

BRITONS STAR AT LONG BEACH - TT PREVIEW

AUTOSPORT

Exciting championship finals at Silverstone



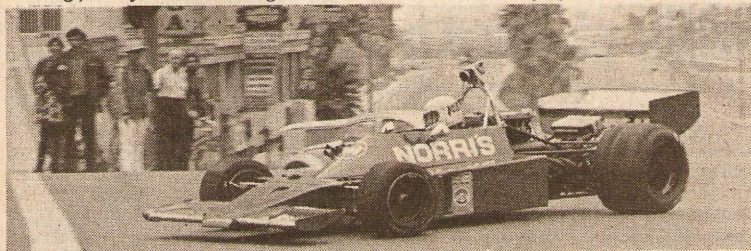
AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

CONTENTS

- 2 Pit and Paddock
- 8 All your Weekend Sport
- 10 Long Beach: It's Brian, but Brise stars
- 16 Special Stage
- 20 Tour de France: Enfin-c'est Le Stratos
- 24 Dukeries Rally: Bringing home the bacon
- 25 Private Ear
- 28 The L'Avenir trail
- 30 Access TT preview
- 32 Correspondence
- 34 Brands Hatch: Homewood KM champion again
- 36 Nogaro: Tambay hits top form
- 40 Road Test: Renault 17 Gordini
- 44 Purely Personal
- 46 Silverstone F5000: Jones rams it home
- 47 F3: Nilsson has the qualities
- 50 FF: Lees takes his first
- 51 Kirkistown: G1 and FF save the day
- 51 Knockhill: Lawson and Forrest on top
- 52 Miscellany
- 54 Aintree: Lawler finishes it off
- 54 Llandow: Richards takes FF title
- 55 Longridge: End of a successful season
- 56 Sports Extra

Racing finally came to Long Beach last weekend. See page 10.



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EDITORIAL

In view of what is to happen to Formula 5000 and Atlantic next season, the welfare of Formula 2 at this time of the year has to take on renewed significance. It may well have been dominated by the French for the last few years but they are the only country who have taken it seriously. At no time have they tried to substitute it with other forms of single-seater racing. The same can be said of the Italians and even the Germans to an extent.

Formula 2 is expensive, especially if you're trying to run alongside the works teams and certainly if you're attempting the whole European Championship trail. However it is possible to compete on a lesser scale (one competitor has done the whole series on £30,000) and, at the same time, attain reasonable results. This has already been underlined this year in the two British races where several leading Atlantic contenders have fared well. That can have two effects. It can degrade the opposition and character in the current F2 or, it bodes well for Atlantic.

Next season sees the introduction of the pure racing cylinder block to the formula. We know this lets in the Renault V6 and the Hart 420R to name but two. What is reassuring is the knowledge that BMW, with their production-based unit, will carry on and continue the fight against the French.

Although this year's series has been long since won, the competition in these final races among all the Elf-sponsored teams is just as fierce. But the British public aren't interested in the French, or the Italians, or the Austrians. They want to see Grand Prix drivers in F2. Of the entire grid at Nogaro, only one driver was a regular Grand Prix contender.

Gone are the days when F2 races were littered with Formula 1 stars. It would require a considerable amount of money from the organisers to lure them back which, if it were there, it would do. But with the F2 prize and travelling fund supposedly crippling race promoters, although realistically it's not nearly enough compared with inflation over the last few years, organisers claim that they prefer quantity rather than Grand Prix quality in order to put on a show. Falling attendances show this not to be true.

Ronnie Peterson, Tony Brise, John Watson, James Hunt, Tom Pryce, Jody Scheckter, Niki Lauda, Clay Regazzoni. All these drivers would compete in F2 if the price was right. You can't bemoan them that right. They are professionals. With F1 the only healthy formula in the sport today (except NASCAR), making their participation in F2 worthwhile would be far more attractive than pottering around in Interserie races at obscure airfield circuits.

Reintroduce flavour like that and, if the organisers paid for it, like they do in F1 to the F1CA, you'd have a worthwhile travelling show. The argument falls down when race promoters claim the F1CA have drained all their resources just to stage a Grand Prix. However, if some countries can't afford the £150,000 the F1CA are asking, then why not run it for F2 at £80,000 with half the regular Grand Prix stars.

Patrick Tambay's achievement in winning at Nogaro last weekend would have been far more significant had he done so ahead of Grand Prix drivers. From the letters received following the poorly attended Silverstone F2 race, we get the impression that a driver has to have proved himself in a Grand Prix car before the paying spectator accepts him. They aren't really interested in seeing a bunch of Europeans learning at becoming racing drivers. They're aware that 75% of a current F2 grid are never going to progress any further. You can't pull the wool over their eyes.

our cover picture

Gerry Marshall was one of the winners at the excellent Silverstone Clubmans finals meeting last Sunday in the DTV Vauxhall Firenza.

Photo: David Winter

MCD confirm new single-seater series

Following the 'controlled leak' last week of the proposed combined Formula 5000 and Formula Atlantic championship next year, comes official confirmation from Motor Circuit Developments that the series will be sponsored by Shellsport and that it will be open to all single seaters up to 5-litres in capacity, ie including F1 and F2 cars.

The series will carry the same title as this year, Shellsport 5000 championship, the world formula having been dropped for this year, so it fits both series perfectly.

The prize money scale will be exactly the same as this year with an extra £100 added to the longer races to pay to each driver from 16th to 20th place and £50 for the shorter races.

To keep the fields ultra competitive a 107% qualifying rule will be imposed. In announcing the new series John Webb said that it was felt that 105% would be too tough when they got to the very fast circuits while 110% was too lax.

It is envisaged that there will be 15 rounds of the series with nine events at MCD circuits, two at Thruxton and possibly one at Silverstone, although they are currently reviewing the situation. The other rounds will be the usual F5000 European races at Zolder, and Zandvoort with a possibility of races at Hockenheim and the Nurburgring short circuit.

All rounds will be one race with all cars competing against each other and not in classes. If there are enough entries there will be two qualifying heats. Webb envisages that all the meetings will be two day affairs.

As a further equalising factor, as well as being a sensible economy measure, all cars over 2-litres will have to run the regulation F5000 tyres and all those up to 2-litres must run Atlantic tyres.

The idea of the new championship is creating considerable interest throughout all the major single-seater Formulae, with the exception of the current F5000 competitors. On the F1 side of things the new championship should give a new lease of life to projects such as the Lyncar and Saffir, while for even the GP teams there will be the opportunity to test new cars under race conditions or give a young driver F1 experience without the expense of going to a GP.

On the F2 front this could be just

what British drivers have been waiting for and, perhaps significantly, a number of F5000 drivers thought this is what they'd like to do. Few people have been able to run a full European F2 season from this country in recent years because of the lack of racing opportunities in Britain and the subsequent difficulty in finding a sponsor. Now, of course, there is the chance of maybe a dozen races in this country using the same specification car which, if the money is available, could be taken to non clashing European championship events of vice versa.

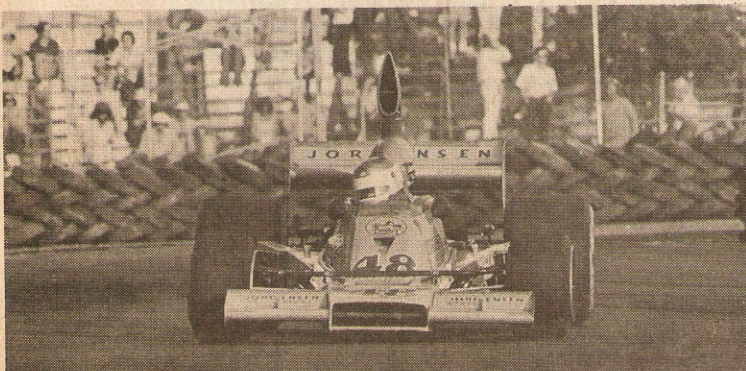
The Atlantic people have now got the opportunity of earning much more money, if they are good enough, and the chance of going abroad, so they naturally are happy.

Last Sunday at Silverstone the reaction among F5000 drivers to the new series was one of almost total opposition. Comments were: 'It's a joke' (Ian Ashley); 'There's no point in carrying on, we shall go to America (Teddy Pilette); 'Ridiculous' (Alan Jones); 'As a club Formula it could be good' (Peter Gethin); 'I'm not going to build an F5000 car for nearly two-thirds as much money just to run against Atlantics' (Lec's Mike Earle). On the other hand Peter Gaydon of Motor Race Consultants, who is also secretary of F5000 Europe, said: 'Motor racing is an entertainment business. Entertaining the public is very important and a lot of categories have not done this. Putting them all together is the right idea. I think it will be very good.'

Although the 5000 drivers seem to be against the idea, in the final outcome the current trend in F5000, if continued, should be the winning formula. The Ford V6 engine cars now have the measure of the V8s everywhere and Alan Jones' unofficial practice time at Silverstone on Sunday in the Thursdays/RAM March was 1m 21.8s which would have easily got him onto the grid for the British GP and is only one second outside the F1 record it was, of course, set on standard F5000 tyres.

John Webb said that there was no way that MCD were going to pretend that it was an International championship, although if there are races abroad it will probably assume an international flavour with the large number of F2 cars that are based in Europe being tempted along.

Vern Schuppen had a brand new Eagle F5000 car at Long Beach and went well to finish second.



French on the scrounge

The French Elf petrol concern have been trying to drum up sufficient interest among sports car competitors and manufacturers to compete in the World Sports Car Championship next year. The man with the task of visiting the parties concerned was French motoring journalist Jabby Crombac.

Apparently Alpine-Renault, who are intending to have a real crack at winning the series next year with their turbocharged sports prototype, are desperately in need of filling the grids. They expect opposition from both Alfa Romeo and Gulf, but this is extremely unlikely. The idea was to try and persuade the 2-litre competitors, who are without a separate championship next year, to compete in the new four hour events.

If the organisers and race promoters aren't able to attract reasonable grids, then, quite simply, Alpine Renault won't have a championship to contest. As it stands at

the moment, if they rush around and beat two dozen 2-litre cars, it isn't going to prove very much anyway.

However, the idea does have a brighter side, certainly as far as the 2-litre contingent is concerned.

One manufacturer told us that when Crombac paid them a visit, they were asked what would make it worthwhile for a 2-litre runner to attend these races. A travelling fund and a sliding prize money scale, based on the current F2 grid, was suggested, noted and accepted with favour.

If such a scheme could be invoked, then perhaps the series would receive a boost. However, it stands out a mile that the French, having already disrupted the whole structure of world sports car racing when the CSI introduced these separate championships last year, are going to great lengths in order to con the public.

Morgan hires Jim's Chevron

Following the split with Tom Wheatcroft, Richard Morgan has hired Jim Crawford's works Chevron B29 Formula Atlantic car for the remaining races in the Southern Organs Championship and has also come to an agreement with John Dunn of Swindon Racing Engines for the use of an engine.

Richard said on Monday that it was a totally self-financed effort but that he hadn't really got enough money to run the car. Its first outing will be at Oulton Park this weekend.

Kauhsen plans without Alfas

Of the three Willi Kauhsen-entered works-maintained Alfa Romeo 33 TT 12s running probably for the last time at Hockenheim last weekend, one of them was rather special.

Although Jochen Mass' car looked outwardly identical to that of Derek Bell and Henri Pescarolo, it was running with a Formula 1 specification engine and producing somewhere in the region of an extra 20 bhp.

With Alfa about to return to the Grand Prix scene with Brabham, it may well be that the existing sports prototypes will be retired, although no official word as to their future plans has come from the factory.

As to Willi Kauhsen's future plans, he is undecided as to what form of racing will be most appealing to him and his sponsors next year.

The German has a very large sponsor lined up and both Ford and BMW in Germany are known to have approached him with a view to Kauhsen running their cars in the World Championship of Makes (ie Silhouette) next year. However, both these companies are a little worried about Porsche and their "unfair advantage" with a 2.8-litre turbo Carrera.

American's interested

The Americans have shown some interest in the World Sports Car Championship and, at this stage, three races have been mooted to take place at Elkhart Lake, Mosport and Watkins Glen next year. This, of course, would allow in some 5-litre stock block Can Am cars but with Alpine Renault now wanting to increase the size of their turbo-charger even further, it would look like a "no contest."

In order to attract European interest, an idea has been put forward that the leading five runners in the series should be invited to attend with the US organisers taking care of the travel arrangements.

FIA ruin F3 series

Although there were plans laid and dates fixed for an FIA European F3 championship for next year, the CSI have pulled another of their master-strokes by decreeing that each race must have a prize fund which is 50% of that stipulated for F2 championship races. In the current terms that works out as £13,000 per race.

Nobody was consulted about the decision, which goes against the initial announcement which said that there would be no stipulated prize fund — it was a matter for promoters and competitors to negotiate.

The latest news has meant the immediate cancellation of the round scheduled for Brands Hatch at the British GP (they reckoned on £2,500) and a meeting at Thruxton on Tuesday probably took the same cancellation decision.

However, we are assured that the matter will be raised at the CSI by a well known body of gentlemen who are renowned for getting their own way in such matters.



Chris Amon - unlucky.

No US GP for Amon

You're just not going to believe that this is possible. Chris Amon will not be driving in the American Grand Prix this weekend. Why? Read on.

His legendary ill luck has struck once again. Having finished fourth in the Long Beach F5000 race, Amon was a passenger in a car that was taking him out to dinner last Monday evening. While stationary at some traffic lights, they became involved in an 80 mph accident with a car which was being chased by the police.

Amon suffered three badly smashed toes in one foot and was taken to hospital. He was kept in overnight and will not be fit to drive Mo Nunn's HB Bewaking Ensign at the Glen this weekend. It is also doubtful whether he can compete in the Laguna Seca F5000 race a week later.



Hans Binder - F1 chance?

Binder for F1?

Frank Williams told us on Monday evening that stories we had heard about him being interested in running Hans Binder next year in Formula 1 are true. However, Frank explained that, at this stage, he had several ideas in the pipeline and nothing was settled as to who would be seen in his cars next season.

He admitted that he had been approached by Binder's manager, former F1 driver Helmut Marko, after the Austrian Grand Prix with a view to running the young Austrian F2 driver in 1976.

Binder, who moved up into F2 this year from F3, has shown promise but very little in the way of results.

JPTL are still undecided

John Player Team Lotus manager Peter Warr confirmed on Monday of this week that it would be Brian Henton partnering Ronnie Peterson in their Formula 1 team at the American Grand Prix this coming weekend.

Speculation as to who the second driver would be has been rife over the past ten days or so and several British drivers were thought to have been approached including Bob Evans. However, Warr said quite plainly "we were fishing" and that Henton's name was entered at the Glen as long ago as September 17, "when the entries closed."

Warr was at Silverstone over the weekend watching the racing. He admitted that they would like to run a British driver and that Jacky Ickx's absence from the team for the latter half of the season has given them

that opportunity to look at a few. However, they have only used Jim Crawford and Henton to date.

Warr said "it was much too early" to speculate as to who their second driver would be for next year. "Ideally we'd like to have a British driver but of all the British drivers in Grand Prix racing, most of them have only had one and a half season's experience. It may mean that we'd go and do a bit of talent spotting to find a youngster and give him the opportunity." Then Warr added that he was "very disappointed with what I saw at Silverstone."

He was impressed with Gunnar Nilsson, winner of the F3 race, but any ideas he might possibly have had of putting him in the second car this weekend, alongside his fellow countryman, would have been dashed by an F3 commitment at Oulton Park.

Sullivan's Atlantic Modus

Works Modus Formula 3 driver, American Danny Sullivan, gets a big break this coming weekend at Oulton Park.

Sullivan will be driving the works Formula Atlantic Modus, the car used by Tony Brise, in the Southern Organs race at Oulton on Saturday. This will be Sullivan's first taste of anything other than an F3 so, with F3 sparring partner Gunnar Nilsson also entered, we could just be in for a real needle match.

Sullivan is expected to test the car later this week and the intention is to try and prevent Ted Wentz from pulling out too much of a lead in the championship, which Brise leads by one point.

Sullivan, who's had an excellent season with the works F3 Modus, and still has a chance of overhauling Nilsson for the coveted BP title. Danny now finds himself in a similar



Danny Sullivan - big break.

position to Nilsson when the Swede moved into Atlantic. To win at all costs. Also, like Nilsson, Sullivan will have the job of trying to win the BP F3 race on the same day.

Crawford to test the new Lotus 77

The new Lotus 77, or JPS 11, has been continuing its testing programme up at their Hethel test track recently. The car is expected to be running again this week and Peter Warr told us that, in order not to delay the development programme, "it would probably be Jim Crawford who'd carry out the driving" as both Ronnie Peterson and Brian Henton were away in America.

Warr confirmed reports in last week's AUTOSPORT that plans were going ahead to modernise the existing Hethel testing facilities.

● Vel Miletich, co-patron of the Vel's Parnelli racing team, told our American correspondent at Long Beach last weekend that Hilton Inns (not Hotels) "may become" the additional sponsors to their USAC and F5000 programme next year. The company, who are wholly owned by Trans World Airlines, could also become involved in their F1 plans as well.

F5000 tyres

The F5000 championship contenders were running into trouble at Silverstone last weekend with their regulation tyres. Running the softest of the two slick tyres available to the Formula, the V8 powered cars were having trouble in getting them up to working temperatures on the cold track. With the likelihood of conditions getting worse for the remaining three races, Goodyear have made available some softer G50 compound tyres which will be identified with a special code number so that nobody is able to get any trick tyres.

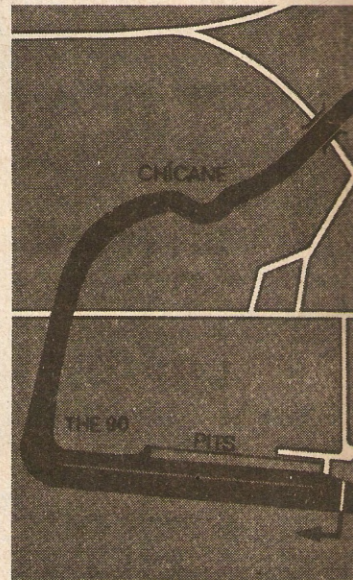
Bertrams wins

Hartwig Bertrams, who is about to lose his racing license for six months following an incident in a German event earlier this year, and Bengt Eckberg won last Sunday's European GT qualifying at Monza driving a Porsche Carrera RSR. Similar cars crewed by Art Merzario/Alain Chateau and Toine Hezemans/Mario Casoni were next in front of the Vittorio Brambilla/Carlo Facetti Lancia Stratos.

Chicane at the Glen

Elf Team Tyrrell, Ferrari, Penske, Vel's Parnelli and the UOP Shadow teams all sat around for two days at Watkins Glen last week watching the rain pour down. This was the climatic result of Hurricane Eloise which had been in the vicinity causing any pre-race testing to be cancelled.

Fortunately by Saturday, the weather had improved a little and



The new Watkins Glen chicane.

with the newly installed chicane in use, Niki Lauda ended up quickest by recording 1m 45.1s in the Ferrari. John Watson was next in the new Penske (1m 46.4s) with Patrick Depailler's Tyrrell a further 0.4s adrift.

The new chicane has been installed at the most critical point on the circuit, in the middle of the esses onto the main straight where Francois Cevert began his fatal accident in 1973. It's apparently very slow and very narrow and it's part of a move afoot, so we hear, to gradually eliminate all the existing top gear corners on the world's current Grand Prix circuits.

Ford v BMW

Although this year's forthcoming Kyalami sports car race in South Africa has been re-arranged to accept touring cars only, there is expected to be works participation from both Ford and BMW.

Ford are intending to send one of their Cologne Capri RS3100s for Jochen Mass and Toine Hezemans to drive while opposition from BMW looks likely to come from a two-car "works" effort for Hans Stuck/Ronnie Peterson and Derek Bell/Brian Redman, the latter car having been hired by Willi Kauhsen from Faltz Alpina which Alain Peltier/Siegfried Mueller have driven to this year's ETC title. It will, of course, be prepared by the works for this event.

● Jorge Koechlin's FSR race at Nogaro last weekend came to an end when the clutch blew on his Heine Mader-prepared Lola T410.

So easy for Schenken

Tim Schenken did what was expected of him when he easily won the final InterSerie race at Hockenheim last Sunday. Schenken, driving the Gelo Porsche 917-10 turbo, dominated both practice and the 20 lap race.

A really good entry was received, the series having taken on a little more significance now that it is split into two capacity divisions. This at least allows the 2-litre runners the opportunity of a race, now that they've lost their own championship.

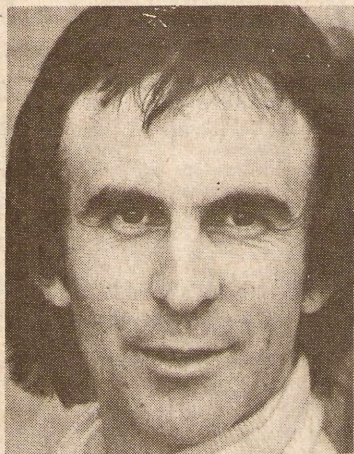
Schenken put the big Porsche on the pole at 1m 59.4s followed by Ernst Kraus in his similar car on 2m 00.2s. Howden Ganley was next up in the Gelo Mirage ahead of the three Willi Kauhsen Alfa 33 TT12s driven by Henri Pescarolo, Derek Bell and Jochen Mass.

Making a return to racing was Jurgen Neuhaus who was driving the Martini Porsche 908 as Herbert

were treated to a really good dice which took place between Kraus, Mass, Bell and Ganley.

Bell eventually managed to find a way around Mass who then retired with "handling" problems. The Alfas are notoriously hard on tyres and after such a short practice in which to set the car up, Bell was beginning to find the handling deteriorate as well. Both he and Ganley ran hard and close, just behind Kraus' turbo but then, towards the end of the race, Bell arrived at the second chicane "somewhere near 200 mph!". Rather than risk a spin, he carried straight on down the escape route but decided to wait for Ganley so that they could resume their dice. Bell got the verdict by 0.2s at the end but was docked a minute for his chicane incident. This dropped him to 5th overall behind Pescarolo.

Schenken naturally won the race



Tim Schenken - easy win.

Mueller was still unfit after his Zolder F2 crash. The quickest 2-litre was that of Jorg Obermoser in his ToJ on 2m 07.4s. In all there were 45 cars vying for 25 grid places.

British representation was high, especially in the under 3-litre category with John Lepp, Martin Raymond, Tony Charnell, Robin Smith and Ian Bracey all in their regular 2-litre cars.

With mixed weather conditions in practice, both Blanckney and Bracey found themselves as reserves but they got to race when two cars fell out on the warm-up lap. But that wasn't all because as they re-entered the stadium, the Opel pace car blew up in a cloud of smoke and the ONS Porsche "safety car", which follows on at the back, spun!

Anyway, Schenken rushed off into the distance pulling out something like half a minute in six laps or so. However, the 60,000 strong crowd



Howden Ganley - dice.

by an easy 40.4s, taking the fastest lap at 1m 58.4s (206.40 kph) although this is still some way off Kauhsen's 1m 55.8s circuit record.

In the "2-litre" category, Obermoser soon retired his ToJ and this put Raymond's Fisons Chevron B31 into the "lead". Martin was about 5s clear of Harald Ertl in the Rex Special and Lepp's March 75S before he spun, having made repeated attempts to pass a Porsche.

When Ertl also retired the Rex, it left Lepp with a comparatively easy task of becoming the first 2-litre home (5th in the 3-litre division) ahead of a recovered Raymond. Tony Charnell also finished as did Smith and Bracey but poor Blanckney had to quit with a dropped plug electrode.

Although Muller was absent from the race, his lead was sufficient for him to clinch his second successive InterSerie title.

Heyer's Bilstein Trophy

Supporting the Super Vee and InterSerie races at Hockenheim was the final round of the German G2/G4 series. The championship positions were extremely close for this final round but the eventual honours and the Bilstein Trophy went to Hans Heyer.

Heyer chased Jorg Obermoser's BMW 2002 throughout the smaller under 2-litre division, the Zakspeed Escort looking likely to pass at any moment although his task was made

easier when the BeeE'm retired.

In the larger over 2-litre category, Albrecht Krebs led initially in his Schnitzer BMW CSL until the engine blew.

This left Klaus Ludwig the job of bringing the works RS3100 Ford Capri (complete with Swindon prepared V6 we might add) home to its second successive Hockenheim win. Next up were the Kremer-prepared Porsche Carrera RSRs of Helmut Kelleners and Bob Wollek.

