superior power of his Escort to get past Garner on lap 4 for third place.

Although Graham Hathaway sat on pole for the 'A' final, he is the first to admit that in the past he has fared less well in finals than his qualifying pace would suggest. Bruce Rushton did not bother with a third run secure in the knowledge



Reeves bending suspension.

he had a front row A final place by the end of run 2, and his theory worked satisfactorily as he took an immediate lead with Graham in second place.

John Button was also on the front row, but he made a bad start and it was Dave Fuell who shot through from the back row to fourth behind second row man, Tony Merridale. Merridale spun on lap 1 leaving Dave Fuell third ahead of the now-recovered John Button, Barry Hathaway, John Smith, Barry Squibb, who was then followed by the rejoined Merridale. Lap 3 saw Rushton, Hathaway and Fuell pressing on with little chance of a place change unless one had a problem. John Button lost fourth to Barry Hathaway when the bumps took a toll on his suspension, leaving Barry Squibb and Tony Merridale to follow him home.

DICK GRIFFITHS

Just a formality

In a way the final round of the National Hot Rod Grand Prix series was a formality, since those drivers who turned up to race at Wimbledon Stadium on October 20 knew that leader Mick Collard was already 26 points clear and, with a maximum of only 10 points available, clearly unstoppable. The battle was on, however, for second place. World, European and National Champion Gordon Bland, Colin Facey and Peter Stevens were all possible contenders for second place and all lying within five points of each other.

But if the field itself was somewhat depleted by the absence of Trevor Shaw and Peter Stevens, who were away in America, and Stuart Jackson, Bernie Diment, and Pete Briars, the race itself turned out to be one of the snappiest and hardest in the series, providing yet another end of season victory for Barry Lee now right back in winning form in the Total Oil Escort.

A first lap tragedy stopped the race, when East Anglian Nigel Murphy attempted to move from the inside to the outside of the track as the flag came down. Murphy clipped John Edwards and piled into the safety fence. Although the car was less damaged than it appeared, Murphy was severely concussed and was taken away to hospital. The grid was reformed and the race restarted. This time the cars got away safely and Geoff Cowley took up the lead from Ray Sellars and Alan Napier. Quickly away further back were Jerry Wilson and Lee, along with Bland.

With only a few laps gone, Lee had come through into fourth place, while Bland had received a black cross while zipping through into seventh. Collard, who had stayed on Bland's tail, was now eighth. Two laps later, the first eight were well clear of the pack with Lee struggling to get past Cowley. Facey too had come up, and now lay just ahead of Bland in fourth place, with Collard sixth and clearly unhappy with the performance of the Revolution Wheels Escort. Despite the knocks and smacks being handed out by Cowley's wide driving out of corners, Lee inched past into first place, just as Bland received a second black cross. A lap later Wilson was in

trouble as an oversteered approach to the bend spun him across the track to hold up the traffic and lose himself a lap. The obstruction, however, helped to reshuffle the leading places. With Lee now a third of a lap clear of Cowley, Collard third and Colin Facey fourth ahead of Bland, Paul Knight and John Edwards.

As Collard drove through into second place, Facey, too, brought the Powerscreen Escort into the attack, trying the outside line only to lose ground at the bends as Cowley swung out to hold onto his place. With the race half gone, Lee started running into heavy concentrations of back markers allowing Collard to close up slightly, Facey and Bland had passed Cowley and were both now gaining on Collard, while Edwards had overtaken Knight to take sixth. Not for long was Barry Lee held up. Running into clear space the ex-World Champion applied the power once more and began pulling away. Facey, as swift as ever, was now past Collard and running clear of the other cars, while Bland and Collard were now three quarters of a lap away from Cowley and Edwards.

With 10 laps to go, Lee was nearly a lap in front of Facey and lapping all but the first four. Facey tried for a while to close the gap, but Lee was just too far ahead. Collard was a quarter of a lap clear of Bland who will lead Edwards and Paul Grimer by three quarters. With five laps left, Collard's car began broadcasting smoke and falling away to let Bland through into third place. For Lee, however, the closing laps were almost a formality, as he took the flag three quarters of a lap clear of Facey. Bland, who came in third, was dropped a place for his black crossings, and was awarded fourth behind Paul Grimer, with Edwards fifth and Wilson sixth. Bland was so disgusted with his penalty that he loaded up his car and went back to Coventry.

DICK TAMMADGE

National Hot Rod Grand Prix, round 12: 1. Barry Lee; 2. Colin Facey; 3. Paul Grimer; 4. Gordon Bland; 5. John Edwards; 6. Jerry Wilson. Final Placings in series: 1. Mick Collard, 76 pts; 2. Bland, 56; 3. Facey, 53; 4. Lee, 48; 5. Peter Stevens, 46; 6. Peter Grimer, 37.

Front versus rear-wheel-drive. Rushton leads Hopkins.





The British Racing and Sports Car Club

NEWS FROM BRITAIN'S BUSIEST AND BRIGHTEST MOTOR CLUB

JOHN WOOLFE RACING to sponsor 1980 ASCAR CHAMPIONSHIP

Following the success of the trial races run this year, the BRSCC announce a 12 round ASCAR Championship for 1980. Appropriately the first American Saloon Car Auto Racing series will be sponsored by John Woolfe Racing, Europe's largest importers of American auto parts. ASCAR technical regulations offer a new, exciting and spectacular saloon car formula for the 1980s. For regulations and information on ASCAR 1980 call BRSCC on 0474 874445.

FORTHCOMING BRSCC EVENTS

- Sunday 11th November**
Castrol/BTRDA Championship Rallycross, Brands Hatch. Admission £1.50.
- Tuesday 13th November**
Northern Centre Film Show, Armytage Arms, Clifton, Brighouse.
- Monday 19th November**
South-Western Centre Club Night, Half Moon, Coalpit Heath, Bristol.
- Friday 32rd November**
BRSCC Annual Dinner Dance, Royal Lancaster, London. Presentation of BRSCC and MCD 1979 Championship Awards. Tickets at £14 each from BRSCC Brands Hatch (0474 874445).
- Saturday 24th November**
Northern Centre Dinner Dance, Craiglands Hotel, Ilkley. Tickets at £8 each from Emily Wright (Leeds 639911).
- Sunday 25th November**
Midlands Centre Rallycross, Mallory Park. Admission £1.50.

MEMBERSHIP APPLICATION FORM

To: Membership Secretary, British Racing & Sports Car Club, Brands Hatch Circuit, Fawkham, Dartford, Kent DA3 8NH.

I would like to become a BRSCC member. If I am accepted I will abide by the rules of the Club.

Name.....

Address.....

..... Phone.....

I enclose remittance of £5.75 being my annual subscription running from the date of joining.
If you require details of the Racing Register please tick in the box.

Signature.....

Date.....

RENAULT UK LTD



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NEIL McGRATH/ HARDINGS AUTOS

for winning the 1600cc class in the SHELL-SPORT DERWENT PRODUCTION SALOON CAR CHAMPIONSHIP with a 100% reliability record.

also

DOUG BASSETT/ RELIANCE GARAGE

on winning the 1600 class in DEMON TWEEDS PRODUCTION SALOON CHAMPIONSHIP.

BOTH DRIVING THE FABULOUS RENAULT 5 GORDINI

S.R.G. Competitions would like to congratulate the following Dealer team Renault Cars:—

1. Neil McGrath in the Renault 5 Gordini with Hardings Autos and Viléda for winning the 1600 class in Shellsport Derwent Production Saloon Championship.
2. Doug Bassett in the Renault 5 Gordini with Reliance Garage for winning the 1600cc class in the Demon Tweeds Production Championship.
3. Jim Edwards in the Renault 5TS winning the 1979 Renault 5 Challenge.

ALL THE ABOVE CARS
PREPARED BY
SRG COMPETITIONS DEPARTMENT,
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Tel: 0767 313082.

Miller crashes at Santa Pod

The rain came to Santa Pod Raceway on November 3/4. It rained all through Saturday morning and drizzled into the afternoon. Sunday was much the same, although the weather improved dramatically from about 1.00pm. The occasion was Santa Pod Raceways '79 Fireworks Spectacular — the last meet of the season.

For 'man of the meet', look no further than the incredible Sammy Miller, the rocket man from New York, who earlier this year achieved a 317mph terminal speed over the quarter mile, in his oh-so-sleek Vega-bodied Funny Car, 'Vanishing Point', powered by a Lunar Module Rocket, developing 5,000 lbs of Thrust. In an off-the-trailer blast, he cut a 4.63s/287.3mph quarter.

Soon afterwards he was back for another go, but this time fate took a hand. Sammy charged hard down the strip, then tragedy struck. As he crossed the quarter end, a kingpin let go, followed by the wheel — at 234mph! The hub touched the tarmac, 'Vanishing Point' left the road and flew into the outfield, twisting as it did so. Sammy emerged safe from the wreckage.



One of three new funny cars to be debuted at the BDR&HRA's Fireworks meeting over the weekend was Nobby Hills's new Challenger-bodied machine, the latest in a long line of Hounddog chassis. Hounddog 9 is piloted by Nobby's regular hotshoe, the vastly experienced Owen Hayward and is receiving continued support from SLD Oldings Limited. The lowline Challenger ran a promising 7.14sec quarter-mile on Sunday with a terminal velocity of 195.6mph and must be seen as a tremendous threat in the funny car ranks next season.