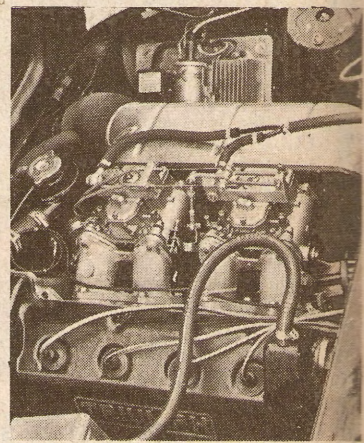
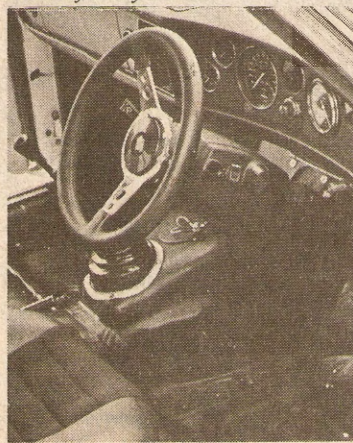
Big guns for Silverstone



Winner of last year's Access Tourist Trophy, Stuart Graham has built up a special Trophee de l'Avenir Camaro (above) for this weekend's race. Powered by a 420 bhp 5.7 litre engine, the car, which is only fractionally heavier than Graham's existing G1 Z28, lapped Oulton Park 3s quicker than his record.



British Leyland's l'Avenir challenger (above) at Silverstone this weekend is their new "G2" Dolomite Sprint which was unveiled last week and will be driven by Andy Rouse.



Flux for F3

Nineteen year old Ian Flux, the Graham Hill Embassy Racing mechanic who clinched this season's British Formula Vee championship last Sunday at Brands Hatch with his ninth win, is going Formula 3 next year.

Flux, who is backed by Shellsport has, according to reports, "already received offers of trial drives with five F3 teams including two works teams."

● Works Modus driver Danny Sullivan, itching for revenge, especially after last week's exposé, turned the tables on Les Thacker of BP late last week beating him 5-2 at squash.

New Chevron

The latest Chevron F3 car is ready. The new model, which should have appeared earlier this year, has now been finished and the first production car is currently under construction.

Paul Owens, of Chevron Cars, told us last weekend that "Derek Bennett has really put a lot of work into this car. It's very small and could double as an Atlantic if required. Derek will do all the testing, naturally, but as yet we've no driver in mind." He then concluded by saying they would probably test a selected few before making a choice.

FSR title for Arnoux...

"Only the best twelve races count," said Rene Arnoux, "and today, if I finish, it will be my twelfth result." With that in mind, the young Frenchman went out to take part in the Formula Super Renault race which supported the F2 event at Nogaro last weekend. Half an hour later, he became the first ever Super Renault champion after a superb drive to score his eighth FSR this year driving his Elf-backed Martini.

Fastest during the first practice session was the locally UFP-sponsored car of Dany Snoeck but he was pipped for the pole eventually by Jean Ragnotti's Antar Martini. Ragnotti, like Didier Pironi, had a chance of beating Arnoux for the title, although Rene had just reclaimed the lead in the series with his fine win at Albi the other week.

Both Ragnotti and Pironi have won three races apiece this season and it is only their consistently higher places that have kept them in with a technical chance of the title. With the first prize a guaranteed Elf-sponsored F2 drive next year, it's a series worth competing for, if you're French!

The series has come full circle since it started at Nogaro back at Easter and last Sunday's race was expected to be the last round anyway as the two remaining venues at the Le Mans Bugatti circuit and Jarama later this month are very doubtful.

While Snoeck struggled away at the start, Ragnotti inherited what amounted to a brief lead before Arnoux, after a perfect getaway, nipped through on the inside into the first corner.

From then onward there was no stopping him as he pulled away at 1/2s a lap, eventually winning the 25 lap



Rene Arnoux - eighth win.

race easily.

Ragnotti and team-mate Marc Sourd immediately took up the next positions with Pironi, Richard Dalles (Elf Martini) and Alain Courderc's similar UFP car in a tight group behind. Snoeck meanwhile had fallen way back behind Christian Ethion's Martini and Gerard Pilet (Lola) but he eventually repossessed them and then spent the rest of the race gradually closing on team-mate Courderc, but to no avail.

An early casualty was Jacques Coulon who spun his Lola T410 from the leading group and dropped to last. The former F2 driver pulled back to 10th by lap 15 before pitting to retire.

Also destined to quit the race from the leading bunch was Pironi who spun while challenging Sourd. This incident did little to break up the group but both Antar cars were comfortably ahead of Dalles at the finish. Then came Courderc and Snoeck.

and FSV for Kozarowitzky

The German ATS Lola team scored a convincing one-two in the final round of the European Super Vee Gold Cup which was held at Hockenheim last Sunday. By virtue of finishing second to team-mate Manfred Trint, Finland's Mikko Kozarowitzky clinched this year's title, the second in succession for the ATS team following Freddy Kottulinsky's success in 1974.

Practice had seen Silverstone and Zolder sensation Eje Elgh take the pole with his Lola T324 at 2m 16.6s, just 0.2s short of Kottulinsky's two year old lap record.

Well over a second slower came Dieter Engel's Kaimann, Mika Arpiainen's Veemaa, John Morrison's Supernova, Kozarowitzky, Keijo Rosberg's Kaimann, Trint and then the rest.

Practice dramas had seen Kenneth Persson (Kaimann) Jochen Engel (ATS Lola) and Bruce Venn's Elden all involved in a minor shunt.

Then Mike Young's Wallspan Modus failed to qualify over an entry problem but he was eventually invited to take part by the organisers while Ron Grant missed the first session but qualified his Taurus 18th.

The 15 lap race was a very fraught affair and several people made abortive attempts to break clear of the pack, but to no avail.

The pace was so hot in the opening laps that something had to give. And it did with Trint and Elgh both spinning while entering the stadium. The group then lost Persson, who'd come up well to lead on occasions, with a dropped valve and then Rosberg who later accused Persson and deliberately ramming him from behind and deranging the Kaimann's gear linkage!

This left about eight cars still squabbling for the lead but then suddenly Trint burst back to the front, having recovered from his gyration as had Elgh.

Kozarowitzky then did the perfect job of protecting his team-mate and although Morrison made repeated attempts to break back into Trint's tow, he failed. Thus Trint came home 0.2s to the good with Arpiainen a further 0.8s behind Kozarowitzky. Elgh and Morrison were all within 0.5s of snatching third place with Engel a close sixth.

Fastest lap went to Trint, Young finishing 16th and poor Grant was literally run over by another competitor.

● Paul and Henrici Keller, driving a BMW CSL, won the final round of this year's G2 ETC at Jarama on Sunday. Pre-race favourites Alain Peltier/Siegfried Muller in their CSL suffered problems and finished fourth.

NASCAR win for Marcis

Dave Marcis finally got his reward for faithful service to the NASCAR series over the last few years when he won his first ever Grand National qualifier at Martinsville last weekend.

Marcis, who so far this season has chased points leader Richard Petty by virtue of consistent placings rather than hitting the headlines, just succeeded in keeping his K & K Insurance Dodge ahead of Benny Parsons' Chevrolet Chevelle at the end of the 250 mile race, held incidentally, over 500 laps of the tiny half-mile oval.

Third, no less than four laps down on the leaders, was Bobby Allison in the AMC Matador, the Penske driver having qualified second quickest to Cale Yarborough's Valvoline Chevelle.

Yarborough, like Petty and Darrell Waltrip, another fancied runner who'd put the DiGard Chevelle third fastest in qualifying, all retired during the event.

Fourth and fifth places, albeit 13 laps down, were taken by the Chevilles of Richard Childress and Richie Panch.

Marcis has now cut Petty's series lead by a further 58 points, and the gap is now down to 804 points with seven races to go.

Lella's F2

There is an outside chance that Lella Lombardi might just possibly contest the final F2 race at Vallelunga at the end of next week.

Inquiries have been made on her behalf to hire Hans Binder's March 752, the car in which the young Austrian started off in F2 earlier this year.

Championship positions

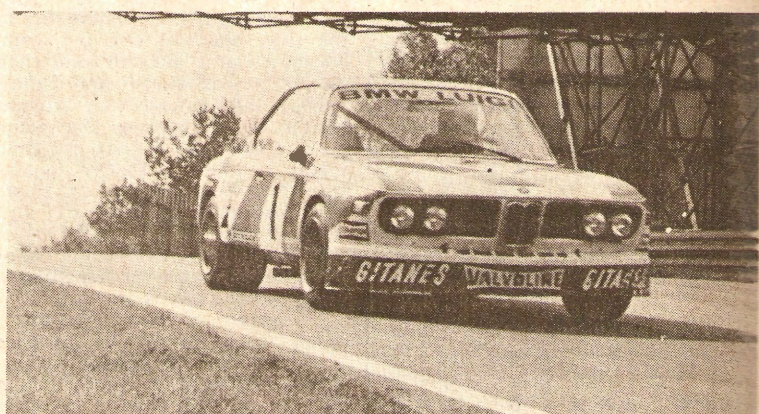
European Formula 2 Championship (leading positions): 1. Jacques Laffite, 54 points; 2. Michel Leclere and Patrick Tambay, 36; 4. Gerard Larousse, 25; 5. Jean-Pierre Jabouille, 24; 6. Maurizio Flammini, 18; 7. Claude Bourgoigne and Giorgio Francia, 16; 9. Brian Henton, Gabriele Serbin and Alessandro Pessenti-Rossi, 10; 12. Hans Binder, 19 pts, etc.

John Player Formula Atlantic Championship (final positions): 1. Tony Brise, 150 points; 2. Jim Crawford, 125; 3. Cyd Williams, 59; 4. Richard Morgan, 58; 5. Ted Wentz and Peter Wardle, 53; 7. Nick May, 52; 8. Val Musetti, 47; 9. Steve Choularton, 38; 10. Ray Mallock, 35 pts, etc.

European VW Gold Cup Formula Super Vee Championship (final positions): 1. Mikko Kozarowitzky, 112 points; 2. Kenneth Persson, 79; 3. Eje Elgh, 66; 4. Keijo Rosberg, 52; 5. Helmut Bross, 49; 6. Mika Arpiainen, 46; 7. Manfred Schurti, 40; 8. John Morrison and Peter Chermann, 24; 10. Bror Jaklund, 21 pts, etc.

Intersele sports prototype championship (final positions): 1. Herbert Meuller, 90 points; 2. Ernst Kraus, 82; 3. Tim Schenken, 66; 4. Derek Bell, 64; 5. Reinhold Joest, 60; 6. Peter Hoffman, 55 pts, etc.

Tarmac British Racing Championship (leading positions): 1. Tony Brise, 211 points; 2. Richard Lloyd, 202; 3. Stuart Graham, 188; 4. James Hunt, 170; 5. Andy Rouse, 168; 6. Derek Lawrence, 166; 7. Vince Woodman, 142; 8. Derek Bell, 135; 9. Bernard Vermilio, 134; 10. Ian Taylor, 131 pts, etc. * best scores.



The winning Jean Xhenceval/Hughes de Fierlandt Luigi BMW CSI at Zolder.

Luigi BMW wins Zolder

After winning his own national saloon car championship earlier in the day, Jean Xhenceval with Hughes de Fierlandt came home easy winners in the penultimate round of the Trophee de l'Avenir at Zolder, Belgium on Sunday. Their Luigi BMW 3.0 CSI, which won the Spa 24 Hours earlier this year, was never really challenged throughout the one hour heat, nor in the two hour final. It ran like clockwork.

The Hermetite Capri of Holman Blackburn and Mike Crabtree held second for a long time, just in front of the Dutch Opel Commodore of Huub Vermeulen/Fred Frankenhout but ran out of brakes entering the chicane just before the pits. When Blackburn arrived in the pits, the rear end of the car was on fire and it took some time to put out. When the car rejoined the race with rebuilt brakes 22 minutes later, it was naturally well down but due to retirements, finished fourth in class. The Opel was second overall and the

very quick Chrysler Avenger of Jean-Marie Jacquemin third.

Among the British representatives, Brian Muir soldiered on with a three geared Butch/Triumph Dolomite Sprint to come home well placed in his class after retirements, but the John Markey/David Palmer Mazda suffered from lack of oil after a good run and had to retire.

In the Trophee de l'Avenir championship, the Fiat 128 drivers Ugo Meloni and Roger Berndtson are quite well in front after coming second in class in the Tour de France, although they were well down at Zolder. None of the Auto-delta Alfas turned up so Sparta Dini and Jean-Claude Andruet failed to further their championships score. In the over 2000 cc class, Vermeulen and Frankenhout are within catching distance now of Tom Walkinshaw who wasn't at Zolder, although only Frankenhout will be at Silverstone for the final round.

WATKINS GLEN

The championships are tied up and neatly stacked in Enzo Ferrari's safe, so who's going to win the American Grand Prix at Watkins Glen this coming weekend? There are no surprises at all in the entry list of 23 cars that are going. Having won the race last year with a resounding one-two, the Martini Brabham team must once again be in with a good chance and we're sure that both Carlos Reutemann and Carlos Pace will be right up there.

Then, of course, there are the two Ferraris of new champion Niki Laude and Clay Regazzoni, winner of the last two Grands Prix.

Emerson Fittipaldi will naturally be anxious to defend his second place in the championship from Reutemann and so the Texaco Marlboro McLaren star will be striving hard once again, backed up, as always, by Jochen Mass.

Watkins Glen has so far been a happy hunting ground for the Hesketh team and James Hunt has finished second and third there during the past two years. Perhaps it'll be a win this time? Brett Lunger, the American, drives the second team car.

Other American interest in their home Grand Prix will no doubt be centred around Mario Andretti, who went so well with the Parnelli in practice last year. Then, of course, there's the reappearance of the Penske team with John Watson in the new car plus the two UOP Shadows for Tom Pryce and Jean-Pierre Jarier, the latter with the Matra engined chassis.

Leaving their sensational six wheeler at home for the mechanics to potter up and down to see if the wheels turn around, Jody Scheckter, Patrick Depailler and newcomer Michel Leclere will obviously get down to basics with the more conventional 007 model.

Ronnie Peterson and Brian Henton are in the John Player Lotus, Vittorio Brambilla and Hans Stuck handle the Marches, Lella Lombardi joins Jacques Laffite in the Frank Williams team, Tony Brise has the sole Embassy-Hill, Wilson Fittipaldi returns to drive the Copersucar and Gijs van Lennep most probably will be a late choice for the HB Bewaking Engin following Chris Amon's mishap. The Stanley-BRM team we hear are not going so Bob Evans is without a drive.

The race will be over 59 laps of the 3.377 mile circuit, a total distance of 199,243 miles. Remember that New York State is some four hours back so the result will probably be broadcast around 9 pm on the radio and TV networks on Sunday evening.

● With a second and third to his credit in his two appearances at the American GP, James Hunt has been made favourite for this year's race by Ladbroke's. The full list is; Hunt, 9/2; Fittipaldi, 5/1; Lauda, 11/2; Reutemann, 6/1; Regazzoni, 6/1; Pace, 8/1; Scheckter, 10/1; Pryce, 12/1; Jarier, 12/1; Andretti, 16/1; Depailler and Mass, 25/1; Brise, Stuck and Brambilla, 33/1.

The main meeting this weekend is, of course, the Access TT at Silverstone on Saturday and Sunday and this is previewed on page 30.

OULTON PARK

A fortnight ago there was a terrific double header starring BP F3s and Southern Organs Atlantics at Brands Hatch. The same bill goes north this Saturday to Oulton Park for the Cheshire circuit's final meeting of the year. It's an all championship affair with the BARC in charge.

The BP Super Visco F3 championship should be secured this time out by Superswede Gunnar Nilsson, he needs just two points to make sure of the title, but you can bet your bottom dollar or Belgian franc that his two nearest challengers Danny Sullivan and Patrick Neve will make life very difficult for him. They want good, clean revenge. And for that matter so will Alex Ribeiro, locally based New Zealander Richard Hawkins, Australian brothers Larry and Terry Perkins and so on. There's little to choose between about ten of the runners at the moment and a really thrilling race is promised.

If anyone needs proof of Nilsson's ability then there'll be another chance to see the second of this year's really big discoveries in action in the Atlantic race. The other discovery, Tony Brise, will be on F1 duty in the States and just to make it really interesting his all conquering Modus will be handled by F3 man Danny Sullivan — he might have lost the F3 championship but if

Danny can beat the Rapid Movements Chevron he'll get the break he wants. His job is to protect Brise's one point lead in the series over Sullivan's compatriot Ted Wentz. Throw in Nick May and Richard Morgan (in Jim Crawford's Chevron with a hired Swindon engine) and Val Musetti, you've got a really competitive field.

A Miller Organs Atlantic race is on the programme too and battle will be renewed between John Pearson's fearsome XK120 and John Cooper's Porsche. In the Simoniz Special saloon championship round Nick Whiting will be looking to protect his slender points lead from 850 man David Enderby.

Completing this excellent line up are Britax Production Saloon and National Organs Clubmen's championship rounds both with over-subscribed entry lists.

Racing starts at 2 pm.

SNETTERTON

The Shellsport F5000 series is building up to a really tense finish in the final few rounds. Just 14 points separate the top five competitors and with 20 points for a win, the heat will be really on. Teddy Pilette is the man with the advantage at the moment but Ian Ashley, Peter Gethin, Guy Edwards and David Purley are all right there.

The longish straights at Snetterton should suit the Ford V6 engined cars which must give Purley the upper hand in the Lec Chevron although, of course, on current form nobody is likely to stop Alan Jones in the fabulous Thursdays/RAM March. With three finishers from his five races in the class, Jones has scored 52 out of a maximum 60 points. A great record. Other leading entries include Richard Scott, Boy Hayje, Damien Magee, Bill Gubelmann (in Gordon Spice's Lola) and Brian McGuire.

It's an all championship programme and Chris Meek, Chris Alford and Terry Grimwood top the class line up in the Production Sports event; Nick Whiting, Tim Stock, Phil Clarke and Geoff Wood the BRSCC (E Anglia). Special Saloon race; Geoff Lees, Kenny Gray, Matt Argenti the National Organs FF; Geoff Friswell, Frank Sytner, Nick Adams and Alex Ferrada the Lec Clubmen's and Neil McGrath, Dave Hedges, Mick Hill and Stewart McCrudden the Renault 5 Challenge.

Racing starts at 2 pm.

BRANDS HATCH

Radio One saloons top the bill at Brands Hatch on Sunday and the DJ element is getting stronger. Noel Edmonds will be there of course in the Castrol Capri while the hairy monster from two hundred miles up the M1 (it's probably 225 to Brands actually) Dave Lee Travis will be at the wheel of the Hitachi Mazda which Cozy Powell has had to leave behind him while he tours the States. Rosko will be on hand also to leap about the grid while no less than four different record company sponsors will be involved.

The amazing performing Ox, Jean-Pierre of that ilk, will be doing his thing and Jock Robertson, Tony Lanfranchi, Wendy Markey and Bill Sydenham among others will be doing their best to keep well away from him (did we hear BO? . . . and it wasn't in stereo either).

The Camaro and Capri crowd will be out in force as well as the diddy doddlers. It looks like fun.

The Formula Fords will be contesting the Mogul Electronic Short Circuit (that's the electrical type we presume) Challenge where Rick Morris looks to be the strongest competitor, John Homewood, Brian Prebble, Ray Calcutt, Richard Oliver and Pat Mannion top the Kent Messenger saloon challenge and Steve Thompson, Tony Dron, Mike Freeman and David Da Costa are just some of the brave men contesting the Penthouse Mexico race and a non-championship Modsports race completes the programme.

Racing starts at 2.15 pm.

LYDDEN

The 750 MC are in charge for a nine race meeting at Lydden on Sunday where, naturally enough, rounds of the 750, F1300 and the National F4 series head the line up. Adding some nice low cost variety is a round of the Classic Saloon championship, an FF race and a Libre event.

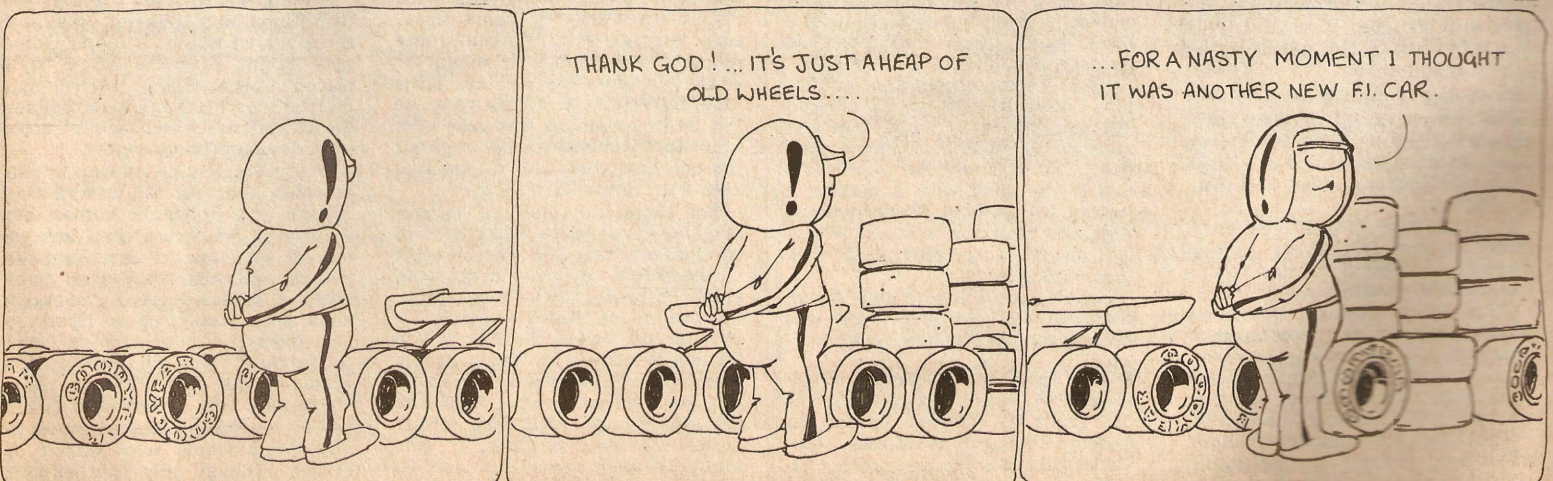
All the usual championship contenders are entered including of course, the good captain, and top 750 points chasers Kim Perry, Rob Wells, Tim Green, Lyn Evans and Chris Elmes.

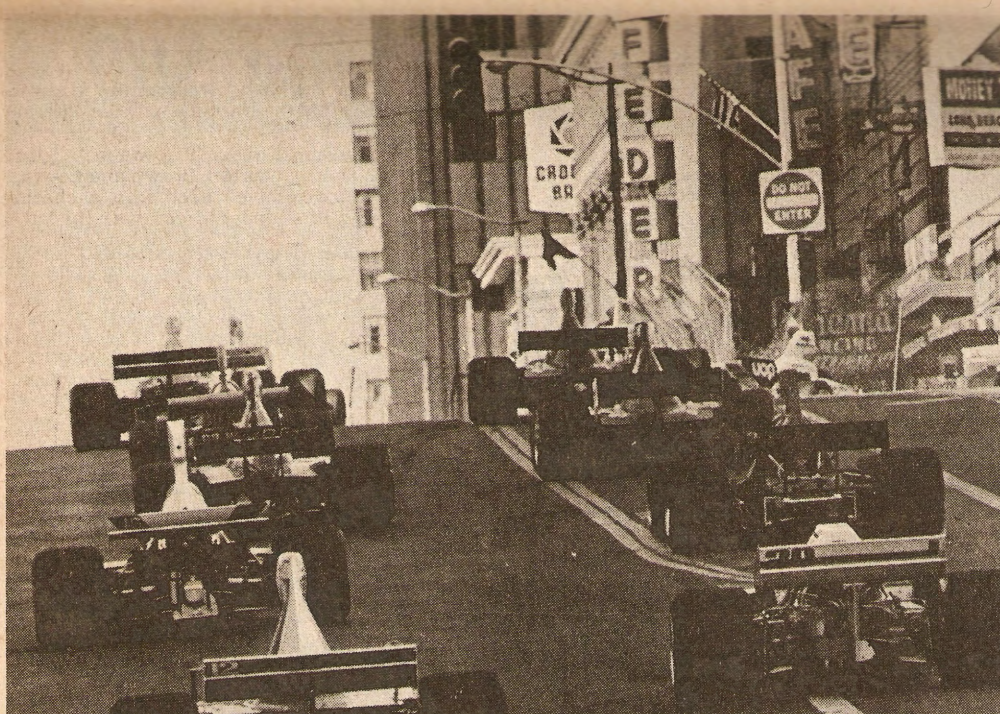
The penultimate round of the F1300 series will see a big points battle between title contenders Phil Lloyd, John Allan, Bob David and Brian Cocks.