Newman stars

The SCCA Champion Spark Plugs Road-Racing Classic — National Championship run-offs - took place at Road Atlanta over the weekend of October 28/29, the main attraction being actor Paul Newman, who qualified to take part in both the B-Sedan run-off and the C-Production race, having won all his eight divisional heats in each category.

In the B-Sedan run-off on Saturday, Newman spun while lapping a backmarker but then drove brilliantly in his Bob Sharp Racing Datsun 200SX, climbing back up to third position by the flag — the same position as he took last year, incidentally. The following day, however, he went one better than he had done last year in the C-Production run-offs when he finished second, by winning the race outright with this BSR Datsun 280ZX, thus crowning a very successful season.

In other events, Saab won both short-room stock car classes, while the Formula Ford race saw Mini-Indy Champion Dennis Firestone roll his Crosslé 35F spectacularly out of the lead on the very last corner, handing victory to the Citation Zink of Dave Weitzenhof.

Trials leaders changes

Before the Shell Trial on Sunday Julian Fack was leading Jack Pearce in the RAC Trials Championship by just one point, with a score of 139. After the Trial, which Fack won with Pearce fifth, the scores read Fack, 142, Pearce, 138 — a small change for a hard day's sport, but such is the vagary of scoring in this oddly marked Championship.

The Shell Trial took place at the familiar Shennington site. The major change in the 12 hills was when Kim Warwick turned over in the morning session following which the hill in question was cancelled.

Up front Rex Chappell moved into a lead from Cornishman Roger Bricknell, who was again pedalling his new Facksimile to good effect. Bedford was third and Fack fourth, but only three

points behind the leader. After a disastrous first circuit, Jack Pearce was not even on the leader board.

By lunchtime the picture had changed somewhat as Fack went round in a stunning two to split the field apart. Bricknell was hanging on, just seven points behind and Bedford was third. On the final circuit, Fack dropped several marks but not sufficient for anyone to get anywhere near his score, and he ran out the easy winner from Neil Bedford who came through strongly to by far his best-ever placing and finally conquering those 'last round blues' he has been prone to in the past. Bricknell beat Lol Hurt in a tie decier.

- 1, Julian Fack (Impunity), 34pts; 2, Neil Bedford (Facksimile), 46; 3, Roger Bricknell (Facksimile), 47; 4, Lol Hurt (Imp Special), 47; 5, Jack Pearce (Kincraft), 49; 6, Rex Chappell (Ibex), 52.

Hinde takes RAC title in Lima

Mike Hinde clinched the RAC title and Nick Pollitt and Geoff Spencer class wins in the BTRDA Production Car Trial series. These were the highlights of last Sunday's North Midland Autumn Sporting PCT at Bamford, near Glossop, when 27 entries tackled 30 sections.

Hinde (Panther Lima) scored his sixth win in taking outright victory on 67 marks, his inded being 60.47%, and he was streets ahead of the opposition in the overall placings. The main interest in the class for standard cars was whether Nick Pollitt, in his Hamstead Renalt, could take the class and leave Phil Shaw, in his loaned Subaru, in third place in order to take the class in the BTRDA series. He just managed to do it after leading all day and, despite a strong late challenge from Barry Score's Fiat 127, the Midlander came home by three marks with Shaw a further 10 marks off the pace and this gave Pollitt his class win by one point over Shaw.

Geoff Spencer, making a rare appearance, finished a firm second to the all-conquering BTRDA champion Richard Acres in the next class, but this was enough to give the former champion a class trophy. Spencer was 10 marks behind Acres but nine ahead of George Harrison, all three in Minis of one sort or another. Steve Courts again beat Mike Stephens in their usual Skoda v Open Kadett battle, the margin being a hefty 15 marks and Colwyn Palmer (Anglia Estate), was only four marks behind Stephens after a good fight.

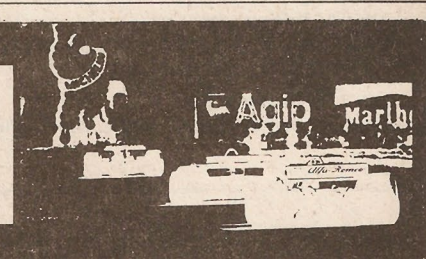
Malcolm Brown (Sprite) beat Richard Clark's HRG by 11 marks to take the sports careclass and John Ludford won the badly supported Imp class by a street.

Overall: Mike Hinde (Panther Lima), 67 marks lost.

Class winners: Nick Pollitt (Renault G5), 104 marks; Richard Acres (Cooper O marks; Steve Courts (Skoda), 77 marks; Malcolm Brown (Sprite), 120 marks; John Ludford (Imp), 131 marks; Brian Cope (Dellow), 117 marks. **Clubman's event-overall winner:** Steve Waddington (Fiat 127), 131 marks.

International events

Date	Venue	Event



British events

Date	Venue	Event	Status	Club	Start	Details
Nov 10	Tidworth, Salisbury Plain	Rally	R	Southampton MC	—	Solent City Stages Rally
Nov 10/11	RAF Camp, Locking, (MR182/370602)	Rally	R	Weston Super Mare MC	23.30	7th John Parker Memorial Rally
Nov 10/11	Leaminster Car Auctions, Kingsford	Rally	C	B'ham University MC	—	November Rally
Nov 11	Ardley Quarry, (MR164/538264)	Rally	R	Chiltern CC	—	Chiltern Stages Rally
Nov 11	Brands Hatch, nr Fawkham, Kent	Rallycross	R	BRSCC	11.15	Castrol/BTRDA Championship Rallycross Meeting
Nov 11	North Weald Airfield	Rally	CJ	Harrow CC	—	Winnie Rally
Nov 11	Stone Lodge Farm, Dartford, Kent (MR177/56157445)	Rally Siaeom	CJ	Borough 19 MC	10.30	Tridun Trophy

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SPORTS AND PERFORMANCE CARS

FORL

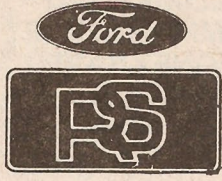
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 Ask for BILL EDWARDS
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 Welwyn By-Pass, Welwyn.
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 Parts — BRYAN CAIN
 Godfrey Davis (St Albans) Ltd,
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 Tel: St Albans 59155.
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 Sales — JOHN COX
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 Tel: 0253 63333.
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 Tel: 061-872 2201.
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 Parts — LES JONES
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 Tel: 01-504 4466.
 Sales — JOHN HIGGINS
 Parts — MIKE HALLET
- MIDDLESEX**
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 Tel: Uxbridge 33444.
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 — Sales Specialist
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 Tel: 0203 616244.
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 or MR G. WILCOX
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1977

White with black interior
24,000 miles

£14,000

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During office hours

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AMERICAN MOTOR
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13,200 MILES

Aston's own 1972 show car. Superb metallic royal blue, magnolia hide, and sheepskin carpets. Absolutely like new. Registered UK Nov 5, 1976, hence R suffix. Wolftrace wheels, and additional set of chrome wire wheels, 5-speed gearbox. One of 34 made, and last to use 6-cylinder Aston engine. Certainly one of the finest DBS6 Astons available.



Telephone 01-440 4444

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AUTOFARM
PORSCHE SPECIALISTS



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£12,750

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CORTINA 2.3 GHIA Auto, blue with black trim, P.A.S., radio, sun roof, etc. £4,195

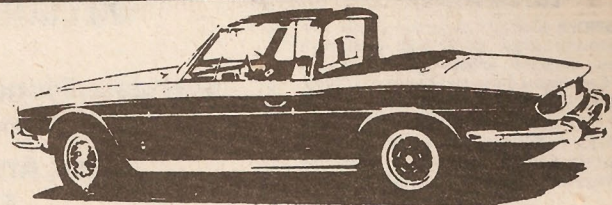
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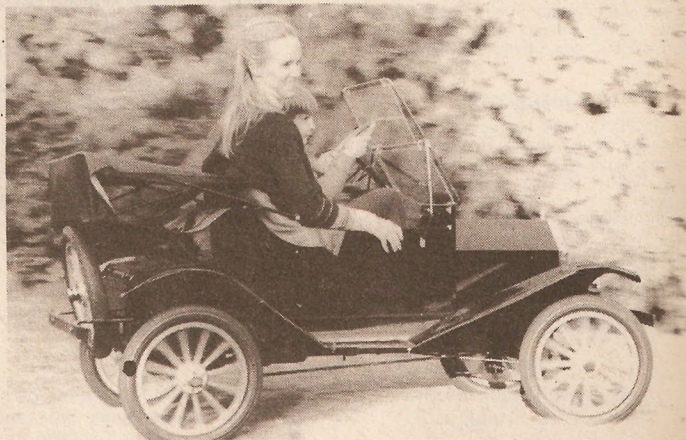
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1977 Triumph Stag, Overdrive, emerald green, 22,000 miles. 2 owners. **£4,795**