Racing starts at 3 pm.

CATCHPOLE

By Barry Foley





It's an American dream – including racing cars too. Street racing at Long Beach about to get underway.

LONG BEACH

It's Brian, but Brise stars

By GORDON KIRBY

Photos by CHARLES LORING

"I'm a lucky bugger. . . I'm a lucky bugger . . ."

Brian Redman was standing in a corner of the giant arena which served as a press room for the first Long Beach Grand Prix. He had just won the race and with it he had retained the USAC/SCCA Formula 5000 Championship for the second successive year. In a race which proved to be extremely savage on equipment Redman and his Haas/Hall Lola T332 had come through impeccably, winning their fourth F5000 event of the season and once again showing the fine balance and professionalism of their team. But Brian, honest and plain as ever, was the first to admit that this time luck, that vaguest and most abused of determinants, had played a large part in his victory.

Starting from the second row Redman had slotted into fourth place away from the start and driving his car with some conservatism, playing as calculated a game as he could, Brian watched a remarkable battle unfold just ahead of him. Starring in this fight was none other than Tony Brise. The tall young man from Kent pushed his way ahead of the pair of Viceroy/Hilton Lolas of Mario Andretti and Al Unser, pulled clear of them, spun, dropped behind both of them, then came barreling back to snatch the lead back again. It was a breathless, impressive performance.

In an effort to keep Brise in sight Al Unser clipped a barrier and retired and Andretti ran into gearbox trouble and also retired. But then with the race almost in his pocket, Brise's Theodore Racing Lola suddenly snapped a half-shaft so that Tony had to pull off the road just before the pits. So it was then Redman, from some considerable distance behind, who inherited the lead and held it easily to the end.

In the wake of Brise's superb drive and Redman's Championship win came what was undisputedly the finest Formula 5000 race in the history of the class. It was a race full of hard battles for much of its length, a race that as an event was a success in every sense of the word, even more a race totally unlike any other in contemporary American motor sporting history.

ENTRY and PRACTICE

Long Beach was the race which everyone had looked forward to all year. It was going to bring racing to the attention of the American public (for year upon year the power brokers of American motor sport have talked and argued and agonised over how they might achieve this and finally, with the growing reality of Long Beach, you could hear them saying as the day drew closer, "Aha! This is it. This is step one."), it was going to give Formula 5000 the boost which it still needs and too it was surely going to be The Event, the social extravaganza of the year. Even so there was doubt, almost until the last moment that the event would be held at all. Not from the organisers themselves – they were always adamant that the race would go ahead in superb style – but from within the motor racing hierarchy and of course, from the always cynical Fourth Estate.

In that way, on the morning of the first day (Friday) of practice as everybody stood about the paddock waiting and wondering as the start of the proceedings was delayed once and then again, it began to appear as if the event really wouldn't get off the ground. Or at best that it would stumble badly and ruinously over its many legs and arms.

For three hours everyone waited while workmen struggled hard to install the balance of the cement blocks and wire fencing and stacks of tyres which would complete the 2.00 mile circuit. Most of the markers and barriers had been laid out much earlier but the organisers had been unable to initiate the final installations until 8 o'clock in

the morning because the city streets had to remain open and useable until that time – although the City of Long Beach wanted their Grand Prix they were very wary of the problems it would create and they were subsequently not about to make the day to day functioning of their citizenry entirely subservient to this strange, new event.

Finally, at one o'clock on a warm Californian afternoon the job was finished and the Formula 5000 cars barked into life for their first laps of America's newest Grand Prix circuit. Fittingly it was Dan Gurney's steelblue Jorgensen Eagle, Vern Schuppan at the wheel, which led the cars onto the circuit for the first of two forty-five minute sessions of the day.

About four hours later the first day of the sights and sounds of motor racing at Long Beach came to an end, cleanly and without incident. The drivers climbed from their cars to talk with surprise, if not enthusiasm of the nature of the circuit. It was they seemed to agree not as tight and Mickey Mouse as they had thought. Not that any of them jumped from their cockpits to say that this was going to be a circuit that they really loved, but it did, most of them thought, have its points. Mario Andretti said it was "Much quicker than I had thought," and added that there seemed to be more places to pass than at other round-the-houses courses like Monaco and Barcelona. Brian Redman said simply, "It's tough, very tough," while Elliott Forbes-Robinson, eyebrows raised said, "I'm having much more fun than I thought I would, especially after Three Rivers."

Everyone breathed a sigh of relief. Phew. Day One over. Now to the next day, the one that would

matter. One more forty-five minute session and a final period of one hour and fifteen minutes.

That day, the sun shining down, warmly again and the road surface beginning to ingest its first layer of rubber, the times began to tumble in surprising chunks. Driving straight and clean and without spectacle Al Unser was the first man to really push the issue. Late in the first session he improved dramatically so that he was fastest by well over a second and everyone grumbled that it must have been a timing error.

But the final session proved there was no mistake. Al was just as quick again, but this time his teammate Mario Andretti, pushing his Viceroy Lola hard up to the kerbs, his hands holding the wheel in nervous, straining little flickers, came charging down the stopwatch to snatch his sixth pole position of the American F5000 season. Unser, just failing to match his time of earlier in the day remained second fastest so that the pair of red and white Vel's Parnelli Lola-Falconer T332s sat proudly at the top of the time sheet.

Both cars were in the same trim which the team had settled on a few months ago and both were using a four-speed gearbox as opposed to the five-speed set-up which many people thought would be required at Long Beach. Andretti had tried using five gears but first gear had been too high of a ratio so that he had to go back to using four gears. All of this hinged on a question of getting out of the two hairpins with as little wheel-spin as possible and getting through the many medium speed corners properly while not losing any time along the long and fast (just over 170 mph) straight down by the sea. Andretti's dramatic improvement brought him a best lap of 1 min 21.297s, while Unser's first session time was 1m 21.948s.

Third fastest and a big surprise to most people was a certain Tony Brise. Driving Teddy Yip's Lola-Smith T332 hard and clean, much like Andretti, Brise returned a best of 1m 22.036s and this after missing most of Saturday's first session when a driveshaft yoke broke up. The first day he had been second only to Andretti. Tony offered the surprising opinion (he seems to be making a habit of doing that) that physically the F5000 Lola "is very easy. You're going so slow most of the time anyway and the steering's very light."

Grouped together in fourth and fifth places were the pair of UOP Shadow-Dodge DN6s of Jackie Oliver and Tom Pryce. Oliver (1m 22.036s) was complaining of not being able to brake the Shadow as hard as he would have liked and Pryce (1m 22.799s) echoed precisely the same opinions. The regular driver was pleased enough however, saying that things looked much as they have all year and he was thinking that the race itself might spur him on a little more. The F5000 newcomer having provided just the kind of spectacle that was expected of him said he found the DN6 "clumsy", explaining that it felt heavy and that he himself didn't fit the cockpit quite properly, "so that I'm flopping around like a prick in shirt-sleeves." Nevertheless the times of both men were closer to the pole than the single Shadow has been most of the summer and the team were taking pleasure in having won the concours d'elegance earlier in the day.

Comparatively well down the grid was F5000 Champion Brian Redman and the Haas/Hall Lola T332. For Long Beach the team had been able to attract sponsorship from Boraxo (a heavy-duty cleaner) so that the Lola received its second change of colours for the year, this time to a white base trimmed in black and red. After the first day of practice our Brian was third fastest just a few tenths off Andretti's pace but on Saturday his Lola ran into problems with its differential and also had the rear brake disc hats fail. These problems combined to severely reduce Redman's Saturday track time so that he was unable to better 1m 23.604s. Jim Hall was quite concerned that evening with the brake problem as a number of Lolas had experienced similar failures, although all were slightly different in detail.

Vern Schuppan slid a couple of places down the time sheets when a drive shaft failed on the Jorgensen Eagle early in the final session. Until then the car and driver had gone very well, returning third best time (1m 23.674s) during Saturday's first session and having to rely on that for their final time. The Eagle had obviously benefitted from a month of rebuilding which had seen suspension both front and rear thoroughly redesigned (no longer does the front end carry rising rate) so that Vern, obviously very relieved about a dramatic turn for the better said, "Oh, it's completely different," and added that here, around these tight flicks, he was really enjoying himself.

Behind the Eagle came a group of nine cars covered by an even second, something we've never before seen in F5000. Fastest of these was Graham McRae, returning to the series with the Lola T332 he had raced a couple of times earlier in the year now fitted with most of the good T332 bits, including modified rear suspension and a Chaparral airbox. Driving the yellow Eddie Lewis/Armor All Lola hard and well McRae got down to 1m 24.039s. Elliott Forbes-Robinson came next with Francisco Mir's Evil Knievel Lola T332 (1 m 24.091 s). EF-R felt he could have gone a little faster had he not wasted the first Saturday session by struggling on with a set of tyres which had it turned out, had been ruined by cleaning solvent being sprayed over them! Otherwise he was quite happy especially in comparison to the next man, Jody Scheckter, who was unable to take part in the final qualifying session because a camshaft broke in the McLaren engine of his Hogan Lola T332.

Long Beach was Scheckter's first F5000 appearance in nearly two years and the car he was using for this purpose was the T332 Lola normally pedalled by David Hobbs. For this race the car was fitted with a Chaparral airbox, while Hogan's second car, a T330 originally raced by Brett Lunger, was updated completely to T332 specs and also wore a Chaparral airbox. This car was driven on this occasion by regular man David Hobbs. Both men complained of the blue cars suffering a traction problem and a general lack of balance. Probably more as a result of this than anything else Jody pleased everyone with his hard driving ("Wow, it's just like the old days," people exclaimed), but he was unable to effect much of a cure in the short time available which became even less thanks to a brake failure similar to Redman's on the first day and that broken camshaft on the second. As it was then the Tyrrell F1 man was back in tenth place (1 m 24.168 s) while Hobbs and the T330/332-Bartz were four places lower (1 m 24.491 s).

Behind Scheckter came John Gunn, who was really pleased with both himself and his Racing Consultants Lola T332, saying that everything was just fine and he could run with anyone down the straight." Gunn's best (1m 24.204s) just nosed out Eppie Wietzes and the Formula Racing Lola T400M. Wietzes said that he did have something of an oversteer problem but generally everything was well with his little team's unique car. Eppie got down to 1 m 24.223 s and offered the hope that his experience from years ago at the French-Canadian Trois Rivieres circuit might help him here over the course of the race.

Twelfth fastest was Gordon Johncock and the Patrick Racing Lola T332, which George Bignotti finds himself beginning to come to grips with and the driver too is beginning to understand. Driving very hard but not experiencing any major dramas Johncock got down to 1m 24.264s to nose out Hobbs' Hogan Lola and the Interscope Talon MR1A of Jon Woodner. The latter was troubled on both days by braking problems which seemed to stem from a faulty caliper and which brought his practice to an end with a wheel broken against one of the cement retaining walls. Nevertheless Woodner's 1m 24.817s was the fastest time returned by the five Talons entered (that represented the total number of cars yet to be constructed by Jack McCormack).

His March rebuilt extensively by Ray Wardell

and attended to by a couple more ex-March men. John Cannon made his best mark of the year so far as he qualified in 1m 24.909s. With John Lane putting even more support into the project the March had been restructured around a 73A tub with a selection of 751 bits and looked very neat in its Beta-like orange.

Of the others Brett Lunger struggled unhappily with Chris Oates' very plain Lola T330/332 and was unable to better 1m 25.529s, while the two-car Norris Talon team were delayed by having to run-in engines during the first day of practice. As it was Warwick Brown qualified nineteenth (1m 25.734s) while Chris Amon never had a chance to do any serious laps when his Talon's Wiseman gearbox packed up early, leaving the New Zealander a lowly twenty-sixth (1m 27.167s). Danny Ongais was twentieth (1m 26.090s) with the Interscope/Bay Racing Lola T332 which had only been finished the night before first practice while George Follmer made one of his rare appearances of the '75 season, debuting the new Lance LSR1 under difficult conditions and recording 1m 26.947s.

Of the entry of 42 cars, twenty-four were selected as 'seeded' drivers while the rest were lumped together and made to practice in separate sessions. Most of these were local club racers who had polished up their cars and brushed off their driving suits for the occasion and it was one of these men, Dick Workman, who had the only bad shunt of practice when he crashed heavily into one of the cement walls while trying to find his way onto the circuit! He was taken to hospital with broken ribs and second degree burns to 30 per cent of his body.

The fastest of the 'non-seeded' drivers was Bob Earl (1m 26.182s) who was making his second F5000 appearance in his self-prepared Lola T330. The other quicker runners from this group were John Korn (Lola T330), Randy Lewis (Wrangler Lola T332) and Benny Scott (Viceroy/Black American Racers Lola T332).

Expecting that Long Beach was going to be exceptionally hard on tyres Goodyear brought along two additional types of compounds, one of them a stage harder than standard and the other yet another stage harder. On Friday most people used the medium variety but Andretti, who had decided to use the standard F5000 tyre (the softest of the three choices) when he heard that all of practice would be timed officially, ran into no problems at all so that by Friday afternoon everyone had reverted to using those tyres for the balance of the meeting.

Saturday evening was for the mechanics a long one of preparing their charges for what was going to be the hardest race of the year. Many cars had suffered normally unsuspected failures during practice and there seemed to be an almost open question as to how long the odds were of getting through the 50 laps of the final if it developed into a flag to flag race.

The Haas/Hall team, struggling to make their car competitive spent another sleepless night, this time changing the differential, crown wheel and pinion and exchanging all the aluminium brake 'hats' for steel ones which had been made earlier and were shipped up from Texas Saturday night. The Theodore Racing team also did a lot of work, changing the gearbox and lowering the rear ride height in an effort to find greater traction under braking which Brise felt he needed.

HEATS

The two qualifying heats were run over twelve quick laps each with a five minute warm-up immediately before the start of each race. Primary runners in the first heat included Andretti, Brise, Pryce, Schuppan, Forbes-Robinson, Gunn, Johncock, Woodner, Morton, Brown and Lewis.

This first race resolved itself into a chasing match between Brise and Andretti, with the latter initially experienced a brake locking problem which caused him to run wide at the first turn and allow Brise, Pryce and Schuppan to dash inside. Mario quickly pushed his way past the Eagle, then the Shadow, so that with four laps gone and only eight to go he faced a gap of nearly six seconds to leader Brise.

Tony, driving the red Lola very well, holding it in neat, tyre-vibrating slips held the margin for a short while but soon Andretti was lunging toward him. With two laps to go the gap was down to two seconds, next time around it was barely more than one second and as the two leading Lolas sprinted through their final lap they came upon a backmarker which brought them right together just as he pulled wide into the last turn of the race.

Both cars shot inside the slower machine. Brise pressed against the throttle, pushing his Lola's tail out so that for a moment the rear wheel brushed against the wall then the front did the same thing. As the red car kissed the wall and the driver struggled to hold it, straighten it out and aim for the finish line Andretti was able to stick his nose tight beneath the leader's wing and as the two cars boomed down toward the flag Mario pulled out and edged his way up beside. But it was all just a hair too late for him. Tony was able to hang on to win by a nose.

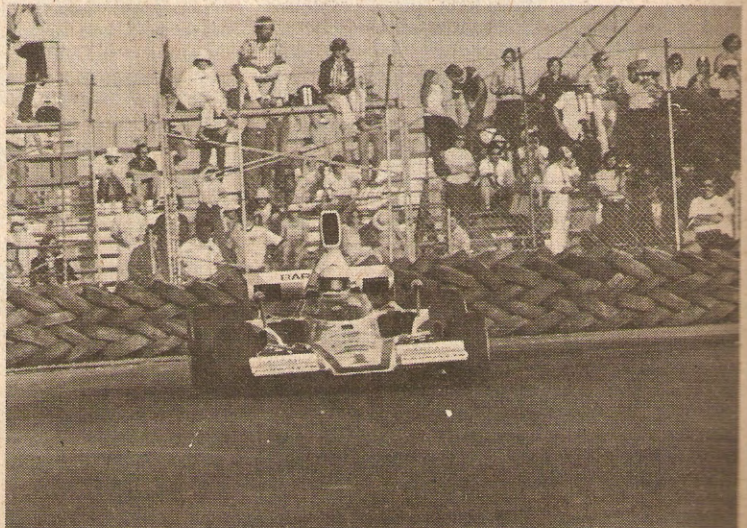
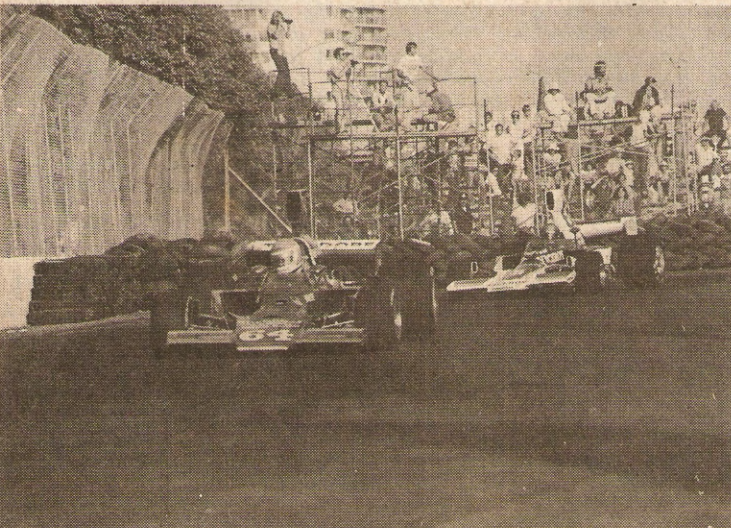
In his charge back toward the front Andretti had lapped nearly a full second quicker than his pole position time and he had done so with a front brake caliper which seemed to have a seizing piston. Brise meanwhile found his suspension mods worthwhile but he said that as well as improving his Lola's traction it seemed to have encouraged some tyre vibration.

Some distance behind Brise and Andretti came the Shadow of Tom Pryce which the driver found still suffering from a lack of rear bite and subsequently a case of chronic oversteer. However he was able to remain safe enough just clear of Vern Schuppan and Elliott Forbes-Robinson who chased the Shadow in nose to tail formation from flag to flag. Warwick Brown worked his way up well to sixth place, saying "Now I'm where I should have been yesterday. "Into seventh came the Interscope Talon of Jon Woodner which the driver found giving him inconsistent braking while Randy Lewis finished eighth with a broken brake hat and Gordon Johncock spun with barely a lap to go and dropped to tenth behind Bob Earl.

The second heat had Al Unser and Jackie Oliver on the front row, followed by Redman, McRae, Scheckter, Wietzes, Hobbs, Cannon, Lunger, Ongais and further back, Follmer and Amon. Lunger, however did not start because his mechanic decided that the Lola really wasn't properly prepared for the event.

As it was this sprint was won in convincing style by Al Unser who just pulled further and further away, again driving very tidily and apparently remaining well within himself while Oliver, Redman and Scheckter tussled hard to keep him

Unheard of before the race, now sensation of the nation, Britain's Tony Brise dominated the weekend. Here he battles with Andretti for the lead (left). Winner of the race and championship was our other hero Brian Redman (right).



in sight. Oliver held second initially but he flat-spotted a tyre while trying to outbrake Unser on the first lap and soon he had slipped behind Redman and Scheckter. Slowly Redman edged clear of the other two but he always lost time to the leader and at the finish he was nearly nine seconds behind.

Oliver had a number of frantic moments as a result of his flat-spotted tyre and just a few laps from the end as he tried to pull himself tight behind Scheckter in an effort to be able to try to outbrake the Hogan Lola at the end of the pit straight, the Shadow suddenly got away from him. The car clipped the guardrail on the inside of a right-hander and slid hard across the road, striking the outside barrier nose-first. The driver climbed out unharmed but the car's monocoque was badly crumpled at the front.

So Scheckter held his third place to the finish, not far behind Redman while teammate Hobbs came through for fourth place, his mirrors filled by the blue and yellow of Eppie Wietzes' Lola. Graham McRae led these last two for some time, then was caught by them and became embroiled in their fight and finally pulled off just before the end with a broken half-shaft. Into sixth place came Chris Amon who worked up well and was slowly catching Hobbs and Wietzes. Not far behind the Talon came John Cannon into seventh. Ongais failed to finish because of a sheared brake disc, while Follmer got involved in a first-lap incident and finished well back in ninth place.

FINAL

So to the 50 lap final which by now looked very much like being a race of endurance. Redman, who found that his car was much better than it had been throughout practice ("I'd been trying to work out what I was doing wrong all that time!"), decided in conjunction with Jim Hall to make a few changes to his Lola feeling that he had enough of a cushion to Scheckter, the next man, to take the gamble. The rest stuck with their combinations, closely checked their brakes and gearboxes and crossed their fingers.

A full field of twenty-eight cars, Unser on the pole and Brise beside, came out for the final. In addition to the first twelve from each heat four other men — John Gunn, Graham McRae, Evan Noyes and John Morton, all of whom had troubles in the heats — were added on at the back.

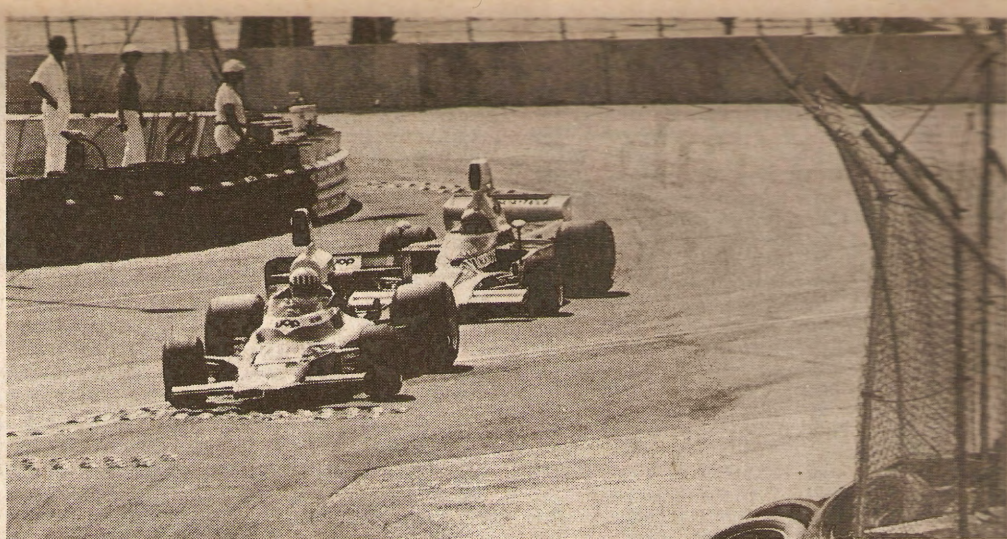
Those twenty-eight hammering V8s did a single lap in tight order behind the pace car and then in an effort to waste none of the dwindling afternoon they exploded away immediately beneath the starter's waving flag. Unser and Brise narrowed their way beside each other down into the first turn, the Viceroy car holding it's place while it's sister machine chopped across Redman's bows to snatch third as they caromed out of sight. Schuppan and Hobbs, side by side on the fourth row, bounded into each other for a moment and as they parted and the drivers struggled to control their way down the hill into the second turn Hobbs found nothing happening from his engine. For a few seconds he felt exasperation but then he realised he'd knocked off the engine kill switch fitted to the steering wheel and, that turned on again, he set off now a few places further back.

Over the first lap Unser pulled out a small lead but soon Brise and Andretti were pushing each other toward the leader and on the third lap both of them were able to push by after Tony had touched Unser and knocked him off his stride and soon they were beginning to edge away on their own. For a few laps Mario kept himself fastened shadowlike to Tony's tail but it wasn't long before the red car disposed of it's likeness and his orange helmet bending forward, his long arms working clear, proud sweeps on the steering wheel Brise began to take control of the race.

By the tenth lap it began to look as if the Theodore Racing Lola had broken the challenge of the Viceroy Lolas. By then it was nearly three seconds clear and as the leaders began to run for the first time through the backmarkers the leader started jumping clear in little knots of time.

But just as he did so and just as his margin approached six seconds Tony, relaxing a little too much (he said so himself) spun quickly at the second hairpin. "They I booted it too much and spun back around the wrong way," he later explained, and as he did so the pair of Viceroy cars slipped through into first and second.

It took Brise barely a moment to recover however and within a lap of his mistake he was hard on Unser again and within another lap Al made a mistake so that Tony was through to second. Unser's error however, was damaging to his car for he clipped the inside barrier at the same



Tom Pryce had his first taste of F5000 in the second Shadow dicing for third with Al Unser.

right-hander where Oliver had crashed earlier and again like the Shadow, he slid across the road into the outside wall. Working furiously at the wheel and the pedals Al almost caught it, but then at the very moment that he got the Lola straightened out it whacked broadside into the wall. He carried on, almost as if nothing had happened but after another lap he relented and came in. A rear upright had twisted under the impact.

So it was now down to Andretti and Brise. The powerful little American, the man who has always been the Fastest Man in F5000, working hard to maintain his small, two second cushion over the long, easy Englishman who just a few days before was totally unknown in America. But now everyone knew his name and lap by closing lap Tony forged it on their memories. He was able fairly readily to bring himself to within a second of Mario but for a long time, as many as ten laps, he was unable to get much closer.

Throughout this time Brise had been peering ahead through an oil-smearing visor, waiting for as long as he dared before he tore off the only 'rip-off' he had fitted. But finally he did so and soon the Theodore Lola was again attacking the Viceroy Lola. At the first hairpin Brise sprinted inside. Mistake. The two cars touched, Mario held his place and shot out onto the straight still in the lead. But at the second hairpin Tony tried again and this time he got by!

Now, nearly twenty seconds clear of third man Redman, the two leaders began their final battle for the lead. Mario was not about to give up and he kept pushing his nose hard beneath Brise's wing, dropping back a hair here, swinging back to the leader's gearbox there, back and forth, back and forth, looking for a slip or an error to show itself. But Tony remained steady and fast in control of his lead.

Then suddenly, the Viceroy Lola slowed down and trickled to a stop. Mario sat for a moment, then undid his belts and climbed out. The engine had broken he thought, although his mechanics later said that it was probably a gearbox failure of some description, they didn't know what. They were too dispirited to look much further just then.

So it looked now as if Tony Brise would be able to stroke his way home to a brilliant win. But no. Barely a lap after Andretti's demise the Theodore Racing Lola suddenly slid off, its brakes locked, at the corner leading on to the pits straight. A driveshaft had broken, perhaps, Tony thought, because of the added tyre vibration brought about by the team's change to the rear suspension (although half-shaft failure was a pretty common one at Long Beach).

Suddenly there in the lead of yet another USAC/SCCA Formula 5000 race was the Champion himself Brian Redman. During the early laps he had held comfortably to Al Unser's tail and found the car working much better than ever with its wings trimmed and generally softened settings. But not long into the race Brian felt the Lola begin to oversteer more and more (he thought the diff might have failed again) and slowly he dropped away on his own while maintaining a cushion of four to five seconds to Jody Scheckter.

"That's what I worked on," Brian explained later, "all I wanted to do then was keep the gap to Jody." And he did so until the Hogan Lola, which Jody was fairly happy with incidentally, save for losing "about 50 yards" on acceleration onto the main straight, suddenly pulled off the road with, you guessed it, a broken halfshaft. It was only

three laps later before Andretti disappeared to elevate Brian to second and then a lap later he found himself leading comfortably, by fully half a minute from Vern Schuppan and the Eagle.

So Redman cruised home, keeping his revs a full 1,000 short over the last fifteen laps and scoring a win that, if lucky, was also the product of an extremely thorough and effective racing team. The Haas/Hall/Redman/Chaparral team above all else Know Their Stuff.

Schuppan brought the Eagle home to its best finish of the season, the car and the man performing very well despite having to deal with fading brakes for most of the race. In the early laps Vern had run a strong sixth after outbraking Pryce's Shadow and taking the lead of the second group in the wake of Brise-Andretti-Unser-Redman-Scheckter. It was certainly a very good run for the Australian and the AAR team.

Third was Eppie Wietzes, who had deliberately contained himself during the opening laps so that he never experienced any serious braking problems. For a long time he trailed Chris Amon, but just past the mid-point of the race he pushed himself by the Talon and went away on his own. Amon gave his Talon a good race, working past teammate Warwick Brown early on and giving chase to Elliott Forbes-Robinson before the latter pulled in with a cam follower broken in Francisco Mir's Lola. Until then E-F-R too had given a good account of himself, chasing after Schuppan from the start until being forced into the pits.

David Hobbs recovered from his first lap drama to slot back into the hunt and for a long time he and Jon Woodner had a good race a short distance behind Warwick Brown. Despite a couple of quick spins Hobbs finally got clear of Woodner and some time before the end he was able to push past Brown for fifth. Brown, in sixth place was the last of the faster runners to finish, for Woodner, who had run up the back of Warwick at the start and struggled through twenty-seven laps with a badly bent nose finally lost his twitchy Talon and clouted the guardrail. Tom Pryce held sixth for the first dozen laps before losing fourth gear, then his place to Schuppan, and finally stopping with a jammed gearbox and bent valves.

Long Beach then, race of the season that it was supposed to be was certainly just that. It was easily the finest Formula 5000 race ever, it was the start of something which must surely do Good Things for American motor sport and it was won just as it should have been by the Chaparral mechanics and Brian Redman.

Good on yer Brian.

Long Beach Grand Prix California, USA. 50 laps - 100 miles SCCA/USAC F5000 championship — round 7

1. Brian Redman (Lola-Chaparral Chevrolet T332), 1hr 10m 12.04s, 86.32 mph;
 2. Vern Schuppan (Eagle-AAR Chevrolet 75), 1hr 10m 41.98s;
 3. Eppie Wietzes (Lola-McLaren Chevrolet T400M);
 4. Chris Amon (Talon-Molloy Chevrolet MR1A), 49 laps;
 5. David Hobbs (Lola-McLaren Chevrolet T330/332), 49 laps;
 6. Warwick Brown (Talon-Molloy Chevrolet MR1A), 49 laps;
 7. Evan Noyes (Lola-Bartz Chevrolet T332), 48 laps; 8. Bob Earl (Lola-Bartz Chevrolet T330), 48 laps; 9. John Morton (Lola-Falconer Chevrolet T400), 48 laps; 10. Skeeter McKitterick (Chevron-Aero Chevrolet B24/28), 46 laps.
- Fastest lap:** Tony Brise (Lola-Smith Chevrolet T332), 1m 19.90s 91.00 mph (circuit record).
- Heat 1 (12 laps):** 1. Brise, 16m 32.44s, 87.29 mph; 2. Mario Andretti (Lola-Falconer Chevrolet T332); 3. Tom Pryce (Shadow-Shadow Dodge DN6); 4. Schuppan; 5. Elliott Forbes-Robinson (Lola-Mir Chevrolet T332); 6. Brown. **Fastest lap:** Andretti, 1m 20.35s, 90.49 mph.
- Heat 2 (12 laps):** 1. Al Unser (Lola-Falconer Chevrolet T332), 16m 30.39s, 88.11 mph; 2. Redman; 3. Jody Scheckter (Lola-McLaren Chevrolet T332); 4. Hobbs; 5. Wietzes; 6. Amon. **Fastest lap:** Unser, 1m 21.53s, 89.18 mph.

Start; M.R. 78/365701 from 09.01 until 11.30 hours approximately.

Point One: Time Control 1 and Special Stage 1. M.R. 70/771023.
First car due at 30 mph, 10.41 hours.
First car due at 40 mph, 10.16 hours.

Point Two: Time Control 2. Rest Halt and end Special Stage 7. M.R. 76/669½901½.
First car due at 30 mph, 11.56 hours.
First car due at 40 mph, 11.37 hours.
Car Park (free) for this point at M.R. 76/661898.

Point Three: Special Stage 9. Spectator Entry Point M.R. 76/608½964½.
First car due at 30 mph, 12.57 hours.
First car due at 40 mph, 12.52 hours.

Point Four: End Special Stage 17. M.R. 77/800803.
Middle Special Stage 16. M.R. 77/798802.
First car due at 30 mph, 15.12 hours.
First car due at 40 mph, 14.58 hours.

NO CARS BEYOND M.R. 77/805807.

LINDISFARNE PREVIEW

Unchanged format for '75

The penultimate round of the RAC championship gets underway this Saturday when the Tynemouth and District MC organised Lindisfarne Rally takes to the forests of Wark and Keilder. The rally is once again being sponsored by Idem Wiggins Teape to whom the organisers are indebted for a prize fund of around £900. Last year the event achieved several accolades in both the press and the IRDC questionnaire, and the seasoned organising team have seen no reason to change the successful format so the event is very much as before, with over 100 stage miles in the 190 mile overall route. Start is at the Park Hotel, Tynemouth (78/365701), and the finish is at the Gosforth Park Hotel (78/243713). The first car is away at 09.01 and will arrive back at the finish at approximately 17.00.

Originally the entry was limited to 150 cars, but such have been the financial rigours of the season and perhaps the reputation of the Lindisfarne itself as a tough event on the car, that, as we went to press, the organisers had just 94 entries, and several of the latter were phoning in to inform them of cancellations due to recent mishaps in a long and gruelling season.

At the top however there is little indication of the paucity of cars lower down, with most of the country's top crews in the thick of the action. Greatest speculation concerns last year's winners, Roger Clark/Jim Porter in the Cossack Escort 2. Roger, who has already been in Italy some time, practising for the San Remo, returned there on Tuesday for the World Championship round which started on Wednesday. The San Remo finishes just three hours before the start of the Lindisfarne... yet Roger's car will be ready scrutineered, waiting for him at Newcastle airport on Saturday morning. It seems that should Roger experience some mechanical failure or be obviously out of the hunt in Italy, he will be jetted back to the north of England to try to keep his RAC championship hopes alive. The Lindisfarne organisers are not alone in seeming very confident that the first car down their start ramp on Saturday morning will be the Cossack car — time will tell. Top twenty are as follows: 1, Roger Clark/Jim Porter (Escort, RS1800); 2, Billy Coleman/Donal

O'Sullivan (Escort RS1800); 3, Russell Brookes/John Brown (Escort RS 1800); 4, Tony Pond/David Richards (Lancia Stratos); 5, Nigel Rockey/Derek Tucker (RS 1600); 6, Donald Heggie/George Dean (RS 1600); 7, Tony Drummond/— (RS 1600); 8, Brian Culcheth/Johnstone Syer (Dolomite Sprint); 9, Tony Fowkes/Bryan Harris (RS 1600); 10, Bob Bean/Allan Greenwood (RS 1600); 11, Will Sparrow/— (Vauxhall Magnum); 12, Paul Faulkner/Monty Peters (Vauxhall Magnum); 13, John Taylor/John Jensen (Escort RS 1800); 14, Andy Dawson/Kevin Gormley (Datsun Violet); 15, Robin Eyre Maunsell/Neil Wilson (Chrysler Avenger); 16, Piggy Thompson/Peter Hodgson (Porsche Carrera); 17, Ian Gemmell/Frew Bryden (Chrysler Avenger); 18, Pat Ryan/John Gittens (Morris Marina); 19, Alan Conley/Crawford Dunn (Chrysler Avenger Tiger); 20, Ian Wilson/— (Opel Kadett GTE). The entry list also includes Jim McRae's SMT entered Vauxhall Magnum; Bernard Banning's Avenger and Phil Wilks' Saab 96.

It appears that the long awaited competition parts for the Dawson Datsun have at last presented themselves, hence the car's re-appearance. Pat Ryan will be driving his rebuilt 'Scottish' car. Spectators are welcomed by the organisers in certain areas and these are listed below. Should they stray into other areas, marshals may not be quite so overjoyed to see them. The organisers are still short of marshals and anyone wishing to have a go on

Saturday should get in touch with Keith Robson at 20 Moorland Villas, Bedlington. Telephone number is Bedlington 822666 after 18.00. Clerk of the Course is Mike Sayer and the Secretary of the meeting is Keith Gray. Spectator information is as opposite.

Chrysler pull out

Last Tuesday evening, Chrysler withdrew their works Avenger entry for Colin Malkin. This unfortunate eventuality was brought about when the mechanics found a water leak in the block of the big bore 1800 cc Brazilian engine, and there was no way in which even the Chrysler men could have pressed out new liners and honed and skimmed the block in the time available. The Lindisfarne was to be the debut of the big-bore Brazilian block engine and in fact it was during its first ever build that the water leak was discovered, so the unit has yet to run. Competitions have been waiting since June for the batch of spares (including blocks) to appear over the horizon from Brazil, and the ship is reportedly still to dock. This last minute calamity was doubly unfortunate for the team in that the Lindisfarne was to constitute their major shake-down for the RAC, with final choices being made with regard to springs and brakes on the old Bagshot chassis. Chrysler actually have two South American choices with their parts, Argentinian and Brazilian; the former are much more simple and speedy to attain, but the latter have been around for a longer period and are better developed.

News is not all bad however for the confirmation had just been received from the RAC of the homologation of the 1800 cc Group one engine which is of course the taller Brazilian block with a longer stroke crankshaft and Robin Eyre-Maunsell will be using this unit at the weekend. A closer ratio gearbox would normally accompany this engine but as Chrysler's ship has not yet come in, Robin will be using the normal 'box on the Lindisfarne, where the RAC Group one Championship is almost certainly going to be a hard fought battle. Paul Faulkner at present leads Robin by a mere two points.

● Our office mathematics does have its more erratic moments and the ever-watchful Phil Short has found a glaring cavern in the armour. He points out that George Hill can score a maximum of just 28 points in the Castrol championship from the next final two rounds, and not 32 as we intimated last week.



Roger Clark — should he retire from San Remo early, then he will definitely be competing on the Lindisfarne.

Can Roger make it?

Should Roger Clark be late at the start of the Lindisfarne, the Tynemouth and District MC have reserved a slot at number 120 (although there are nothing like that many starters). If Roger were to start at the back of the field, then last year's second placed man, Andy Dawson may well be first away in the Datsun, although he is at present seeded 14. The Violet, thanks to a special consignment from Japan, is now equipped with softer rear springs and a different front cross-member which alters the roll centre, effectively giving an identical suspension set-up to that of Chris Sclater's version. Dawson has not in the past been able to achieve this owing to lack of suitable parts.

"Streamlined" DTV

At least for the time being it seems that the quandary surrounding the activities of DTV has been resolved and the situation is to return to the status quo, until after the RAC — that is to say that Chris Coburn will be remaining as team manager until the end of the year, and under his direction the team will be fully honouring its commitments to Castrol and to its drivers, with two cars on the Lindisfarne (for contracted drivers Sparrow and Faulkner) and three cars for the RAC (two G2 cars for Sparrow and Airikkala, the latter to be partnered by John Davenport; and the G1 car). Next year as part of the team's official "streamlining," the rally side will be moving to Shepreth under the wing of Bill Blydenstein and at present it is probable that Will Sparrow will remain as resident driver with the revamped arrangements. Chris himself will continue to look after and expand the booming Sportpart business next year and may enter into some co-operative arrangement with Blydenstein although there remains some speculation that he will be taking a more active part in some sporting projects for next year... as he said to us when we spoke to him on Monday, "I do not expect to remain in motor-sport purely on a commercial basis only." Rumours now circulating in informed circles lead one to speculate on whether Will might not in fact switch GM allegiance to DOT, Tony Fall and the Kadett next season. Nothing seems certain.

● Chequered Flag were still waiting for piston rings and gears from Turin as we went to press.

WORLD RALLY CHAMPIONSHIP FOR MAKES 1976

16/24 Jan	Monte Carlo Rally, France
19/22 Feb	Swedish Rally, Sweden
10/14 Mar	Rally of Portugal, Portugal
15/20 Apr	Safari Rally, Kenya
30 May/6 Jun	Acropolis Rally, Greece
25/27 Jun	Moroccan Rally, Morocco
22/25 Jul	Total Rally, South Africa (see opposite page)
27/29 Aug	Rally of the 1000 Lakes, Finland
6/9 Oct	San Remo Rally, Italy
20/23 Oct	Rideau Lakes, Canada
6/7 Nov	Tour de Corse, Corsica
26 Nov/1 Dec	RAC Rally of Great Britain, U. Kingdom

Peter Allen takes charge of Circuit

Ending months of speculation over who would fill the vacancy, comes the highly popular appointment of Peter Allen as Clerk of the Course on the Circuit of Ireland, replacing Malcolm Neill who did so much to bring the event up to its present envied standards. Peter in fact has had more than a little to do with the increasing status and success of the event in the past as he was Deputy Clerk of the Course last year, and Secretary of the Meeting for the last three years. He is therefore no stranger to responsibility and meticulous attention to details having effectively been Malcolm's right hand man throughout his tenure of the event.

Although this news was only made public last Saturday, the appointment has been a well kept secret for weeks, and Peter's "Circuit" committee, containing both old and new faces has already been formed. A new position, that of Chairman, has been taken up by David Mitchell, a former Clerk of the Course and chairman of the Ulster Automobile Club. He will also be looking carefully at the promotional side of the event.

The Circuit of Ireland will again be run under Benson and Hedges sponsorship in '76 and is scheduled for the 16th-20th April. Regulations are expected to be out in mid-November.

Peter Allen - Clerk of the Course.

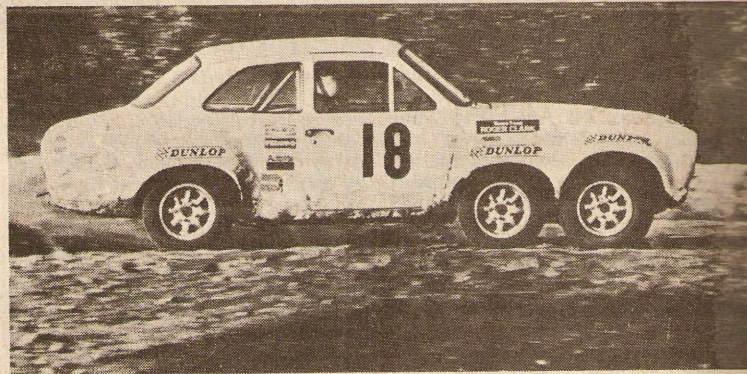


● Last weekend Newry MC ran their Circuit of Down rally, a counter in the Northern Ireland rally championship. The event was won by Fred Crawford/Peter Scott in an RS2000 and second were John McAlorum/Paul Phelan in the one and only lightweight BMW in the province. Joe Pat O'Kane/Roy Sloan were third in their Avenger GT.

Foreign plans

As we intimated in these columns earlier, Fiat plans next year constitute a major cut-back on the extravagances of '74/'75, and most of the Agnelli competition budget will be handed out to Lancia who will be campaigning the Beta Monte Carlo, the well-proven Stratos and perhaps the FWD coupe as well. Fiat are expected to sign up just two national drivers to pilot their 131 Mirafiori cars; one of these will of course be Maurizio Verini and the other is expected to be selected from a choice of Fulvio Bacchelli, Roberto Cambairghi, or Alcide Paganelli. The four major events they are at present contemplating however are the Portuguese, the Acropolis, Morocco, and the Safari. They would like to sign an overseas crew for these events only; however the likelihood is that they will 'borrow' a crew from the Lancia "typing pool" which starts with Sandro Munari and Bjorn Waldegaard and goes on from there.

Peugeot plans are much the same as this year and will be concentrating as before on the promotable area of Africa where they have enjoyed so much success. Their next event is to be the Bandama at the end of the year where they will have at least three cars for Mäkinen/Lid- den, Mikkola/Todt, and Pescarolo/Jean Pierre Aujoulet (publicity manager of Gitanes) and there may be another car on hand for Ove Andersson/Arne Hertz in



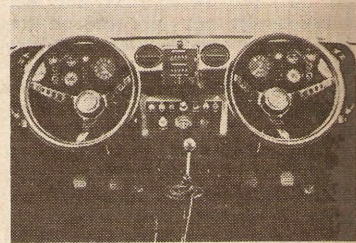
All is revealed...

At last it can be told - the shock story of Boreham's abandoned

recognition of their Safari win. Since the Bandama allows the use of G5 cars, one of the 504s may well be fitted with a competition version of the V6 engine which Renault and Peugeot have been jointly developing with Volvo. Pescarolo's car was originally Mäkinen's Safari transport and Mikkola's Total Rally car.

● The New Caledonia Safari rally is now definitely to be held, although there still seems to be some doubt over when the event will be held, (28th-30th November seems most likely). Achim Warmbold is apparently going to do the rally and we have heard that his BMW may be leaving for its Antipodean destination as early as next week.

secret weapon. Stuart Turner: "of course, we were doing it for rallies three years ago... but could never find room for certain of our co-drivers' pace notes."



'New boy' for Ford

Ford's "A" team for November's RAC Rally will consist of Timo Mäkinen, Roger Clark and the "new boy" who so impressed Stuart Turner on the 1000 Lakes, Ari Vatanen. Turner, at last Wednesday's Barry Hughes forum, announced this addition to the Ford ranks. Since Ford were only last week very keen to re-sign Hannu Mikkola for next year (before he informed them of his Toyota deal to cover at least the Acropolis, Swedish, Portuguese and RAC; plus his Peugeot commitments), they must obviously be watching Vatanen very carefully. Should he continue to impress, there must obviously be a way-in to a regular drive, perhaps eventually to replace the still masterful Timo Mäkinen? Meanwhile with rumours of Ford's '76 plans still circulating and the unconfirmed prospect of Roger Clark "going Continental" next year, there is a lot on which to speculate.

Per's plans

Per Inge Walfridsson confirmed last Tuesday that he will be driving the Chequered Flag Stratos on the RAC with John Jensen co-driving as usual. In just over ten days time the car is due to go to the Lancia works for its pre-RAC rebuild, and accompanying Ron Pellatt will be one of Per's Swedish service crew who will be working with the team on the event in November, and who should be able to circumvent any language problems which may arise. Per will be going all out to win the RAC this year and the opening battle between himself and Waldegaard promises to be very exciting.

Meanwhile John Jensen will be renewing an old partnership this weekend as he is co-driving for John Taylor on the Lindisfarne. Jensen is uncertain at present how he will manage to sandwich his rallying into '76 so as to avoid compromising his heavy business commitments, and Per's plans are still uncertain, but his name has once again been linked with a prominent European rallying force of the moment.

Ouse Valley

This Sunday the BTRDA and Cars and Car Conversions contenders will be tackling the Ouse Valley Stages. The first car will leave the St Ivo Recreation Centre (153/308718) at 09.00 and the first car is expected at the halfway halt, the Cross-Keys Hotel, St Neots, at about 12.30. The finish will be at the Cambridgeshire Hotel, Bar Hill (154/383638). The organisers are anxious to avoid the problems of massed spectators at private land stages so they are being chary over viewing information. However it appears that the post-lunch restart will be at Huntingdon race course (shades of the Caravan rally).

The top ten runners are as follows: 1, Robin Farrington/Jeff Hignet (Escort RS); 2, Peter Bryant/Colin Wilson (Chrysler Imp); 3, David Stokes/Brian Rainbow (Escort RS); 4, Randolph Whittall-Williams/Andy Butt (Escort RS); 5, Terry Kaby/Brian Rainbow (Cooper S); 6, Robin Langford/Graham Freeman (Fiat 124ST); 7, Malcolm Smith/Anthea Larner (Mexico); 8, Steve Hill/Dave Booth (Escort RS); 9, Callum Barney/Mike Smith (Escort RS); 10, John Priestley/Trevor Withers (Escort RS).

There is apparently some doubt at present as to whether Malcolm Smith will have his car re-prepared in time following his Suffolk Stages shunt last weekend when his car tripped over a root and spun itself into the trees. Steve Hill at number eight is the winner of the '73 event and Callum Barney at nine is a little known local man who is purported to be very quick. Chris Wathen, whose entry was received late, is down at 21.

PROVISIONAL LIST - RAC RALLY CHAMPIONSHIP, 1976

(the organising clubs of the following events have been invited to participate for RAC Championship status inclusion).

EARLY:

Tour of Dean; Snowman; Mintex; Circuit of Ireland.