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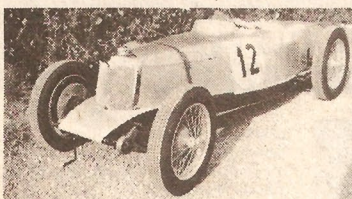
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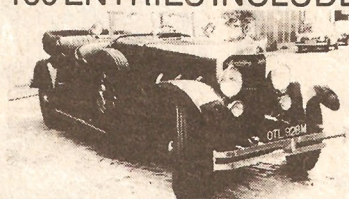
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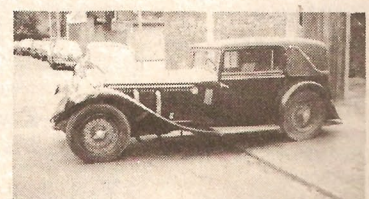
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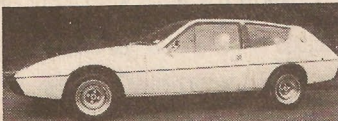
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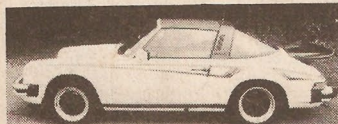
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1979 T RANGE ROVER, pas, 2,000 miles, blue	£10,750	£295
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1978 S DATSUN, 260Z 2 + 2, 15,000 miles, superb in yellow/black vinyl roof	£5,750	£160
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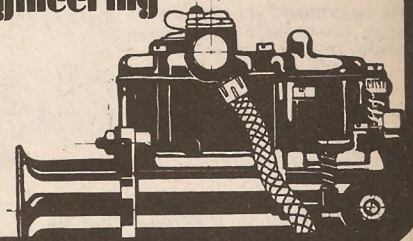
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RACING & COMPETITION CARS

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MALLOCK Mk14 used sprints, 150bhp pushrod motor, twin 4000Es, alloy flywheel, special down force sidepods, spare set wheels, tyres, bodywork diffs, halfshafts, £1,100. 4 wheel indension trailer available. Tel: Quayle, Harrington (0945) 830171 (Dumbar). (45)

RACING AND COMPETITION CARS

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ROYALE RP24 rolling chassis, complete with two spare radiators, spare bodywork plus various chassis spares. Holds points in P&O and Dunlop championships. £2,000 ono. Scholar and Mk9 Hewland if required. Tel: Watton 881283. (45)

WANTED Formula Ford with trailer spares etc, preferably Merlyn Lotus 61, but most cars considered. Price around £1,000 plus. Tel: Coalville 37135. (45)

ROYALE RP24 chassis complete with two spare radiators, spare bodywork, plus various chassis spares, holds points in P&O and Dunlop championships was refurbished by Rushen Green in winter £2,000 plus Scholar and Mk9 Hewland if wanted Tel: Watton 881283. (46)

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ROYALE RP24 with recently rebuilt Scholar engine. Complete and ready to race. Aeroquipped brakes. Bilstein shocks. Excellent condition throughout. £3,350.00 George Ostroumoff. Redditch (0527) 63636 day (0527) 41112 eve. Phone quickly! (46)

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EX-WORKS. Image FF4. Completely stripped and re-built since F. Ford Festival. New bodywork. Rolling chassis, ready to race; £2,000. Contact Image Race Cars. (see directory). (46)

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MICHAEL ROE'S WORKS, van Dieman rf 79 or sale. 1978 Formula Ford festival winner with countless other race wins, excellent condition, lap record holder ect., can deliver, £3,200. Tel: Burgess Hill 45405. (46)

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We will be running 2 New P.R.S. RH02s Next Season.

THESE CARS will be semi Works assisted. If you are interested in having one of these immaculately prepared or professional preparation for your own car both with highly competitive rates please do not hesitate to contact me.

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£1,595

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£2,650

This is an excellent, competitive and highly developed car.

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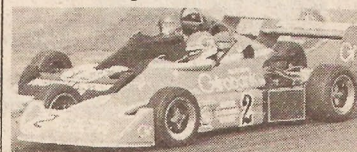
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FF2000 race winning — C/rebuilt car! G/Auriga. Mk9. Aeroquipped. Fireeater. Mags + Wets/Drys. Host bits!! Only £1,995 r/chassis. £895 (F4)? Part/ex FF1600 or R/car. FF2000 R/chassis £895!!!! Tel: 01-658 7878. (45)

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REYNARD SF79

Complete with Nelson engine, recently rebuilt, new chassis in August, one win plus 15 times the first 6. Spare Nelson engine.

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Wallace Windscreen Davrian Mk7. 10 races from new, one race since Bevan engine rebuild, full Knight gearbox with L.S.D., special Knight driveshaft, car to same spec, as current model, to be sold with '71 VW minibus £3,000 the lot, poss p/x road car.

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BRABHAM BT41 Monocoque nickle plated suspension, front rear frames L1, dry sump, twin-cam, Hewland inboard, 3-speed, L.S.D., bag tanks fireeater, aeroquip brake lines, mounted wets, slicks spares, nose etc. Championship winning car, trailer if required. £2,850 ono. Tel: Wakefield 259078. (45)

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RACING AND COMPETITION CARS

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RENAULT STS 1976 'P'. Taxed, tested, 1980. Never raced — but would make ideal challenge car for 1980. Finance arranged. Nearest offer to £1,850 secures. Tel: Louth 0507 605197. (45)

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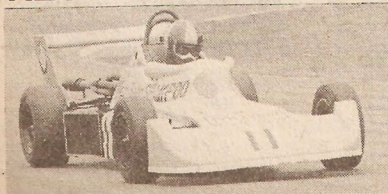
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**DYMAG WHEELS
AND WETS,
10 RACES, ONLY.**

£5,000. PART EXCHANGE POSSIBLE

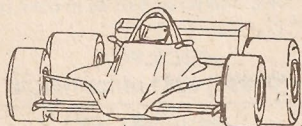
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Ex. Bernasconi maintained at the factory since new, many spares including spare wheels, ratios, noses. Will split if necessary or P/Exchange road car, best offer secures.

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Centrelock wheels, Aeroquip brake lines, latest specification suspension, new body panels, six spare wheels, very competitive car, £4,950 inc. engine.

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Rolling chassis, immaculately prepared regardless of cost, outright lap record holder Vallelunga and race winner at Thruxton. Very competitive car for 1980 £8,500

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One Hart 420 R, 1979 spec. Rebuilt, available from manufacturer £7,500

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Wanted, mock up or plastic DFV for show car.

Cars, Motorcycles, Boats etc taken in part exchange for the above

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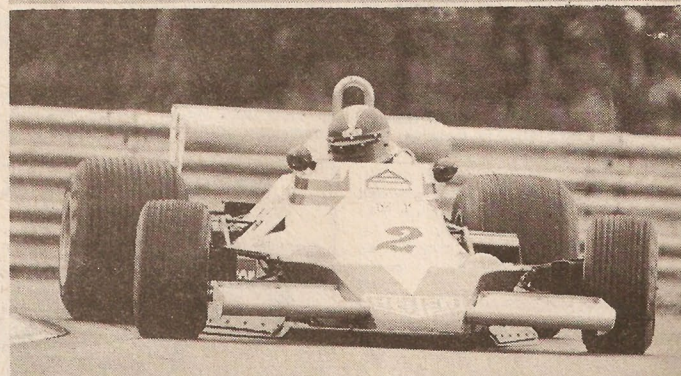
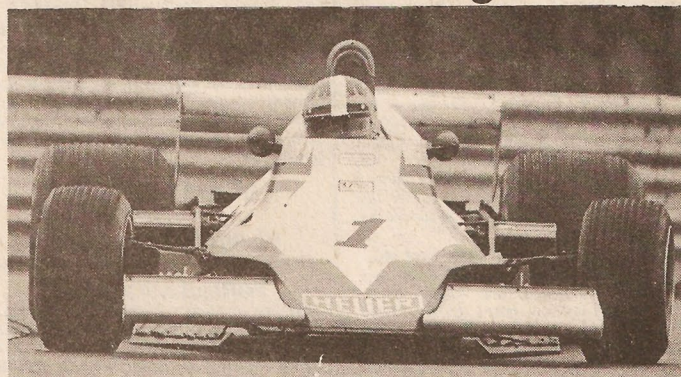
July 1979 Renault 5 Gordini Production Saloon prepared by SRG Racing (this car is identical to Neil McGrath's championship winning car). Road registered and taxed, the car has been used for two sprints only and has a genuine total mileage of only 812, and is absolutely immaculate, in metallic silver. Bags of spares (including brake pads, filters etc.. and original seats and carpets and brand new set of Wolfrace wheels with P6 tyres for sprints.

Ready to win in 1980.

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Two Tyrrell 008

Used competitively in 1979. Will be particularly competitive in 1980 without skirts. Available with comprehensive spares. Reasonable offers considered.

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F2 chassis with 3 sets of wheels, complete set of ratios, corners and body work. Can be fitted with the following engines, Hart 420R, B.M.W. or Ford. The performance of this car during the '79 season has impressed many competitors, available with or without transporter.