MID:

Wales; Scottish; Jim Clark Memorial; Burmah.

LATE:

Manx Trophy; Lindisfarne; RAC International.

Northern Ireland: Omagh or Larne MC, depending on road closure order.

Kuun coming..

A new addition to the powerful Toyota line-up on the RAC (two 2-litre Celicas for Andersson and Mikkola, and a Corolla/Levin for Chris Sclater) is a Levin prepared by Toyota Europe for Jannie and Christo Kuun, the South African brothers who are famed for their activities back home in the Toyota 'breadvan' Estate. The brothers are no strangers to European conditions, however, having rallied works Volvos on the TAP before now.

..and Aaby, too

Norwegian driver Erik Aaby, who appeared, and finished, on the Circuit of Ireland two years ago with his own private Ascona, and has subsequently non-appeared on the RAC last year and tackled the Welsh this spring (rolling out of the action) will definitely be appearing for this year's RAC with his David Sutton Cars built Escort. Aaby finished eighth overall on this year's 1000 Lakes and second on the recent Kesol rally with the car. His co-driver is, as yet, un-named, but is likely to stem from Northern Ireland. ● The Norwegian Honda Civics will be back in force for this year's RAC Rally. There will be a three car team, all utilising British co-drivers.

First for Hughes

Twenty-year-old Colwyn Bay driver Ian Hughes gained his first rally success last weekend when he won the daylight Sestrian Stages rally run by Chester Motor Club. Partnered by Arthur Davies from the same town they gained a 24s win in their Colwyn Tool Hire Escort TC over the vastly experienced Frank Pierson who took along Jim Smith in one of his Escorts.

The rally was planned to have 40 stage miles in a 130 mile road route but an accident and a fallen tree caused two of the afternoon's eight stages in Clocaenog forest to be cancelled. The event started with eight stages in Clocaenog followed by a run down to what was eventually a mere two miler in Abernand.

In very wet weather which made the forest tracks extremely slippery, a majority of the dramas were in Abernand where many crews drowned in a ford. Robin Farrington was almost certainly robbed of second place when Bob Jeffs accidentally swiped and closed a gate in front of him and after lunch Keith Billows went ahead on into an Army Land Rover on the first Clocaenog stage. This stage was cancelled; he affected repairs and continued to win his class.

Hughes and Davies won the event on 37m 37s while Pierson and Smith had penalties of 38m 1s. Farrington with Geoff Hignett (Escort RS) were seven seconds behind in third spot and a mere two seconds ahead of Bob Jeffs and Steve Howard in the Avenger GT. Vaughan Bond and Tim Griffiths brought another Escort into fifth place on 38m 24s and the sixth crew were Martin Watson/Brian Goff in an Escort TC on 38m 43s. Other class winners were G. Eteson/Miss Y. Chegwyn (Imp), 43m 52s; G. Pritchard/N. Wilson (Mini), 40m 9s, and K. Billows/K. Reddaway (Escort), 39m 54s.

Forum success

We are pleased to report that the three forums held in the memory of Barry Hughes raised £1,020 in total and this sum will be added to the £700 which has been donated by Ecurie Cod Fillet members for Barry's wife and two children. Charles Reynolds, the principal organiser with Roy Fidler, would like to extend thanks to all the many parties involved, particularly those who presented prizes at the forums; Dunlop, Cibie, Shell, Leyland, Ford, Chris Coburn, and many other local suppliers, in addition to the organisers at each of the three venues, Roger Griffiths at Cardiff, Allan Dean-Lewis at St Asaph, Nigel Raeburn at Altringham, and of course the panelists.

BTRDA points

Following the result of the Dukeries last Sunday, Randolph Whittal-Williams, by finishing eighth overall and fifth BTRDA finisher (thereby giving him 11 points) is now the leader of the BTRDA rally championship by just four points from David Stokes who had an unfortunate headgasket failure. Whittal-Williams has however scored his points from seven events, whereas Stokes has 77 points from six, so the situation is wide open with two rounds to go, the Ouse Valley Stages this weekend, and the Hercock Simpson at the end of the month.

● Jean Todd is off to Paraguay shortly where he will be acting as CSI observer for the Transchaco Rally which is looking for possible inclusion in the FIA calendar and eventually status as a World Championship round.

● Keith Baud, who earlier this year partnered Malcolm Smith on his way to becoming a Ford "Rallyman of the Month," is again seeking a competitive ride. Keith holds a full comp licence and can be contacted on Milton Keynes (0908) 316002, most evenings. In the five events before temporary retirement (due to prior sailing duties) Keith was always a top-ten finisher.

● A first time outing on the Lindisfarne for Geoff Keate's newly acquired ex-Bernard Rodemark 2.7 Carrera, sponsored, as was his old 2-litre car, by Hy-Blok portable flood-lighting.

Illuminations

Next weekends' Illuminations Rally has attracted a good quality 90 car entry, led away by last year's winners John Edwards-Parton/Don Davidson in the Lloyds of Stafford Group 2 Escort RS 2000 (ARE 200M). Starting from the Morecambe Promenade (MR. 89/427643) at 23.01, the Illuminations has a 200 mile route on maps 89 and 83. Short four or five minute sections provide the bulk of the competitive motoring, but there is the usual short spectator special stage at Halton Bridging Camp from 23.15 onwards (MR. 89/487643). — entrance by programme which are on sale there and at the Promenade start area. The top five: 1, Edwards-Parton/Davidson (RS2000); 2, Kirk (RS 1800) (2nd last year); 3, Gwynne/Thorp (RS 1700); 4, Briant/Taylor (RS 2000); 5, Videan/Valentine (Datsun 240Z). The finish is at Slyne Lodge Country Club/89-477657) around 06.00 where breakfast is available. Also entered are the Birkett/Orrick Ascona, Cyril Bolton's Mini and Ted Cowell's RS2000.

Last year's rally was awarded both the Ecurie Cod Fillet Best Rally.

● Regulations for next year's Mintex should, all being well, become available on 1st of November. Planned with a ratio of stage to road miles at 2 to 1 — the Mintex will boast 200 competitive miles, all to be undertaken in daylight to minimise public inconvenience. Negotiations have been finalised for the use of Oliver's Mount and the Marine Drive in Scarborough and are at an advanced stage for the use of the Castle Howard Hillclimb between York and Malton. The Mintex, with international status granted on its 21st anniversary, is both RAC and Castrol/AUTOSPORT qualifying.

Pelling pips Rawson's Opel

Tony Fall made a brief return to rallying last weekend when he competed in the North Humber-side MC's Moores Opel stages rally in one of the new DOT Kadetts which will be used on the RAC. With R. Anderson, Fall finished in ninth place nearly three minutes behind the winners. He said afterwards he had enjoyed the exercise and DOT had learned a lot about handling and suspension.

Winners from an entry of 132 crews were Dennis Pelling and Ron Shipp in their RS1600 who completed the 16 stages of airfields and private land with penalties of 43m 55s. This gave them a margin of 19s over runners up Mike Rawson/Rupert Saunders in their Ascona while a further 29s down were Dick Rowland and Howard Cooper (Escort) on 44m 23s.

Pelling and Shipp held the lead but only just throughout. At lunch they were one second ahead of Rawson and Rowland. A good battle for fourth, fifth and sixth spots with the crews finishing only eight seconds apart finally resolved itself with fourth place for the Cooper S of P. Lilley/A. Walmsley on 45m 16s ahead of the Escorts of P. Stephenson/Andrew White in an RS1600 on 45m 22s with M. Taylor/M. Byron sixth in their TC on 45m 24s.

The other class winners were: T. Ritchie/K. Gledhill (Cooper), 48m 34s, and Y. Hodgson/P. Dale (Mini), 47m 14s.

● Next weekend is the Gork '20 and an entry has been received from Cahal Curley in the Chequered Flag supported Porsche Carrera RS. The Gork '20 is being run in its entirety on tar this year.

Malcolm Wilson—in fine form

Last Sunday's Bowmaker Autumn Stages, a Challengers' round of the Gaelic/The Scotsman rally championship, was won by current Ford Rallyman of the Month, Malcolm Wilson, who with John Davies scored a fine win in his 1700cc Escort RS over quick Scot, Murray Grierson in another RS. Wilson finished half a minute up on Grierson after the nine stages event. Grierson himself has been going steadily quicker

throughout the year and although he now leads the 'seniors' section of the Gaelic championship he cannot add to his total from this event as Challengers only are eligible.

Wilson set a seal on the event from the start and after the four stages held in the Castle O'er forest complex, had pulled out a lead which he comfortably held to the finish.

Top challengers were Bill Murray/David Allan in their Escort TC who were sixth overall in the 120 car field. Bill Murray's drive puts him into third place in the Challengers table, George Porteous, who retired on the first stage of the event is nevertheless still in second place with 39 points, and Alistair Mackay (Viva GT) who was third home among the Challengers on Sunday, now leads with 46 points. One of these three must now win the Championship and it will all be decided at the Border Rally on October 25, the final counter, which also contributes to the main championship. Apart from 18-year-old Wilson's fine performance, the rally also spotlighted the efforts of hard trier Jim McRae, who, in his G1 Vauxhall Magnum, snatched a most worthy third overall behind the two Fords.

Results: 1 Malcolm Smith/John Davies (Escort RS), 38.47; 2, Murray Grierson/Tony Anderson (Escort RS), 39.17; 3, Jim McRae/David Brown (Vauxhall Magnum), 39.29; 4, Dominic Buckley/Rob Smart (Escort RS), 39.50; 5, Ian Wilson/John Dehnel (Opel Kadett), 40.08.

ECR 1976—the schedule

JANUARY: 8/10, Janner Rally (Austria); 30/1st, Marlboro Arctic Rally (Finland); **FEBRUARY:** 6/8, STP Galway Rally (Ireland); 6/8, Boucles de Spa (Belgium); 6/8, Rally Marktredwitz (Germany); 13/15, Costa Brava Rally (Spain); **MARCH:** 4/6, Stuttgart—Lyon-Charbonnieres (France); 5/7, Snow Rally (Finland); 19/21, Firestone Rally (Spain); 27/28, Rally of Sicily (Italy); 27/28, Rally de Touraine (France). **APRIL:** 16/20 Circuit of Ireland (Ireland); Rallye de l'île de l'Elba (Italy); 23/27, Tulip Rally (Netherlands); 29/3rd, Maritim Rallye Nordland (Germany). **MAY:** 6/9, Welsh Rally (United Kingdom); 13/16, YU Rally (Yugoslavia); 21/23, Criterium Alpin (France); 21/23, Criterium Lucien Bianchi (Belgium); 28/30, Hessen Rally (Germany). **JUNE:** 4/6, Four Regions Rally (Italy); 5/9, Scottish Rally (United Kingdom); 17/20, Zlatni Piassatzki (Bulgaria); 19/20, Donegal Rally (Ireland); 25/27, Criterium d'Antibes (France); 25/27, 24 Uren van Ieper (France). **JULY:** 2/4, Rallye Vitava (Czechoslovakia); 2/4, Rally Alpi Orientali (Italy); 9/11, Aegean Rally (Turkey); 11/13, Polish Rally (Poland); 30/1st, Danube Rally (Romania); **AUGUST:** 13/15, Taurus Rally (Hungary). **SEPTEMBER:** 2/4, San Martino di Castrozza (Italy); 8/11, Sachs Baltic Rally (Germany); 17/18, Manx Trophy Rally. **OCTOBER:** 8/10, Rally di Lugano (Switzerland); 14/16, OASC Rally (Austria); 22/24, Spanish Rally (Spain); 29/31, Rallye de St. Amand-les-Eaux (France); **NOVEMBER:** 7/9, Rallye de Varsovie "Polski Fiat" (Poland).

*Coefficients are not yet available.



20th TOUR de FRANCE

Enfin—c'est Le Stratos!

Darniche wins eight day 4200km marathon in troublesome near-standard, production Lancia after rivals retire.





Schedule divided up as follows: day 1, six stages in Alpes Maritimes; weather deteriorating with incessant rain and hill fog. Cars run with G1 crews away first, G3 and G4 cars last. Day 2, 25 laps of Paul Ricard in dry sunny weather. Day 3, stages in the Ardeche. Day 4, racing at Magny Cours (30 laps) and night racing at Dijon. Days 5 and 6 spent in transit to the north for racing at Croix-en-Ternois. Day 7, racing at Nogaro and night racing at Albi. Initially, weather a great equaliser, Chasseuil takes early lead in Opel Ascona. Jacques Henri crashes Carrera on SS 1. Two Jolly Club Stratos out; Vincent, broken diff; and Pianta goes off. Darniche, a waiting game in 6th. Makinen into lead then blown engine at Ricard. Clarr (seized water pump) goes from third to last. Darniche up to second after Ricard, but stone jamming selector forks slows him on third day. Audetto flies in spares from Italy. Day 4, Clarr's engine expires, Chasseuil, still second, burns valves at Nogaro and Albi-out. Darniche loses 2½ mins at Albi with misfire. Michelle Mouton a fine ninth then stops out on circuit. Fierce battle between Mas and Rouget. Pictures left: Darniche's Stratos and Dacremont's Alpine. Above left and right: Mas' G3 Carrera and Makinen's Ford. Opposite, Chasseuil's Opel. Below: Chardin's Alfa. Results: 1, Darniche; 2, Mas; 3, Rouget (Carrera). G1: Beguin (Alfa) 5th.



Bringing home the bacon...

Tony Drummond did not totally dominate the Dukeries Rally — he was the fastest on only 19 of the 22 stages which eventually counted towards the results. As a demonstration to sponsor and navigator for the day, Derek Carman, it is difficult to imagine a more effective performance. Of the others, George Beever and Graham Lepley had a good tussle for second place, while Robin Farrington put up another fine showing, tying on penalties for fourth place with Willie Crawford, but getting the decision on the basis of his time on the first stage. As for the rally, it was organised to a high standard by David Clibbery and Ray Downes, but one can have only sympathy for them in that their efforts were devalued by a couple of incidents, and by the selection of stages available to them. Nevertheless, the Dukeries Motor Club is full of ideas and enthusiasm which could eventually restore the event to its former standing.

The 120 strong entry was headed by last year's winner, Tony Drummond in the Derek Carman Escort, complete with sponsor/navigator, and a bus-load of spectating fans. Tony excels on airfields and farm road stages and was a clear favourite to repeat his victory. Chris Wathen and Chris Gorman started at two, entered on this occasion by Withers of Winsford, while Willie Crawford was at three in the Lothian Sports Cars Escort with George Dean navigating. Piggy Thompson's Porsche failed to show, so George Beever and Stuart France were next away. Making the start this week was the Glovers of Ely Datsun Sunny driven by Barry Lee and John Gittins at six, and they were followed by Richard Iliffe and Tony McMahon in the Team Avon Tyres Escort, powered now by a Drummond 2-litre. It took Richard some time to get back into the swing of things, but he was showing his old form by the end of the event. David Stokes and Bill Andrews had REV 120K at eight, but were soon to retire with a blown head gasket. Stokes' fortunes have taken a bit of a dive since purchasing this venerable machine, and one hopes he can overcome his problems.

Another man making a comeback was Graham Lepley, wrist now declared fit, who brought a Mk2 Escort which had just been completed at his Derby Road Garage the day before the event. The mechanicals have been transferred from his previous Mk1 Escort, and this event was being treated as a shake-down for the RAC. In fact

Graham and Malcolm Harvey successfully finished this, their local event, for the first time ever. The fast improving Randolph Whittal-Williams completed the top ten with his 1800 Escort sponsored by Crickhowell Caravans and co-driven by Andrew Butt. Familiar names appeared down the list with Robin Farrington at 17 and Dick Rollett at 20, both destined for good runs, the latter without even the benefit of racers for the tarmac stages. The event boasted a Group 1 class and this was won in excellent style by David Hardcastle and Steve Bidwell in the "Magpie"/C. D. Bramall Group Capri 3-litre. 'Hardly' pedalled or should it be flew, into ninth overall at the close (amid incredible scenes etc. etc. . .)

From the Sutton-in-Ashfield start, there were four stages in familiar ground south of Mansfield — at Thieves Wood, Harlow Wood, Sansom Wood and Blidworth Bottoms, each being used again at the tail of the event. Tony Drummond took immediate command and was fastest on all four, tying with Chris Wathen on a couple, and George Beever and Robin Farrington on another, before the rally visited four stages in the Clipstone complex. The forest roads were as they always are — wide, fast and with lots of browns, but this year a couple of fringe roads were used which were decidedly rough. It was Tony who set the pace again although he did manage to inflict minor injuries to both front and rear wings in the process. Richard Iliffe punctured and Willie Crawford coasted the last few hundred yards of one stage when his oil pressure dived. The problem was soon diagnosed when Willie realised that his left foot was hot and wet, a bulkhead connector having come adrift and sprayed oil everywhere. Unfortunately however, stage seven of the event and the third in Clipstone, was the scene of a serious shunt involving the Mexico of car 96 Barry Kinsley and Clive Ward, which went off into the trees. Cutting gear was needed to free the crew, who were hospitalised with broken limbs, but are reportedly comfortable.

From Clipstone the route headed east to two new stages beside the A1 at Sutton-on-Trent. Both were tarmac, but nobody had the local knowledge to organise racers. Whittal-Williams was fastest at Crow Park Farm, but the stage at Stud Farm was cancelled, perhaps unnecessarily, when several cars had gone off at the flying finish. The stage involved one and three-quarter laps of a tarmac circuit, and Chris Wathen for one was incredibly fortunate to see it scrubbed since he had executed

only one lap. His luck was not to hold however, and he retired after lunch with clutch failure. Two laps of Scofton airfield followed with the usual artificial chicanes inserted. Nobody could live with Drummond and he was easily fastest from Lepley and Farrington who seems to be a very quick tarmac driver indeed. A neat little stage at Firbeck preceded lunch at the Blyth Services on the A1. Following the stage cancellations the positions were Drummond on 475 penalties, Beever and Wathen 520, Lepley 527, Farrington 533, Iliffe 550, Crawford 554 and Whittal-Williams 563.

The event got off to a bad start from lunch when first the farm road at Barnby Moor was cancelled due to a collapsed drain following the midweek downpours, and then there was an hour's delay at the start of a new stage east of Retford with the intriguing name of Blue Stocking Lane. There were two separate problems — the stage crossed a railway line, and in typical BR fashion the train was half-an-hour late, and secondly the final mile of the stage was deleted when it was adjudged too rough. As far as most were concerned, the rest of the stage was too rough as well, and it lowered the tone of the event. Robin Farrington showed least respect for his motor car to make fastest while Dick Rollett was only a second behind.

Back to Scofton for another Drummond demonstration, this time a further eight seconds quicker than his morning performance. Lepley too improved, but Farrington was again right behind. From now the next ten stages were re-runs of the first ten, some in the same direction, some in the opposite. Incredibly Tony Drummond was fastest on every single one, while behind him Willie Crawford had established the pace of the event and was second or third fastest with George Beever on all the forestry going. Another accident at Clipstone marred the proceedings when David Bell lost his smart green Escort on a straight, sustaining damaged ribs, and broke his co-driver's wrist.

There is a certain inevitability of serious accidents in forests like Clipstone, once they become well-known. Few forestry drivers in this country have the experience to conduct their machines safely at the speeds which are required to be competitive. Frankly the limits of the machinery currently in use are beyond the capability of many drivers. There is little to be done (except ensuring that spectators are positioned in relative safety) without fundamentally altering the nature of the sport. It is hazardous, hard and expensive, and people must expect to pay a high price for taking too high a risk.

Meanwhile, after the sermon, the event closed with a short stage around Kings Mill reservoir in Sutton itself. This was inserted for the benefit of spectators, the sponsors Esso Uniflo, and the Mansfield and Sutton Observer. It did little to enhance the event, being pretty rough towards the end, but by using the stage, the Club are confident that the local council will eventually tarmac the whole thing, which will certainly help to bring rallying right into the public eye. Whittal-Williams made fastest time, but his day suffered a setback when he incurred a one-minute penalty for jumping the start of a stage. He accepted the penalty philosophically, but one wonders what should be done — reverse and try again?

Of the other runners, Terry Kaby and Brian Rainbow in the Dunham and Haines Mini had been tying at lunch in the tiddler's class with Barry Lee's Datsun, but they lost out in the afternoon with broken shock absorber mountings while Barry went on to take the class and 15th overall. Mike Brown went well with his V6 Escort before retiring in the second half and Mike Fisher retired the Corgi Toys Escort from a class lead near the end with run bearings.

After the delays, results were finalised around 10.30 with no protests, and they confirmed Drummond's convincing victory and good runs by both George Beever and Graham Lepley following his enforced lay-off. The Dukeries Rally can not now be considered as more than a better than average club event, but given the keenness of the organisers and some luck with local foresters and land-owners, it could successfully re-establish itself in the future.

GEORGE DEAN

1, Tony Drummond/Derek Carman (Escort RS1600) 1072; 2, George Beever/Stuart France (Escort RS1600) 1160; 3, Graham Lepley/Malcolm Harvey (Escort RS1800) 1187; 4, Robin Farrington/Neil Fraser (Escort RS1600) 1217; 5, Willie Crawford/George Dean (Escort RS1600) 1217; 6, Richard Iliffe/Tony McMahon (Escort RS1600) 1265; 7, Dick Rollett/Neil Turvey (Escort RS1600) 1266; 8, Randolph Whittal-Williams/Andrew Butt (Escort RS1600) 1278; 9, David Hardcastle/Steve Bidwell (Capri 3000) 1310; 10, Brian Bell/Stuart Iliffe (Escort RS1600) 1310.



Tony Drummond demonstrated his mastery of the event by setting 19 quickest times.

PRIVATE EAR



NICK BRITTAN

General Bernie proves his pips

Picture, if you will, the scene at a London Airport hotel last week. Most of the *soi-disant* best brains in the FormulaOne racing game — the designers — are grouped around a table. They are deep in discussion. The combined intellect of this heavyweight group is mind-bending. They are there for one of their regular meetings. Everyone has meetings these days — it's fashionable. It's also terribly jet-set to have them near the airport.

In the chair at the meeting is motor racing's answer to Lew Grade; Bernie Ecclestone. "These guys needed an independent unbiased person to keep the meetings in order." So meet the new independent and unbiased Mr Ecclestone.

But I digress. Suddenly the door is thrown open in best theatrical fashion and a Voice from the Management says, "We've just had a call to say that there's a bomb been planted in the hotel."

Got the picture. Designers stuffing papers into briefcases and tripping over each other to get to the door. Ecclestone? No panic. Closes his brief case, walks over to the window opens it and with a leg over the sill calls out to his designer Gordon Murray... "Heh, Gordon this is the way out."

Why the window Bernie? "Well, if there was a bomb it would be in the lobby so you avoid going through the lobby to get out. Simple. I watched all the guys going through the door and yelled to Gordon. I figured that if there was a bomb and all the other guys got blown up my team would be in pretty good shape if I got Gordon out with me."

You've got to admit that it's a-style of thinking of which Ian Fleming would have approved.

Not so many years ago the Army used to use similar techniques when selecting their officer material. Would-be gentlemen would be crammed into a room filling in endless forms and a terrible pooftah Lieutenant from the Ed Corps would rush in and lisp something like... "the building's on fire". What you did when this happened was observed by the examining officer and your actions helped decide whether you became a Captain in the Catering Corps or a Colonel in Intelligence.

I guess that according to the Army scheme of things Bernie gets his Colonel's crown and pips for preserving himself. But any man who can simultaneously take into account that the preservation of his own designer will leave him in a position of great advantage deserves to be a General.

Which, what ever the rest of the Formula One circus and the FIA think, is precisely what he is.

Varied reaction to Six appeal

When the wraps came off the new 6-wheel Elf-Tyrrell the thing to be looking at was not the car but the faces of the gathered pressmen. The disrobing started from the back end and was dramatically slow. The Ford-Cosworth engine was revealed to a barely discernible grunt. The conventional cockpit aroused nothing but studied disinterest. Then the first sight of the first small wheel.

You could hear the slight suck of air from the hundred-odd people in the room. Then the sight of the second set of mini wheels and the slight suck turned into an audible rush of wind. Then silence. But real silence for five seconds.

It was the silence of disbelief. It was broken by nervous laughter. Then poorly supported applause. (Very difficult to clap with a glass of Elf champagne in your hand.)