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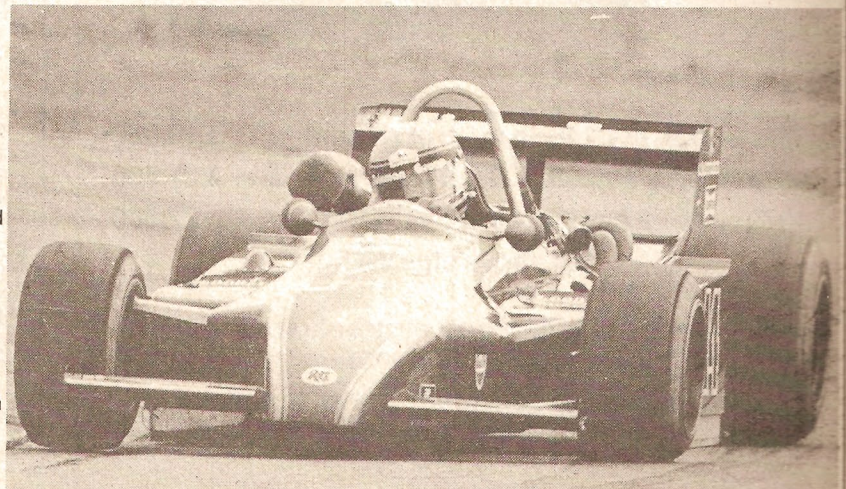
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One **March 782** completely rebuilt following Donnington.

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3 **BMW F2** engines.



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We will be running a 2-car works assisted team and would like to talk to drivers with sufficient funds.

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Their ex-Ian Schecter March 77B in rolling form, with spares including Monocoque, suspension parts, bodywork etc. This car is in mint condition **£5,000.**



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We will take Road Cars in Part Exchange.

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ENSIGN 78



MN04 Plus DFV 146, in need of rebuild£18,000
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1975 Winnibago 26 Foot motor home, with air conditioning and all usual features£11,500

Part exchange considered for all the above
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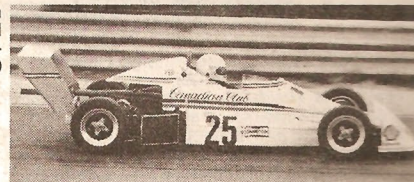
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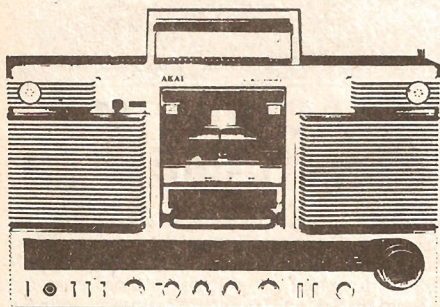
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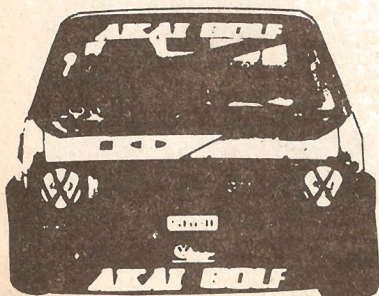