Then came the questions and conversation returned to its normal rhubarb-rhubarb level. But the expression that will remain etched in my mind for a long time was that of Frank Williams. Pure, honest, unadulterated, total disbelief. Eyes glazed, jaw hanging open.

By the time lunch came round people were getting over their amazement and beginning to remember other great sensations like the ill-fated March 721X and other great non-events like the magic look-no-hands, 4-pedal Lotus and the glut of 4-wheel drive cars that all the great brains of the time believed would be the nearest thing to total world domination.

So the inevitable question came up. Will it work? It'll look grand on Nationwide tonight and super staring out of all those newspapers and magazines around the world, but will it work?

Over lunch Keith Duckworth who dispenses Cosworth engines, his weighty brand of home-brewed philosophy and sound but blunt advice softened, from time to time, with laconic humour fell into discussion with the man who invented Six Appeal — Derek Gardner.

Like a pair of Dons they warbled away in their own mechanical gobbledegook... constant wheel angles, centrifugal forces, slip angles, Ackermann principles, reverse Ackermann. Finally carving through all the *argot* of the engineers I discovered that they were unable to agree on the method of steering two wheels.

Here were two different ideas on steering two wheels. The new car has four wheels to steer.

Confused by the eloquence of the two eminent protagonists I asked LJK Setright to simplify the whole thing for me. Setright is a latterday mustachioed Isambard Brunel of sorts. His reaction as I interrupted his well tailored stride? "It's based on two logical fallacies." Which is Setright's way of saying it's on a one way trip to Tom Wheatcroft's museum.

The ever optimistic Frank Williams, having recovered his composure, opined that his instant answer to it was to get more horsepower from his engines to combat the 6-wheeler. But what if the 6-wheeler gets more power too and it works? "Dead simple. Then I copy it."

50-50 is OK

How happy were Ford about Ferrari's world championship win? Walter Hayes, smiled enigmatically. "It's good for us to have serious competition." When was he going to provide a further financial injection to enable Cosworth to build a Ferrari beater?

"I think at the end of next season we'd find the money for that if Ford-Cosworth engines had won less than 50% of the Grand Prix races."

Duckworth seemed unsettled in his seat at his news. "Things are OK the way they are right now. Sometimes we win, sometimes Ferrari win. But when the Ferraris win all the Ford-powered boys know that they are running for third place. If I were to do a new engine it would start off being for just one team. How happy would the rest of them be knowing they were running for fifth place?"

Hayes agreed that should a new engine appear it would, of necessity, be a small run. Like so small it would only be for one team like it was with the original engine in 1967. Lotus had it exclusive to them in the first year.

Who would be so favoured next time round? Pause and change of subject.

Groaning Granny

When the portly figure of Lord Hesketh first assaulted the Formula One scene in a flurry of yachts, Rolls Royces, champagne parties and an aura of mystique that the aristocracy manage to trail in their wake he was asked by an American commentator if he saw himself as the new Granatelli.

His two word reply left the commentator with nothing to say. "Granny who?"

It's possible, but doubtful, that Alexander still doesn't know who Granatelli is. Granatelli was the man who stole more inches in the American press with his controversial handling of his STP racing team than any six other teams put together. He was a hustler, a promoter, a publicist of the Barnham and Bailey variety and he used all these qualities, plus his natural business acumen to turn himself into a multi-millionaire.

It is ironic that, without knowing who Granatelli was, Alexander chose to launch onto the British market an oil additive called Heskalk. The product was intended to be a rival to Granatelli's STP. But after packaging designs and ad plans had been approved Alexander aborted the project.

A project that he sadly didn't jettison was that of his own 60 minute music tape. The collection of ballades includes one which discusses the sexual productivity of the team's driver — James Hunt and another written and sung by a gent who appears to be having a love affair with the team's motor home.



Lord Alexander Hesketh — racing, oil and records — with a touch of Noel Coward.

Alexander introduces the album in a voice straight out of Stars on Sunday. The lyricist is obviously in the latter stages of a love affair with Noel Coward and the vocalist contrives to sound like Woodie Guthrie taking the mickey out of Louis Stanley whilst lying face down in the monocoque of 308C.

Charles Lucas appears late on in the piece impersonating James Mason telling all you wonderful fans how much the team enjoyed winning the Dutch Grand Prix.

Thank you for the review copy but I'd rather have had a can of Heskalk.

Drag for Tyrrell

Doug Nye's new book "The Grand Prix Tyrrells" is a neat little book telling the story that you would expect to find under that title. Those of you who like to know about the machines and who drove what where will wish to know that it's published by Macmillan at £2.95.

On page 12 there's an all-action picture of Tyrrell himself at the wheel of an F2-Cooper at Crystal Palace in 1958. First picture I've ever seen of the man performing. Very professional he looked too, complete with a Mike Hawthorn-type jacket and Stirling Moss-style helmet. But with his mouth open.

Why the open mouth Ken? "Must have been taken just after a corner. I always used to take deep breaths after I'd got through the corners. Used to enjoy driving down the straights though."



Hermetite's main adversaries this year in the Belgian races have been the Luigi BMWs. Here Jean Xhenceval dives inside Holman Blackburn's Capri.

Hermetite on the l'Avenir trail

By **BOB CONSTANDUROS**

Britain's involvement in the Trophee de l'Avenir this year, the series of long-distance touring car races, has been in the hands of just one team, and at that, a fairly private team. With two ex-works Ford Capris conforming to Avenir regulations, Hermetite, Manns Garage of Chiddingfold and four well-known drivers have travelled from Spa to the Osterreichring, Monza to Spa again, Imola to Zolder, and this weekend, the shortest haul to Silverstone for the culmination of "Trophee of the Future" trail. What has it involved, how have they done, and most important of all, why did they do it in the first place? Below, all is revealed.

Who are Hermetite?

Hermetite are a British privately owned company which was formed in 1919, and in the words of managing director Harry Werrell, have been involved in the motor industry almost as long as the motor industry has been in existence. Their involvement started shortly after a need arose in the Great War for a jointing metal to metal compound — and this involved a substance called Shellac, obtained from beetles in India.

"Now we're in the gunk and goo business throughout industry — name two bits of metal together and we're in there somewhere," says

Werrell. The split between industry and the automobile business is about 50-50 so being involved with cars is of considerable importance. Hermetite in fact supply all the major manufacturers in Britain with their products, plus a considerable number of DIY motor mechanics.

Jointing compounds seems a fairly technical word without perhaps much meaning to the average motorist, but suffice it to say that Hermetite products such as Golden Hermetite, Torqueseal and Instant Gasket are all part of the business.

And why racing?

Hermetite's involvement in the sport really began in 1968 when Golden Hermetite was used in conjunction with gaskets. "It is a non-setting, highly resistant, universal material; a high performance material so we went to Formula One, a high performance Formula," says Werrell.

Then because Holman Blackburn and his father supplied the company cars from Manns Garage at Chiddingfold, Surrey, Werrell started to take an interest in Blackburn's racing activities, and to a small extent supported his efforts in G2 when he campaigned a red Capri. One of the turning points came for Hermetite and Blackburn in the first Avon/Motor Tour of Britain in 1973 when the driver suggested that the Tour would be good for Hermetite. The result was a seventh place in the Capri out of over a hundred starters.

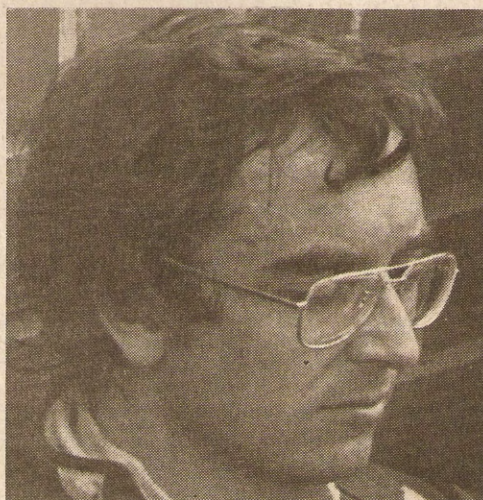
"As we had the Group One car, we decided to finish the Group One season, had one win and a



HARRY WERRELL

Hermetite managing director

Joined Hermetite as chief chemist in 1955 when the turnover was around £80,000 which had increased to £450,000 by the time he took over as managing director in 1969. Last year's turnover was £1.3m. Takes a tremendous interest in the racing activities and can always be found in the pits during a race. Has been well involved in all the Trophee de l'Avenir events this year in the role of supervising and shouldering team organisation.



HOLMAN BLACKBURN

Driver and team leader

Started racing Minis in 1965 after a Ford apprenticeship, changing to a Capri in 1970 when parents, who run Manns of Chiddingfold, took interest. Since then has had "leanings towards nice long races at funny sounding places." Has done four 84 hour Marathons de la Route at Nurburgring, the 36-hour races at the 'Ring and four Spa 24 Hours plus other long distance races. Did Group One in 1973 and 1974 as well as Spa before embarking on l'Avenir this year, driving in every round.



TOM WALKINSHAW

Team driver

Started racing in his native Scotland at 19 in a Midget, changing to an FF Lotus 51 in 1968. The next year, despite several weeks away from the tracks, won Scottish FF championship. Graduated to F3 in 1970 but accident curtailed his season but moved on to F2 for two years in a GRD. However, found success in G2 Escort. Moved on to G1 in 1974 with ShellSport works Capri and also drove Modus in Atlantic and F5000. This year, as well as winning first two Avenir races for Hermetite, has driven both Modus and March F5000 and a G1 Escort with occasional success.



Jim Morgan, chief mechanic at Manns Garage, talks to Mike Crabtree, Blackburn's co-driver in the long distance races.

number of seconds and thirds," says Werrell. "In 1974 we continued with the Group One car, but there was a significant turning point at Spa." It was here that Werrell realised the value of racing promotion to his European market and plans were implemented to do the Trophee de l'Avenir and the British Group One season for 1975.

"Our aim was to give more backing to our European distributors, as well as having an interest at home," says Werrell. Then there's the development of material aspect too: "We've done things this year with our materials that we would never recommend the ordinary motorist to do." Torqueseal, Golden Hermetite and Instant Gasket have been used on the cars throughout, and other products have been developed on the cars throughout the season including silicone rubber hoses and brake fluid. "I reckon we won the Spa cup thanks to a windscreens treatment which is very good at high speeds."

Racing Services, who prepare the engines, now use various Hermetite materials in all the engines that they rebuild, while Hermetite have been supplying John Surtees team for years with a vast quantity of material.

A further interesting point, and one that many sponsors will support, is that it holds an interest for the staff of the company. Everyone in Hermetite's middle management has visited one of the Trophee de l'Avenir races this year, and at Silverstone, about 75 per cent of the staff will be cheering the team on.

Avenir: the story so far

The idea at the beginning of the year was to run in both Trophee de l'Avenir and the British Group One championship. This not only involved the Capri that had run the previous year and one built up for mid season, but the purchase of the two works Fords that ran at Spa in 1974 in Avenir trim. Both had retired in the race and the black model, driven by John Fitzpatrick/Tom Walkinshaw had scarcely been used since. However, the Belgian BP model, driven at the Spa event by Claude Bourgoignie and Yvette Fontaine, had done quite a few races since then and arrived in better condition with a new engine. Driver pairings were settled with Tom Walkinshaw and Blackburn doing most of the shorter events and joined by John Fitzpatrick and Mike Crabtree respectively for the longer races at Monza and Spa.

Although Walkinshaw brought some engines from Ford, no assistance was promised by Ford and so preparation took place at the Blackburn garage, Manns of Chiddingfold under the watchful eye of Jim Morgan, previously known for building up the infamous special saloon Rover V8 for Bill Shaw. Helping him full time in the racing shop was Barry Cooper, a well-qualified technical man. The former BP Capri was sorted during the winter and prepared, while the "black" car was turned into a development machine for Blackburn to drive, as so much work had to be done to it anyway. It sprouted four pot caliper brakes with thicker discs and the weight was reduced successfully.

The mods to the "black" car took a little while, so that by the time the first race at Spa loomed up, only the "BP" car was ready, in Hermetite colours of course. Walkinshaw was to drive this car so

Blackburn took his normal Group One Capri GT. Walkinshaw took pole position and Blackburn was fourth quickest for this 500 kilometre event. Until five laps from the end the two Capris ran first and second, and then Blackburn's engine let go in a big way. But Tom took Hermetite to an early and encouraging win. Blackburn said to his rivals that it was the gearbox that let go, not the engine so as not to cast suspicion on the engine, but little was he to know that over 30 gearboxes would give trouble before they licked the problem. They'd already done two boxes during practice for Spa and one engine had also gone: "When the engines have blown, they've blown up like you'd never believe," says Werrell. "After the Spa 24 Hours, the Fitzpatrick oil pan was so full of metal that the engine builder at Racing Services couldn't hold it up when they took it off and it trapped his hands when it fell."

With one win under their belt, the Hermetite team took the two cars off to the Osterreichring for the second round. Both were to l'Avenir specification, the "black" car now ready for Blackburn. Unfortunately their wet weather tyres didn't arrive until after practice, so they practised on intermediates on the soaking track for the two heat event. A couple more boxes went in practice and while lying first and second, Blackburn had another go. That left Tom in the lead by himself and he scored another win, although yet another gearbox was rendered useless, Walkinshaw nursing it home.

Monza disaster

Monza, the next race, was one that the Hermetite would rather forget. This time they had their regular co-drivers for the longer race and once again, the two Hermetite Capris were on pole. Once again they were lying first and second in a close race when Fitzpatrick stopped for his fuel and then found the car wouldn't go into gear. Out came the box and while it was rebuilt in the pits, so Blackburn continued to lead. At his stop, Walkinshaw took over to keep up his points in the championship and at the next stop, Walkinshaw kept his foot on the brake. This dispensed the heat into the calipers and when he arrived at the first corner and braked, there was just nothing. The fluid had boiled. The car had the most horrendous accident and totally destroyed itself. There was virtually nothing left.

This was obviously a considerable setback. It was decided to abandon the Group One scene in Britain: "The value of the Group One scene on winning the class but suffering defeat from 2 litre cars rendered it pretty valueless," said Werrell. So, with five weeks to the Spa 24 hours, it was decided to convert the G1 Capri 11 to Avenir spec. At Spa the previous year, the team had been leading before a piston let go after 18 hours. This year, they were back with two cars: the old faithful "BP" car for Walkinshaw/Fitzpatrick and Blackburn/Crabtree in the new car. The latter's engine blew in practice after it overrevved when it jumped out of gear and the Blackburn/Crabtree car wouldn't handle as the front springs were 150 pounds too soft. But both cars led at one time or another during the race. They were first and fourth on the grid and after leading, time was lost by Walkinshaw when a fan belt turned over and then after eight hours of racing the engine blew.

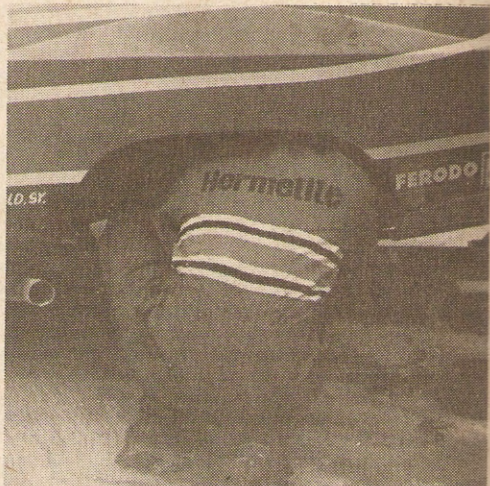
Blackburn and Crabtree lost 12 minutes in the early morning when it was discovered that their brake lights weren't working, and then after 18 hours of racing Blackburn had a moment at the Malmédy chicane. Although the brake seals were later found to have gone, Blackburn admits that it was "10 per cent brake fade and 90 per cent brain fade." Although this dropped them back in the field with a long stop in the pits, Blackburn/Crabtree finished a creditable third, the highest they've finished at Spa.

In order to have two cars for Zolder and this weekend's Access Tourist Trophy, just one car went to Imola. It also meant that they could cut down on costs. The one car would be for Walkinshaw and Blackburn. The former got pole position, but on the night before the race, Blackburn was taken unwell. Even so, it was he who started the first of the two heats which comprised the race. After leading a few laps, the gearbox started playing up and Blackburn pitted with spots before his eyes because of his sickness. Walkinshaw took over and finally finished just 19s down on the leader. After a new box was fitted in 27 minutes between heats, the Hermetite Capri went out and cut the lead to the Huub Vermeulen/Fred Frankenhout Opel Commodore to two seconds when the rocker arm broke and that was that.

Last weekend, Hermetite went to Zolder in



All in a day's work: the Hermetite mechanics extinguish the blazing Capri brakes at Zolder at the weekend, and then set to work to get the car back on the road.



Belgium for the penultimate round of the Trophee de l'Avenir. Although the Tour de France counted as a round of the championship, only the little Fiat 128 of Roger Berndtson/Ugo Meloni, championship leaders, did the event, finishing second in class — a phenomenal position considering the proximity of races.

This weekend's Zolder meeting is chronicled elsewhere, but at least it was almost troublefree in the gearbox department. The team had bought a batch of boxes from Ford, which Hewland had made up and this seemed to sort out the problems — at least until the latter part of the two hour race when the one car, driven by Blackburn and Crabtree was well down anyway after its brake problems. But perhaps it's indicative of the team's eagerness that after the brakes caught fire, there was no question of wheeling the car away. The brakes were rebuilt in 22 minutes and the car sent on its way. A finish is most important to the team.

"We've more survived the Trophee de l'Avenir than done it this year," says Werrell in summing up. He's obviously enjoyed his season in Europe and found the atmosphere in Avenir really good. "It's a great shame it has to end, there'll be more needle in Group 2, more vested interest."

The team have always been up against more expensive machinery, BMWs that cost £8,000 or Opels that cost £4,000 while the Capri is the shoe string car. The team feel that it's built to a budget to do a job, and taking it racing just overstresses its capabilities. Even so, the team have soldiered on and come up with good results and encouraging races. "The series is good," says Blackburn, "it hasn't shut anyone out. No one has said that they can't afford it. It's lived up to their and our expectations which is something you cannot say for almost everything else. If some country would pick up the idea, it would give everyone a chance. We've been racing a car that has been asked to do more than it was originally built for, and yet we can still beat the opposition."

This weekend the team converge on Silverstone for the last round. Due to their various problems they've spent something like double the original budget of £15,000 for the seven races, but as always, the cars will be perfectly turned out by Jim Morgan and the lads at Manns Garage, and with another spare car back at the garage, they hope to end the season on a high note with a win and three cars in good condition.

TT—the only chance to see new cars and a new formula



and riders? There are 13 cars entered in the over 2,000 cc class: four Camaros, three 7.4 examples, two Ford Capri IIs, two BMW 3.0 CSis, four Open Commodore GSEs, and DTV's Vauxhall Magnum Coupe. Apart from the Graham Camaro, the three 7.4 examples are for the usual drivers, Richard Lloyd, Alistair Cowin/Brian Pepper and Vince Woodman/Jonathan Buncombe. The two Capri IIs are those entered by Hermetite, complying to full Avenir regulations and expected to be driven by Tom Walkinshaw (currently third in the championship) and Holman Blackburn with Mike Crabtree as reserve driver. The two BMWs are both to Avenir spec, one specially built up by Autoextra in London for that exuberant Mazda man, Barrie Williams, while the other comes from Belgian BMW dealership Luigi Racing for Jean Xhenceval and Hughes de Fierlandt who of course won this year's Spa 24 Hours. Two of the Opels are to Avenir specification, the Dutch Levis Racing Team version of Fred Frankenhout which won the Imola Avenir round recently, and the BP Belgium example for F3 driver Patrick Neve and Belgian saloon car specialist Rene Tricot. The other two are for the Belgian Pair Eddy Jossen/"Marco" and John Handley's regular DOT version. Gerry Marshall's specially prepared DTV Magnum Coupe makes up the big class entries. On the reserve list are Capris for Arthur Collier/Jody Carr and John Hine/Tony Pond and Jeremy Nightingale among others, and Chris Craft partnering Shaun Jackson in the Hammonds Sauce Opel.

The 1,601 to 2,000 cc class has eleven entries including five Alfa Romeo GTVs, three Dolomite Sprints, two Escort RS2000s and one Opel Manta. While the star of the show will be the Andy Rouse Dolomite Sprint entered by Leyland ST and prepared by Ralph Broad, the class leader Spartaco Dini heads the entry in one of three Autodelta prepared Alfa Romeos. The former Formula 2 driver is teamed up with French rally star Jean-Claude Andruet, while their number one car is in the hands of British sports car expert Derek Bell, having his first race in Britain since winning Le Mans for Gulf.

This Sunday's Access Tourist Trophy not only contains the most varied and interesting field of touring cars seen in Britain for some years, but allows British spectators and motor racing fans to judge for themselves what sort of saloon racing they like to see. The Access TT which is run over 107 laps, 313.72 miles of Silverstone's Grand Prix circuit is this year for cars complying to Trophee de l'Avenir regulations. In past years, the race has been for G1 cars (1974) and G2 (1973).

This year, the Access TT is the final round of the Trophee de l'Avenir series which has roamed from Spa to Monza, Imola, Osterreicherung and last weekend to Zolder. As such, it is hardly surprising to see that half the entry is from the continent of Europe. But this allows British spectators to compare our own drivers with the best saloon car drivers from Belgium, Italy and Holland. Furthermore, there are fifteen different manufacturers represented including cars rarely seen racing in Britain: Alfa Romeo 2000GTV, Opel Manta, Audi 80GT, Fiat 128 Coupe and Alfa Sud Ti.

Among the drivers for these and the other cars entered are four past winners of the Tourist Trophy, Britain's oldest motor race: Brian Muir (1970 winner), Derek Bell and Harald Ertl (1973) and Stuart Graham (1974). Graham, who has also won the TT on two wheels as well, may well provide an upset to the overall championship by dashing the hopes of regular contenders in the Trophee de l'Avenir series. He will be driving a specially prepared 5.7 version of the Chevrolet Camaro, built specially for this race to Avenir regulations and once again sponsored by Brut.

But while Graham could provide the upset in the over 2,000 cc class, current class leader Spartaco Dini will have British-Leyland's fantastic new 235 bhp Dolomite Sprint driven by Southam's Andy Rouse to contend with, and the Italian's Alfa may miss out on a maximum score.

But who are the overall runners



The Roger Berndtson/Ugo Meloni Fiat 128s currently share the series lead. If one car expires, they both share the other one, as above at Zolder last weekend.

Earlier this year Ralph Broad went to British Leyland and said that he could build a car to win the Spa 24 Hours, but due to lack of finance, he was unable to build the car. Now it has appeared, as described in last week's issue, and Broad and Leyland have very high hopes of a good debut for this superb looking car. The other Dolomite Sprints may well give the Alfa a good run for their money, handled by Roger Bell/Jennifer Birrell in the normal G1 Leyland ST car and Brian Muir in the Bill Shaw run Shellsport version with possible Avenir mods. Alec Poole reappears in an RS2000 for this race, partnered by Tony Brennan and Derek McMahon, while long distance specialist Ken Coffey has his example for himself and Formula Atlantic man Cyd Williams. Finally, Dealer Opel Team have the 1.9 Opel Manta tuned by Irmscher for Peter Hanson and driven at the Spa 24 Hours by rally men Walter Rohrl and Rauno Aaltonen with considerable success. A Peter Russek entered Mazda RX3 for John Markey/David Palmer looks a likely candidate for a run from the reserve list.

The 1301 cc to 1600 cc class has two of the very reliable Audi 80GTs to challenge the normal mixture of Avengers, Toyota Celicas and Alfa Romeo Juniors, although the drivers are predominantly foreign. The Audis come from Belgium's Mons racing team for Franz Duois, Jean-Pierre Landrieu, Jacky Thaon and Michel Dinant, all Belgian. There's just one Avenger for Belgian Jean-Marie Jacquemin a former British G1 car which is very quick. The two Alfas are for a Belgian trio and an Italian duo. Two of the Celicas are the regular Samuri G1 cars for Win Percy, Brian Cutting and Patrick Cobb, but it will be interesting to see how they compare to the German entered Avenir car for Hans Stukenbrock and co-driver Harald Ertl. Ertl of course partnered Derek Bell to TT victory in 1973 and this year has raced both Formula One and Two, but returns to the world of saloon car racing at Silverstone.