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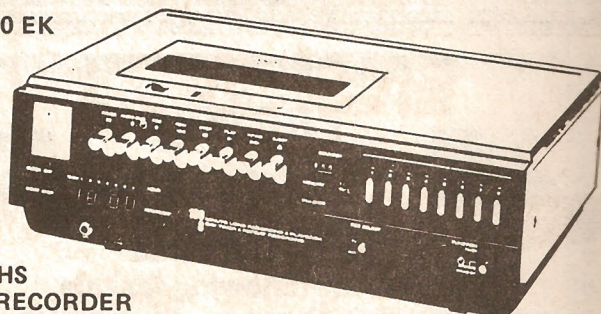
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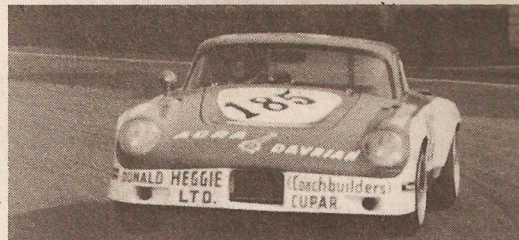
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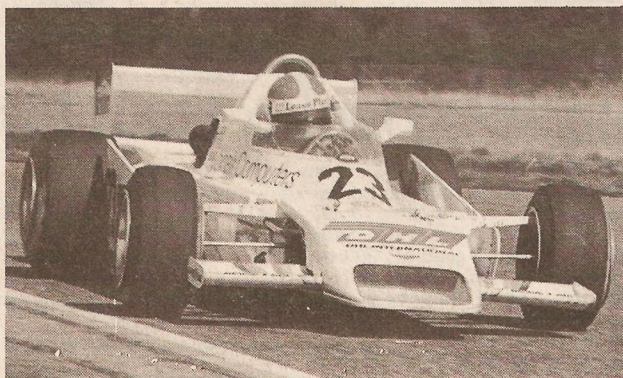
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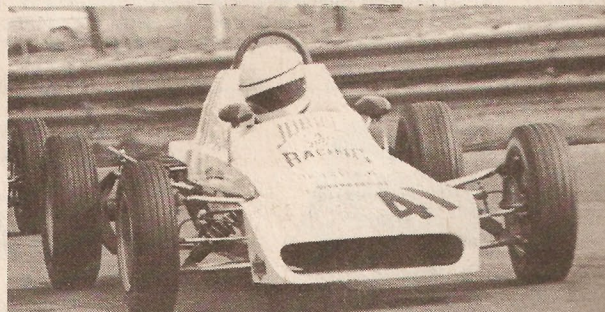
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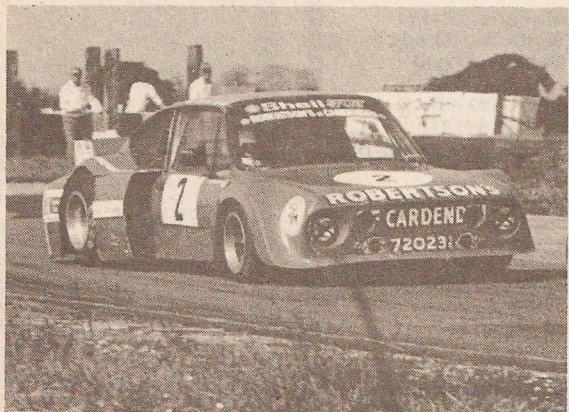
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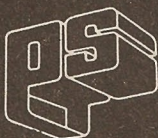
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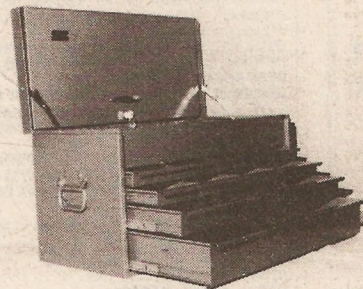
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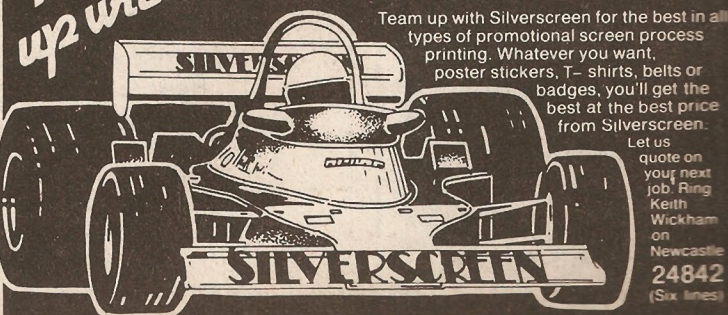
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Advertisements received on Monday will be placed in Stop Press

STOP PRESS

Late Advertisements
See page 68

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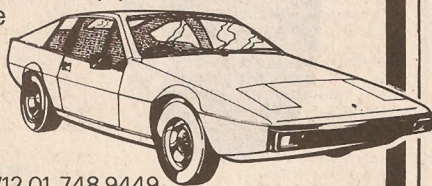
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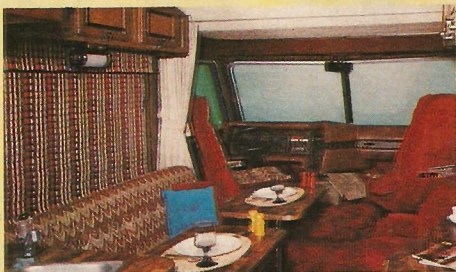
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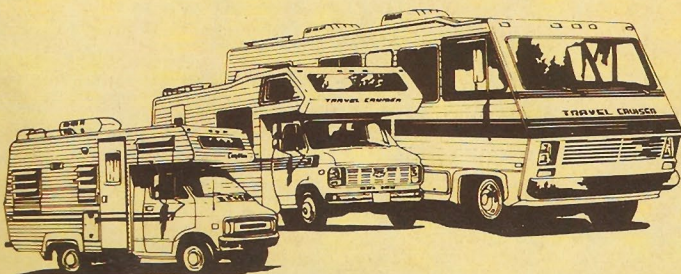
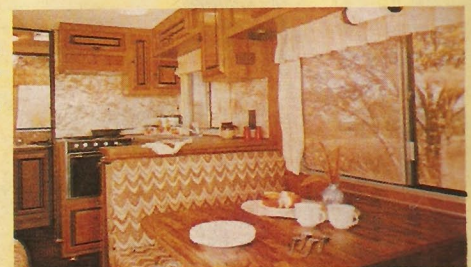
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