Finally the smallest class, from where Dini has his main championship opposition, comprises just six cars: one Simca Rallye 2, two Fiat 128 Coupes, two Alfasuds and an Alfa GT Junior. Robert Laine of Holland partners Maurice Gaspard of France in the little Rally 2, and

Roger Berndtson and Ugo Meloni, Belgian and Italian respectively, team up in the Fiat team. But they have considerable opposition from a trio of Alfas, all British entered. John Myerscough/John Raffo (Westune) and Jon Dooley/Rex Greenslade (MacInnes Amcron) handle the Alfasuds, while Peter Hilliard/Leo Bertorelli, the ice cream manufacturer, handle the Chartcastle for Cibie Alfa GT Junior.

The Access TT is full of questions, action and interest. It will be one of the few races in the country this year to require pit stops, it could shake up the whole European championship, and it will provide British fans with a once-only view of Avenir cars. Will Andy Rouse's Dolomite be as fast as Ralph Broad believes, will Stuart Graham's Camaro be worth the preparation for this one race, and can the Nantwich driver prove himself against foreign opposition? Or will it be the reliable BMW of Xhenceval/de Fierlandt, the Hermetite Capris or just the reliable Alfa? These are the questions that will be answered at Silverstone this Sunday. It should be better than ever.

Supporting the TT, and taking place prior to the 107 lap premier event, are events for JCB/Speed Merchants Historic Car championship contenders and an Allied Polymer Group FF2000 round.

In the JCB round, Alain de Cadenet heads the entry with a 4-cylinder 2.5 GP Ferrari which Mike Hawthorn raced at the same circuit in 1953, but challenging him will be three Maserati 250Fs for Willie Green, Hon. Patrick Lindsay and Cameron Millar. Joining them for this ten lapper will be Bill Summers' Maserati 6C, two Cooper Bristols, and Frank Lockhart's Rover Special. Among the sports cars are two Birdcage Maseratis for Frank Sytner and Tony Walker, plus Listers for Bruce Halford, John Harper and David Ham.

The FF2000 round will probably be as close as ever, with Derek Lawrence, Bernard Vermilio, Syd Fox, Tiff Needell, Ian Taylor, Barrie Maskell, Jeremy Rossiter and Adrian Reynard all entered for the Formula's first appearance on the GP circuit for a 10 lapper.

● Practising for all events takes place on Saturday, kicking off with the first TT practice at 10.30 am, and on Sunday, this BRDC meeting starts with the historic cars at 12.20 pm. The TT starts at 2.10 pm.

What is the Trophee de l'Avenir

The Trophee de l'Avenir series was devised as a possible preview for 1976 regulations for Group 2. It comprises seven events and the Tour de France, all long-distance events of at least three hours' racing or 500 kilometres. The cars are basically Group One rather than the previous Group Two but with modifications. Five thousand identical models of a saloon car have to have been produced. However, certain modifications are allowed to the engine, including carburation which is free but may not be changed to injection, although injection may be changed to carburetters. Valves and rods may be changed, although the crankshaft, camshaft and flywheel have to be as homologated. Braking mods allowed include ventilated discs and air scoops, and it is interesting to note that wheel arches may be widened and larger tyres accommodated. Finally air dams and rear spoilers are permitted, so that it will be easy to tell the Avenir and G1 cars apart, although under bonnet modifications may have taken place.

Passing the buck

I wonder how much longer the Formula One Constructors Association can convince the CSI and Grand Prix Organisers that they, the Constructors, are always right regarding safety. They inevitably seem to pass the responsibility on to the CSI or the circuit owners; it never seems to be the Constructors who dip into their pockets.

Remember the fuss about tyre and wing restrictions. The CSI were wrong once more. Such restrictions would only increase straight line speed and cause more accidents in the corners. Besides it would cost a great deal to develop new chassis around the revised wing and tyre specifications.

Having thoroughly convinced the CSI to such a degree that subsequent amendments to the FI regulations were far milder than they may have been, the Constructors appear to have evaded the issue once more. We the spectators continue to read our magazines only to find that,

(a) The new Penske has arrived with such a streamlined body that straight line speed will probably be increased.

(b) The new Tyrrell Project 34 has been specifically designed with four small front wheels and full width nose to reduce drag and increase engine brake horsepower by an estimated 10 per cent in order that maximum speed may be increased.

Are we really to believe that these developments are in the interest of safety and that the Tyrrell especially, has been designed at low cost?

Whilst not wishing to detract from two such inventive designs I must admit that I for one am a little confused by the constructors motives.

DOVER, KENT

S. GOODA

Slur?

I find it beyond belief that such a highly regarded publication such as AUTOSPORT undoubtedly is, can so blatantly slur the deposed World Champion which it would seem has been done in the *Editorial* of September 11, the offending piece can be found in paragraph four, quote "he (Lauda) should be the first positive thinking Grand Prix leader to emerge at the top since Jackie Stewart's retirement" unquote.

Perhaps you have already forgotten Spain this year where positive thinking only produced hysterical boo's from the spectators and backing from two driver followers for Emerson. How positive do you want!

In closing may I through your *Correspondence* column congratulate Niki and Ferrari for a beautiful year of racing and a deserved World Championship.

ASCOT, BERKS.

M. J. DUNLOP

Saloon speculation

The end of every season heralds a spate of letters demanding that this or that car be banned the following year from racing. The motives I imagine are varied, but the reason normally stated is that there is a class being dominated to its detriment by one marque of car, e.g. Camaro. Whilst one must agree that something should be done to improve such situations a more positive attitude should be taken.

To take the case of Production Saloons' domination by the Camaro, the problems, if indeed there are some, are that the car neither relates to people's everyday transport nor adds any glamour to the category. One wonders what the attitude would be if there were a gaggle of XJ12s fighting for the lead. The one car which is eligible that could change the situation is the Jaguar XJ but the powers that be within BL see racing as a cowboy image for their saloon range and have resisted homologation.

The RAC should change the eligibility of cars for production saloons to allow this category to become the most interesting of the club racing categories. The numbers rule should be dropped and a democratic selection made, this would create a few headaches but is not insurmountable. The cars selected should include all those currently eligible plus cars such as the Jensen

Interceptor, Bristol 411, Jaguar XJ12, Lamborghini Espada, Iso Lele, De Tomaso Deauville, Maserati Indy, Mercedes 6.3 together with the Camaro's compatriots.

Imagine how you could extend public interest in the combinations of speculation whether a Capri can beat an Espada or a Dolomite Sprint trying to devour a Jensen. I think there would be a few eye openers. These situations must be within the realms of possibility as who would have guessed that on occasion an XK120 can cause many red faces by beating the best that Porsche and the rest can throw at it in Modsports.

The costs of these exotic cars can, by being purchased second hand, be comparable with cars already being competed as many exotic car owners have discovered the second hand prices bear no relation to the new prices.

The Scrutineering would present a few problems but I am sure that Mr Jarrett and his able-bodied colleagues are more than equal to the situation.

In the event of the Camaro still coming out on top — the best of British luck!

FAVERSHAM, KENT.

HORACE HUMBLE.

The good old days

Having the good fortune to be born in Brackley and live there during the early days of Silverstone your 25th Anniversary issue proved of great interest. In 1950 I was doing my national Service in the RAF, but still able to get home at weekends. 'The Fox' at Brackley was one of my 'boozers' and was then kept by one Les Sykes. I believe the link with AUTOSPORT was a previous friendship between Les and Norman Bigsby and hence the conversion of 'The Fox' to the maternity ward to see the birth of the new publication. As you know, like many a birth, a lot of midnight oil was burnt. The weekend of that first issue was my first meeting with Gregor Grant and I was to get to know him well over the years.

In those days I lived close to the main garage in Brackley — Messrs. Alcock & Sons at the top end of the High Street. I can remember Formula I cars actually being driven up and down that main road. Villosi sticks in my mind with his silver grey hair when I was told he had been a prisoner of war in England. The Alfa team of three cars was towed to Silverstone by a transporter in line astern and the very doubtful tow ropes broke at frequent intervals. I cannot remember whether it was Ascari or Farina with the prodigious appetite who, when shown the menu at 'the Crown' in Brackley market square, said 'Yes' — and he meant it. He went through the lot and then requested some fresh fruit just to finish the meal.

The Saturday night 'hop' in Brackley Town Hall was also a venue when The Fox or The Crown had closed as it had a licensed bar until midnight. Your Technical Editor will no doubt remember attending one Saturday evening with his head swathed in bandages so almost all that could be seen was that walrus moustache although sufficient space had been left to pour in the beer. He had come to Silverstone in an aluminium bodied open special and after the meeting had driven between two oil drums not seeing the rope stretched between them. I felt that I had had a narrow escape as I had been given a lift the night before sitting up on the back of the same vehicle.

Most of the teams stayed in the area so many of the great names were to be found in the locals and later on at the Town Hall. There was the mystery of the curfew bell rope which disappeared on one occasion from the Town Hall. The last I saw of it was wrapped round an Ecurie Ecosse mechanic when he was put into the back of the car looking like the Michelin man. After a letter from the Town Clerk to Mike Hawthorn, it came back anonymously parcelled post marked Farnham, Surrey.

Drinking at the circuit could be a problem if it rained during a meeting. The catering in the paddock was run by another local landlord, Pat Stevens of The Sun Inn at Whitfield. Should the weather be poor one stood ankle deep in mud whilst the bar maids in wellington boots floated on duck boards. Only last week I saw Bernard. I say Bernard because only having known him for just over 25 years I have yet to learn his surname.

Bernard was a general factotum at the circuit. Having a tractor and trailer he delivered straw bales, oil drums, food, marshals — anything. One muddy post race evening in the paddock Bernard drove by the beer tent minus trailer. Peter Walker leaped on to the back of the tractor and incited Bernard to higher speeds by beating him over the head with a rolled newspaper or similar. This was terminated by a sharp elbow in the stomach and one racing driver flat out on his back in the 'goo.'

Apart from Silverstone my better memories of Gregor came from our mutual love of Les Vingts Quatre Heures du Mans. Gregor and I used to perform in Jads a night club just off the square in Le Mans. Gregor on piano and vocals by yours truly. (I gather there was a rival group in town — a pianist named Lascelles and a drummer called Leston. We never visited each other). We must have appealed as we were welcomed back each year unless it was the fact that we did it for nothing. I think the owner was only put out once when I wished to demonstrate how to whip a table cloth from under a table load of glasses. Not realising I had picked the only table in the club with a baize covered top the trick ended in a crash of broken glass and a lot of francs lost in bets I had made on the outcome. I had the good fortune to be with Ecurie Ecosse on their two winning years. It was Gregor who brought the recordings of Scottish music which played incessantly through the night. That too was the occasion when, after the celebration dinner, I sat in a taxi and remarked how low the seat was to be told I was sitting on the floor.

One could go on (reminiscing is even fashionable at the moment) but to come up to date may I say that AUTOSPORT is still the only motoring journal I purchase and I hope I am around to celebrate its 50th anniversary.

BRACKLEY, NORTHANTS.

B. R. BUTTERY

Reluctancy

Having just read the report on the BTRDA four-abreast Autocross championship round held by the above club recently I feel compelled to comment on behalf of the organisers.

This is our main event and the organising team work very hard over a considerable period of time to put it on. The entry this year was on a par with other four-abreast championship rounds and we had an equal number of two-abreast and four-abreast entries.

We were complimented on our choice of course by many competitors as it had to be "driven" and was not just a straightforward blind on a level field. All of the opinions expressed on the day, including those of the Stewards, were complimentary. In fact it would appear that the only person who did not enjoy himself was your correspondent.

We do not understand the reason for your headline on page 50 of the issue of August 21, or your references to reluctant hosts and to persuading competitors to appear at the eleventh hour.

We feel strongly that your report gave a false impression of our event and our organising capabilities and that it will have been unfairly detrimental to our club's reputation.

GWYNEDD, WALES

ALAN LAMBS

Waste of time

Re-BTRDA 'Four Abreast Autocross final.'

With reference to the protest against the legality of Peter Harold's VW engine as reported in September 12 AUTOSPORT, I would like to report that an official RAC check of the bore and stroke has revealed a legal capacity of 2070cc (2.1 litres). A complete waste of time for all concerned; quite apart from it being virtually impossible to convert a Type 1 Beetle engine to 2400cc (as Mr Westley claimed); accusing Peter Harold of cheating, is rather akin to the Queen Mum picking a pound of sausages from Woolworths. Peter is surely one of the most sporting and clean drivers around, and many of us in the Autocross fraternity consider this protest an insult to one of the stalwarts of British Autocross over the past ten years.

FARNHAM, SURREY.

GEOFF THOMAS

Why not the 7?

Having raced in Modsports in the late sixties when Elans were banned and we were all trying to beat Sprites and Midgets, belonging to Messrs Allan Woode and Britten, it seems illogical to protest a little Lotus 7 just because it blasts the pants off most of the opposition. Indeed why not protest the Porsche which would eat up as many as ten Lotus 7's in cost alone. At least most of you protesters can afford to buy an 'Outcast' and blast the pants off each other.

But who are the protesters? Not the general public who are one of the best dices in Modsports at Silverstone on Sunday, September 7 between the 'Outcast' and 'Scocchhh you know who's Porsche. Not the organisers of the meeting, for they awarded Dave Bettinson the Driver of the Day award and rightfully so.

So is it the Porsches, because the embarrassment is too great (having a Lotus nibbling at his pants) and the thought that he might touch that very expensive paint work, or is it just those who did not buy a Lotus 7 this season, and are now regretting it.

Modsports were really in their heyday in the late sixties but over the last four or five seasons they have had their ups and downs with smaller grids and only a few sparks flying when Win Percy and John Pearson were around. Surely the Lotus 7 puts a new spark into Modsports? You can not go on forever not letting anyone join that elite Modsports club just because he is more competitive than yourselves.

May I add that I have no interest whatsoever in the 'Outcast', in fact, I think the Lotus 7 is positively ugly. I am making my point purely for the spectators, and the type of racing that they want to see, and that is Porsches, etc., trying to shake off the opposition, and if the only opposition was a Lotus 7 then that's better than none at all.

So come on fellers, put your knickers up and stop protesting and get on with what you are supposed to do, and that is be a sportsman and entertain the public.

WOKING, SURREY.

ROB COX

Thanks

So little time seems to have elapsed since my accident at Nurburgring and testing the injured ankles at Thruxton and Brands that I have not really had chance to thank a number of people.

I wonder if I could use your columns to convey my thanks. Firstly to Richard Oaten for his support and advice, to my F5000 team, and to Frank Williams and his team (for making me feel very much "at home" with them in Germany). Also to all those who helped in many different ways after the accident - and those who wrote and sent good wishes.

Last, but certainly not least, can I thank my doctors here in Lincoln for getting me so well and quickly plastered!

LINCOLN

IAN ASHLEY

Supercharging...

The undersigned members of the Longton and District Motor Club compete in most of the Northern sprints and hillclimbs, support the 40% capacity increase rule for supercharges proposal for Touring saloons and Marque Sports cars. Surely a Touring Saloon car should not be supercharged or even fit fuel injection!

However, we agree that Superchargers for Special Saloon and racing cars, especially the Terrapin, are a different case. Perhaps the answer would be for BARC to have an extra class just for Terrapins!

BLACKBURN, LANCs.

A. HARWOOD	D. GORNAL	R. HEATON
E. THORNLEY	F. GORNAL	B. COOK
J. GORNAL	D. JONES	C. LEE

...fairness

Readers may be vaguely aware that one of the "new-look" RAC sub-committees recently made a decision effectively penalising blown engines in various events.

While you may not care a jot about the

AUTOSPORT, OCTOBER 2, 1975

problems of superchargers and their owners, you should care that this decision was made virtually without discussion, on the pressure of a tiny group of competitors, without any chance for those who might disagree to argue their case, and there appears to be no appeal.

This could happen to you. On the evidence, anyone could find himself with a useless car or engine, or his class altered in some fundamental way overnight.

I urge anyone who thinks this is unsatisfactory to write to the RAC Motor Sport Division to try to get things altered so that there is at least a chance of the RAC seeking a decent cross-section of opinion before making any decision with violent repercussions in the future.

HARROGATE, YORKS

ALLAN STANFORTH.

F2 Silverstone...

Having just read your *Editorial* of September 4, I felt I must give you my views.

I have been following motor racing since the early 60s and would say that the number of International meetings then was as large as now. But back in those far-off days the Internationals not only presented the major Formulae, but the top Formula One drivers not only driving F1 but F2 and Groups 5 and 7. Now we only see them for the Grand Prix and the Race of Champions, if we are lucky. There was a time when a meeting could only be called "International" if a certain number of FIA graded drivers were driving, now they don't seem to want to know anything other than F1.

Whilst British cars still do pretty well in F2 our drivers don't seem to get the drives. I think our "poor boys" could do as well, even better than these "damn rich foreigners"; the same applies to F1. It seems money talks more than ability more and more.

Over the past few years every group involved in racing seems to have had their say except one, the spectators. Whilst the organisers have had to comply with the ever-changing whims of the GPDA the spectator facilities have hardly improved on ten years ago. Perhaps a few of the people at the top should walk around the spectator enclosures and see the conditions for which we pay to watch a meeting, they might remember it's our money they get from the organisers, eg Paddock at Brands, a sea of mud when it rains for which Anthony Marsh apologises every year and the public address system which now faces along the fence, so, long before a car gets near you can't hear a bloody word. Add these conditions to the costs of admission and is it any wonder I don't take myself and family to many meetings?

Why don't the organisers, drivers, teams and sponsors get together and do something to involve the spectators. If the celebrities can have races why not give a few spectators the thrill of having a go with them now and again. How about each team having a fan as a guest for the day, or let some of us present the trophies? Why not a family ticket so the family man can take his wife and children for less than the average £4.50 it would cost me to attend a big meeting? Add the cost of petrol, food, etc, and it's goodbye to a "tenner".

If John Webb and Stuart Turner can invent FF, FA and F5000 surely they can find something to bring us flocking back.

Congratulations on your Silver Jubilee and keep up the good work.

FOLKESTONE, KENT.

G. REED

...pros and...

In reply to your *Editorial* of September 4, I personally would prefer to see an F2 race than a Grand Prix.

F2 racing offers the close, fierce dicing of the old one-litre F3 cars but at today's F1 speeds - nothing could be more exciting. The atmosphere at Silverstone wasn't as stuffy as at a Grand Prix, the organisers were much more friendly and at least you could see the cars, and their drivers walking amongst the crowd in the paddock.

I am not British, I am American, and I had planned this business trip and my schedule around the F2 race. I was very surprised and disappointed that the grandstands were not full on Saturday

and especially Sunday. Although a good deal of the crowd may have stayed away because of the cold overcast weather.

I hope the BRDC doesn't give up as Mr Webb did, on F2 races. I feel they are better value for money than Grands Prix, and I certainly would plan future business trips around an F2 race again. I would suggest, however, if it is possible, to run the F2's over the full GP distance.

If Britain were to stage say four races next year at various points in the championship series and land a major sponsor to help offset some of the expenses, then I am sure more British cars would participate and the spectator attendance would grow with each race. It could well work out that 1976 would run at a loss but once people learned there was another formula just as exciting, but not as dictatorial and stuffy, as Formula One, then they would have, and use as necessary, this alternative.

The FICA's financial boycott of the Canadian GP absolutely appals me. Although I live only four hours from Watkins Glen and have attended every Grand Prix since 1965 I am staging my own boycott this year.

I wonder if the FICA took into consideration the thousands of spectators who had already bought non-refundable tickets, put non-refundable deposits on hotel and motel accommodations and planned their holidays around the Canadian GP? I doubt if they did, and doubt if they care. But perhaps they would care if every spectator added up their losses, got behind a good lawyer, and sued the FICA for breach of promise.

I think Britain owes it to her spectators to get Formula Two off the ground and financially stable in this country before the FICA pull a similar trick to the British GP.

At least then this country will have just as good an alternative to offer - instead of Grand Free farce.

LONDON, W3

PHIL ROSETTE

...cons...

As a spectator at the Silverstone F2 meeting can I pass on these comments?

My wife and I thoroughly enjoyed all the races despite the abundance of foreigners in the main races.

Our drivers showed that they have the ability given competitive equipment. Surely F5000 and Atlantic are "dead ends" for our drivers. F1 teams look for international experience, F2/F3 is where our drivers should be. If F5000 and/or Atlantic were dropped I'm sure sponsors could be found for a big money series of F3, 2 litre sportscars and F2. Say a 12 race F3 series, an 8 race sportscar series and 4 F2 races with "name" drivers found a seat to give drivers and spectators someone to judge performance on.

As to the cost of attending big meetings couldn't organisers give decent discounts on combined grandstand, paddock and entrance tickets (20%) or offer free entrance to the practice days for ticket holders.

How about this for a race meeting line up: a) F2 or 2 litre sports, b) F3, c) FF or FSV, d) saloons, e) a club formula.

BIGGLESWADE, BEDS.

B. SPEAKE.

...(continued).

I was one of the few that did go to the Silverstone F2 race and my views are as follows:

1, The most important being no star drivers. I only went at all because I read Brambilla and Lafitte would be there. As you know one went elsewhere and poor Lafitte needn't have bothered. How many spectators do you think Regazzoni, Hunt or Fittipaldi would have put on the attendance. Even driving in that lousy saloon car race. I am afraid drivers like Henton and Leclere couldn't draw me eight miles let alone eighty to see them.

2, The race should have been run in two heats. Even if you don't agree, at least Merzario and Lafitte might have had one good heat performance. Just look at the lap chart after half distance the positions hardly changed.

3, Roll on the Grand Prix at least the stars will be there.

LUDLOW, SALOP.

JOHN TOSHACK



Dave Bettinson took his Lotus 7 libre racing at the weekend and took fourth place behind Steve Carvill's winning Formula Atlantic Surtees.

BRANDS HATCH

Homewood: KM champion

John Homewood is again the *Kent Messenger* 1000 cc Saloon Car Champion. He settled the issue beyond doubt at Brands Hatch last Sunday after another fine win with his Sunbeam Imp, his nearest rival, Ray Calcutt non-starting. It was also a successful day for a couple of teenagers, nineteen-year-old Ian Flux winning the Formula Vee Championship race with his ShellSport Scarab, while seventeen-year-old Steve Carvill took top honours in the *Libre* race with Peter Wardle's Atlantic Surtees. However, once again there should be further thinking as to whether karts should race on this circuit. This time Dave Egan crashed his Motus Mk 7 heavily at Paddock and was taken to hospital with very serious injuries. The Rochester MC had to hold up the meeting for an hour to let the doctor return from the hospital as there was only one other at the circuit.

The Imps of Pat Mannion and Ray Calcutt didn't make it and John Homewood's similar car nearly didn't make the grid for the *Kent Messenger* 1000 cc Saloon Car Challenge. Both Calcutt and Mannion blew their engines in practice, as did Homewood in a later practice. Homewood changed his engine to the spare which hadn't raced at all, so undoubtedly he was glad to see the other quick Imps non-start. The new engine was reluctant to start in the Paddock but the mechanics got it going with five minutes to spare for Homewood to take up his usual pole position. It was Richard Oliver's Imp though that stole the lead at Paddock, and his moment of glory lasted two laps before Homewood edged alongside through Clearways to lead by Paddock. He was lapping almost one and a half seconds slower than usual to save his new engine but he still had pulled out nine seconds over Oliver by the end. There were still plenty of Imps to fill the other places, the Chrysler models of Mike Chapple, Colin Craven and George Ostroumoff completing the top five finishers.

The grid for the non-championship Medway Trophy Formula Ford race looked as though it had been borrowed from Lydden with plenty of their regulars amongst the front few rows. David McClelland's Nike led from flag to flag, but he was chased hard by Richard Maile's Merlyn and Michael Morland's Elden. The latter was second until lap five, when Maile took over, only 0.6s separating the leading three after ten laps. There was another good three-cornered dice going on for the next three places. It was led throughout by Paul Sleeman's Merlyn Mk 11A from Tony Dixon's Caterham Auto Accessories/Scarlett's Elden which had made a storming start from the outside of the fourth row, and Peter Lawrence's Royale RP3. Dixon tried to go round the outside of Sleeman at Druids on the last lap, but instead Lawrence got on the inside of Dixon to take fifth place, again 0.6s covering this trio.

The start of the Kent Trophy Modsports race was rather messy. On practice times Simon Packford's Merrychef Davrian should have won reasonably comfortably, but he got his start all wrong and never really recovered. Ed Reeve's supercharged Midget led from the outside of the front row, but he couldn't hold off the power of Robin Gray's Morgan Plus 8, the Lawrencetune car powering ahead along Bottom Straight on the second lap, Reeve managing to keep the distance at 0.8s. Tony Claydon's Elan held down third place until half distance when it slowed, letting through Ian Clark's similar car, which had Packford up its exhaust through the corners, but was able to pull away on the straights.

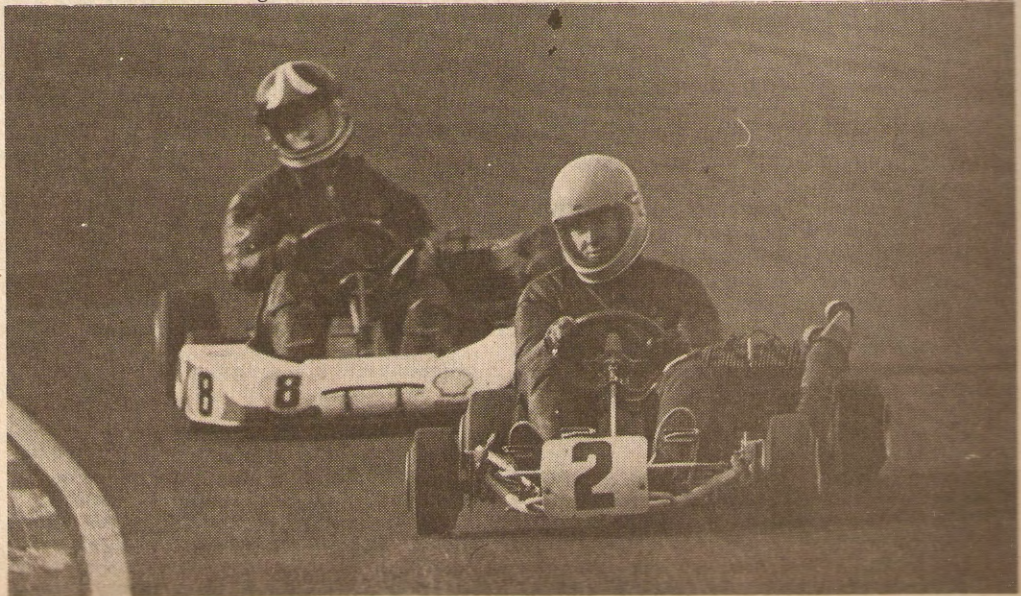
After only two laps the Baldwin 250 cc International Kart Championship race was stopped for the doctor to attend Dave Egan who had had a terrible accident at the bottom of Paddock, his kart going head first into the armco. In fact the driver had to be resuscitated before being removed to hospital in a critical condition. The race was restarted after an hour's delay and it was won predictably by Reg Gange Jnr in a Merlin Suzuki-powered Barlotti.

Reg James' old F3 March 723 elected to start on the back of the grid for the Sheppey Shield *Libre* event, which made Steve Carvill's task easier still. In Peter Wardle's Atlantic Surtees TS15 he stormed away from the mainly Formula Ford field to win his very first motor race by over twenty seconds. He was lucky though for he had to contend with some pretty diabolical driving amongst the backmarkers. James came through comfortably to second place ahead of Ray Simpson's Eaton Super Vee which was docked a minute for a jump start and so finished sixth.

Nick Whiting again played with Zekia Redjep in the Gillingham Cup Saloon Race. He let the Greek Cypriot's Escort lead until it got mixed up with backmarkers at Paddock on lap 5 which let the *Kent Messenger*/All Car Equipe Escort through to an easy win. Tony Whibley's Drake & Fletcher Viva GT and John Homewood's Imp were having a good dice for third place until the Vauxhall spun at Clearways on the eighth lap and the Imp nearly went into the bank in avoidance. However, Homewood and Whibley recovered to finish third and fourth respectively.

Ian Flux obviously finds that working for Graham Hill Racing really does help his own racing, the way he has been going in Formula Vee this year. The Championship leader led this qualifier from start to finish with his smart Ockley Construction Camberley ShellSport Scarab. Gordon Rae's self-built special was well up in second place for a couple of laps before being demoted by Ray Simpson's JSR. However, Rae disappeared from third position and the race on lap nine. His position was held briefly by Tim

Although these two seem to be enjoying themselves, kart racing was put in doubt at Brands due to a serious accident to Dave Egan.



Green's CM and for the final three laps by Tim Flynn's Scarab.

Surprisingly Townsend Thoresen Formula Ford Challenge leader David Kemp failed to enter the final race, and so Kenny Gray, Tiff Needell and Rob Wicken all had a chance of taking over the lead. Needell was favourite after his recent form, but his Crossle was on the second row behind Kenny Gray's Van Diemen. The South African failed to score maximum points unfortunately, the nine points going to Bernard Vermilio's Merlyn Mk 29 after a faultless win from start to finish. The first few laps were a bit hectic with Gray right with the Merlyn followed by Fred Sigafoos' Jamun, Needell and Wicken's U-Hire/Maidstone Service Station Merlyn Mk 17A. Needell got ahead of Sigafoos on the fourth lap as did Wicken on the sixth lap after losing his nose cone against Sigafoos' gearbox on the previous lap. Wicken found himself in third place on the eighth lap after Needell had a moment, the Crossle driver finishing out of the points after another moment on the last lap. Gray's six points were enough to put him ahead of Kemp in the series.

PAUL KING

Kent Messenger 1000 cc Saloon Car Challenge (10 laps): 1. John Homewood (1.0 Sunbeam Imp), 9 m 19.4 s, 79.80 mph; 2. Richard Oliver (1.0 Hillman Imp), 9 m 28.4 s; 3. Mike Chapple (1.0 Hillman Imp), 9 m 29.6 s; 4. Colin Craven (1.0 Hillman Imp), 9 m 47.4 s; 5. George Ostroumoff (1.0 Chrysler Imp), 9 m 48.4 s; 6. Chris Dobson (1.0 Cooper S), 9 m 54.2 s. **Fastest lap:** Homewood, 54.6 s, 81.76 mph.

Medway Trophy Formula Ford (101 laps): 1. David McClelland (Nike-Brown), 9 m 06.6 s, 81.67 mph; 2. Richard Maile (Merlyn-Minister Mk 25), 9 m 06.8 s; 3. Michael Morland (Elden-Minister Mk 10C), 9 m 07.2 s; 4. Paul Sleeman (Merlyn-Scholar Mk 11A), 9 m 11.2 s; 5. Peter Lawrence (Royale-Rowland RP3), 9 m 11.4 s; 6. Tony Dixon (Elden-Minister Mk 10C), 9 m 11.8 s. **Fastest lap:** Morland, Maile and McClelland, 53.6 s, 83.28 mph.

Kent Trophy Modified Sports Cars, over 3000 cc, 1151 to 2000 cc and up to 1150 cc (10 laps): Overall: 1. Robin Gray (3.5 Morgan Plus 8), 9 m 17.2 s, 80.11 mph; 2. Edward Reeve (1.3 MG Midget), 9 m 18.0 s; 3. Ian Clark (1.6 Lotus Elan), 9 m 21.4 s; 4. Simon Packford (1.0 Davrian Mk 7), 9 m 21.8 s. **Over 3000 cc:** 1. Gray, only starter. **Fastest lap:** Gray, 54.6 s, 81.76 mph. **1151 to 2000 cc:** 1. Reeve, 80.00 mph; 2. Clark; 3. John Wilmhurst (1.3 Vickers Midget). **Fastest lap:** Clark, 54.2 s, 82.36 mph. **Up to 1150 cc:** 1. Packford, 79.46 mph; 2. Jonathan Palmer (1.1 Austin Healy Sprite); 3. Paul Bernal-Ryan (1.1 MG Midget). **Fastest lap:** Packford, 54.4 s, 82.06 mph.

Sheppey Shield Formula Libre (10 laps): 1. Steve Carvill (FA Surtees-Swindon TS15 BDA), 8 m 19.6 s, 89.35 mph; 2. Reg James (F3 March-Vegantune 723 t/c), 8 m 42.4 s; 3. Dave Bettinson (1.6 Lotus 7), 8 m 58.4 s; 4. Rob Wicken (FF Merlyn-Minister Mk 17A), 9 m 10.2 s; 5. Rob Newell (FF Jamun-Minister T3C), 9 m 15.2 s; 6. Ray Simpson (SVee Eaton), 9 m 47.2 s. **Fastest lap:** Carvill, 48.2 s, 92.61 mph.

Gillingham Cup Saloon Cars over 1300 cc, 1001 to 1300 cc and 851 to 1000 cc (10 laps): Overall: 1. Nick Whiting (2.0 Ford Escort), 8 m 47.6 s, 84.61 mph; 2. Zekia Redjep (1.9 Ford Escort BDA), 8 m 58.6 s; 3. John Homewood (1.0 Sunbeam Imp), 9 m 22.0 s; 4. Brian Davison (2.3 Vauxhall Viva), 9 m 25.8 s. **Over 1300 cc:** 1. Whiting; 2. Redjep; 3. Davison. **Fastest lap:** Whiting 50.8 s, 87.87 mph. **1001 to 1300 cc:** 1. Mrs Micki Chittenden (1.3 Cooper), 73.61 mph; 2. Richard Joekel (1.3 Cooper S); 3. Bob Kirk (1.3 Mini). **Fastest lap:** Kirk, 58.0 s, 76.97 mph. **851 to 1000 cc:** 1. Homewood, 79.43 mph; 2. Dennis Allt (1.0 Hillman Imp); 3. Colin Craven (1.0 Hillman Imp). **Fastest lap:** Homewood, 53.6 s, 83.28 mph.

Colborne Garages National Formula Vee Championship (12 laps): 1. Ian Flux (ShellSport Scarab), 10 m 58.6 s, 81.34 mph; 2. Ray Simpson (JSR), 11 m 19.8 s; 3. Tim Flynn (Scarab), 11 m 28.4 s; 4. Tim Green (CM), 11 m 28.8 s; 5. Alan Smith (Project 73A), 11 m 34.4 s; 6. Peter Wilmhurst (Caldwell D13), 11 m 35.0 s. **Fastest lap:** Flux, 53.8 s, 82.97 mph (equals record).

Townsend Thoresen Formula Ford Challenge (12 laps): 1. Bernard Vermilio (Merlyn-Scholar Mk 29), 10 m 38.2 s, 83.94 mph; 2. Kenny Gray (Van Diemen-Scholar RF75), 10 m 39.4 s; 3. Rob Wicken (Merlyn-Minister Mk 17A), 10 m 42.8 s; 4. Fred Sigafoos (Jamun-Minister T3C), 10 m 43.0 s; 5. Neil Israel (Hawke-Scholar DL12), 10 m 48.2 s; 6. Mike Thompson (Rostron-Rowland CT75), 10 m 53.0 s. **Fastest lap:** Vermilio, 52.0 s, 85.85 mph.

Tambay hits top form

Story and Photos by CHRIS WITTY

When Patrick Tambay and Michel Leclere came together at the beginning of the season in the works Elf-March team, a big question mark hung over the heads of these two young Frenchmen, both of whom possessed potential but differed in character and application.

Leclere has had, by far, the more experience of the two and his quieter, more analytical, approach to the job in hand has only recently brought him the success he justly deserves.

For team-mate Tambay, it hasn't been quite so easy. He has less racing experience but is as equally determined to succeed. That was plainly evident at Nogaro last weekend.

After below par performances in recent races which, ironically still brought him the results although not the recognition and respect of others, Patrick Tambay was in his element and at last we bore witness to what the debonair Frenchman can achieve when the pressure's on him.

It's fair to say that he eclipsed all his rivals, both in practice and the race, putting on a display of fast and mature driving that will not only instill confidence for the future, but could well be the turning point in his career as a top line race driver.

It was, well and truly, Patrick Tambay's turn to be "king" of Bicester this week with Leclere taking the back seat, both of them conquering the opposition to score a convincing one-two for the works yet again.

ENTRY AND PRACTICE

Nogaro, the 13th and penultimate round in this year's series, has been busy for the past ten days. This well planned French circuit had just recovered from seeing through the Tour de France when the F2 circus descended upon it. The circuit is in the middle of nowhere, or rather the nearest town is, funnily enough, Pau. Financed by the Paul Armagnac drink concern (rather like Ricard), this was to be the second visit of F2s, the first being a non-championship event exactly a year before.

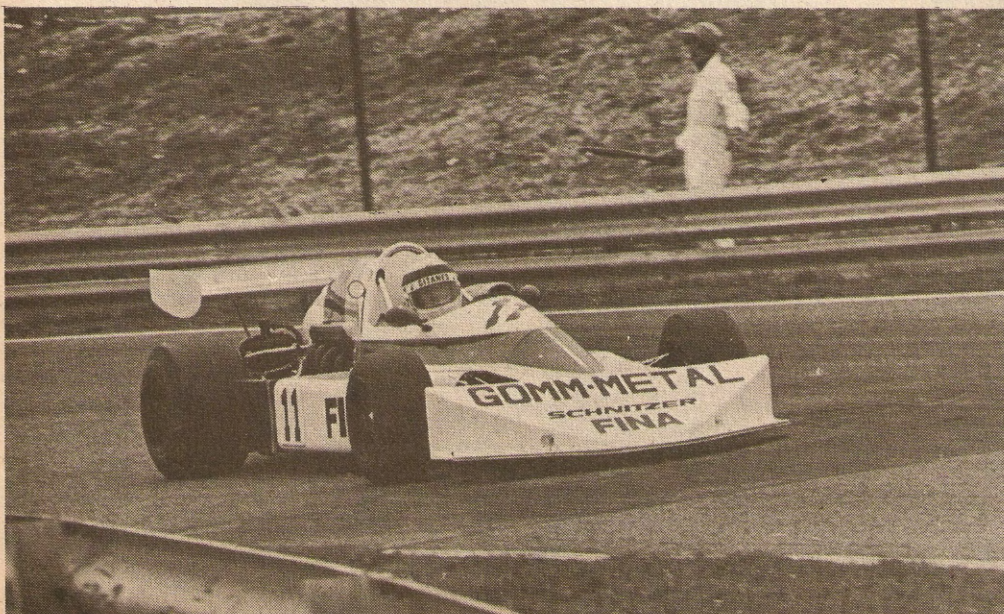
To F2 regulars, Nogaro possessed similar characteristics to Magny-Cours or Karlskoga featuring a combination of tight 2nd and 3rd gear corners centred behind the pits contrasting to the much faster sections which formed an isolated leg out into the countryside. It looked well suited to 285 bhp single-seaters.

Having won this race last year, Patrick Tambay was obviously hoping for a repeat showing and, despite being recently overshadowed by his Elf-March team-mate, Michel Leclere, Patrick did everything that he could possibly do to prove that his mediocre form of late, something which he admits to, is now in the past and he's back in the groove.

Both Tambay and Leclere, winner of the last two F2 races, had been testing at the circuit for two full days with the March works team, both cars now back on 15in. rear rims. Round and round they flogged and, if it pleased the drivers, all it served was to wear out both cars and the mechanics for between both drivers, 429 laps of the two-miles circuit were clocked up before the race, 245 of these by Tambay. By race day, the mechanics had had seven hours sleep in three nights.

Times were well up in private testing from the previous year, but that's probably due to a better quality entry. Tambay recorded a 1m 12.8s on the

Jean-Pierre Jaussaud had a one-off outing in one of the Ron Dennis Marches and finished a competent fourth, although unable to match the pace of his fellow countryman.



Thursday before he broke a cam follower on his Zolder engine. The following day he was 0.4s slower. Leclere had a differential problem the first day but posted an encouraging 1m 12.4s on Friday morning, although unable to better it after lunch. As to why the works team decided at this stage of the season to spend so much time testing, especially as no one would commit themselves if it were for a valid technical reason, remains unanswered.

Anyway, as far as Tambay was concerned it worked for he really got to grips with the situation and strove hard to record 1m 12.6s during the first official session on Saturday morning. It was just 400ths quicker than his nearest rival but it was good enough to give him the pole.

With the strong heat of the mid-autumn sun subsiding toward the latter stages of the afternoon, Tambay again ran hard in the final session, lapping easily under the 73 sec. mark and almost equalling his earlier time.

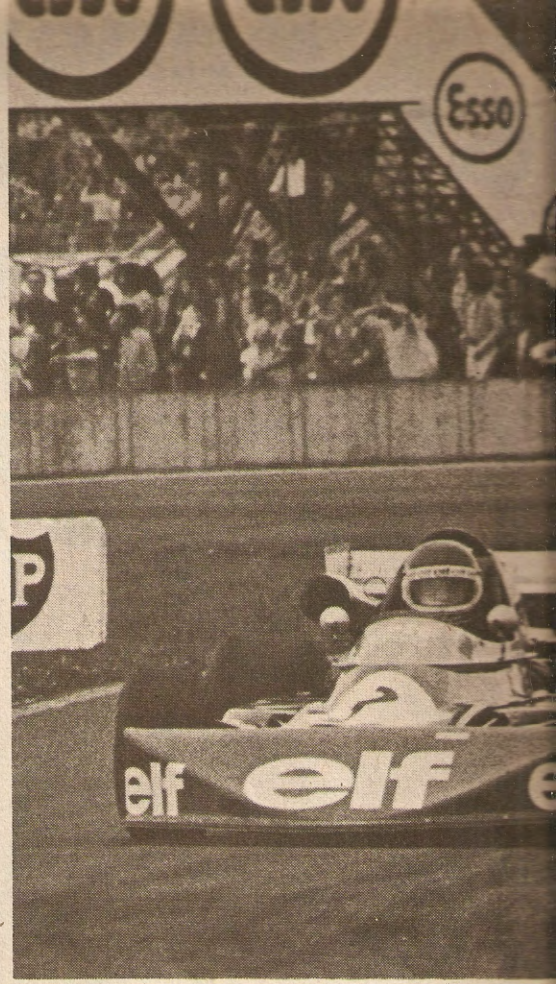
His team-mate on the other hand wasn't quite as happy and complained of power oversteer through the tighter corners. After posting 1m 13.19s in the morning, subtle changes hoped for an improvement. Although Leclere's pit got him at 1m 12.9s on his very last lap, the timekeepers thought differently. The boot was on the other foot.

Splitting the two works Marches were the Elf 2Js of Jean-Pierre Jabouille and Gerard Larrousse.

Both had run on Friday which resulted in Jabouille losing a Schnitzer-BMW when a con-rod broke just above the crank.

After an overnight change, Jabouille tried hard during the first practice and may have pipped Tambay for pole had his replacement Schnitzer-unit not broken a tappet and ruptured the head.

He tried hard again in the afternoon with yet another replacement (the team's only other engine) but a mysterious high speed misfire prevented him from bettering an unofficial 1m 12.8s.



Eventual race winner Patrick Tambay in his works Elf (Elf-March) and the rest in hot pursuit.

Larrousse on the other hand was spared from engine problems. Both cars looked distinctly twitchy through the fast curves as they strived for the optimum. Larrousse improved by 0.17s in the afternoon to break into the 12's but was hampered towards the end by a slowly deflating tyre.

Pushed back to the third row, but still in touch nevertheless, was the new champion, Jacques Lafitte, in his regular Martini Mk 16. Jacques was rather temperamental in the first session because his car wouldn't handle at all. He was running Goodyear's G50 like everyone else, but his attitude, not for the first time this season, didn't seem to help matters. He improved by almost a tenth in the afternoon to equal Leclere's official best, but he remained fifth quickest.

Then came the familiar gap to the rest of the runners, thus confirming the superiority of the Elf-sponsored teams.

Fastest of these was Italian Giorgio Francia in his regular Osella FA2. Virtually equalling the impressive Italian's time in, both sessions (they each improved by 1/5s after lunch), was Austrian Hans Binder in the works-maintained Chevron-BMW B29. Binder's first session was hampered by an electrical fault but each driver, although off the pace of the others, were able to maintain the promise they've shown all season as intelligent young drivers.

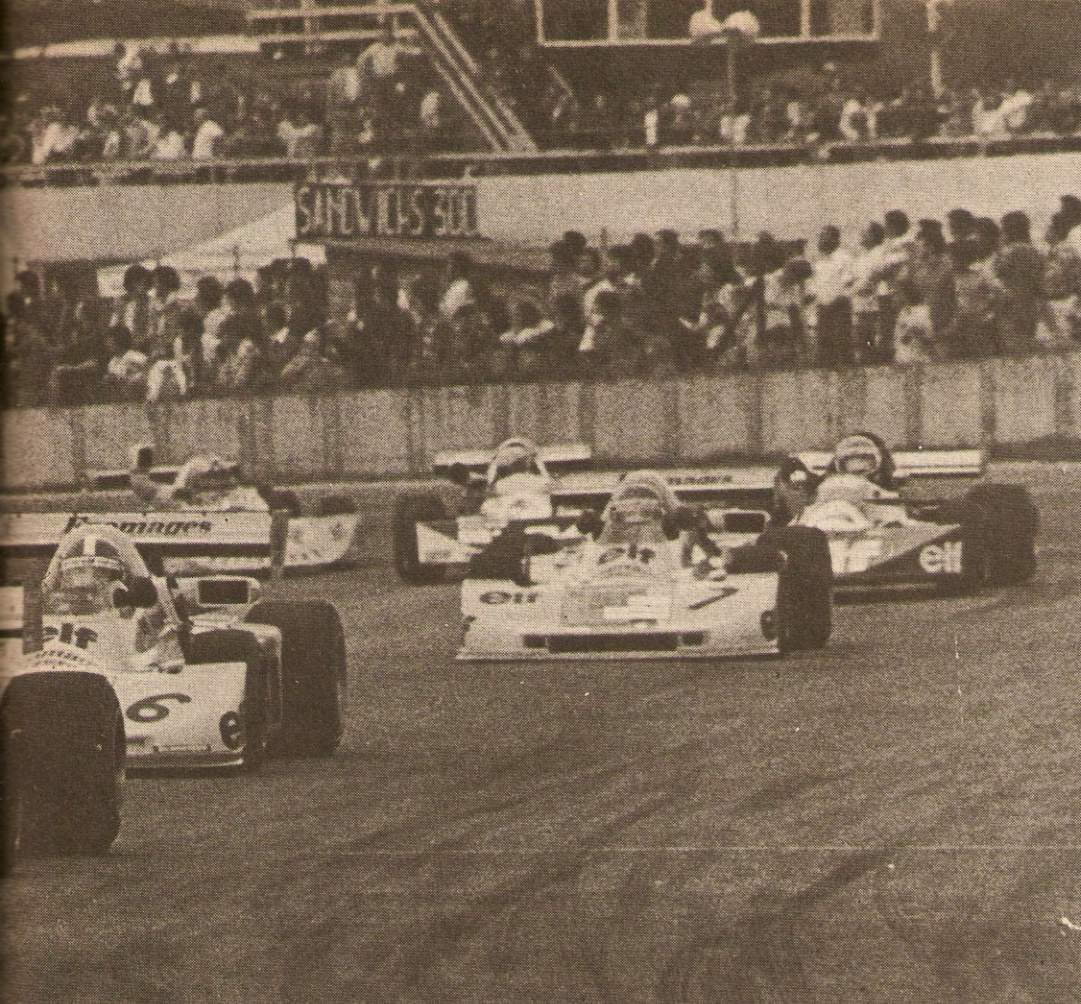
Then came another gap to a cluster of drivers in the 14s bracket headed by Jean-Pierre Beltoise, back in one of the ROC Chevron-Simcas. It was quite a good effort considering that the team haven't really been able to cope with such a taxing problem like perfecting the so far unreliable and down-on-power engine.

Gabriele Serblin, again in his older 742 March, made a significant improvement in the afternoon after handling problems in the morning, a malady which affected quite a few of the other March privateers.

Serblin, an Italian whose performances this year seem to have deteriorated with the Trivellato team, was fractionally ahead of Jean-Pierre Jaussaud. This veteran Frenchman was in Vittorio Brambilla's regular Ron Dennis-run March but complained of a down on power Schnitzer engine.

Like Jaussaud, Maurizio Flammini was in the Ron Dennis team, the Italian having a whirl in Sandro Cinotti's Scaini 752.

Both of them looked to be trying, the promising Flammini sliding hard out of the tight corners, but the times found a flaw somewhere.



comes under heavy pressure from the Elf 2Js of Jean-Pierre Jabouille and Gerard Larrousse with Michel Leclere

Just 100ths slower than Flammini was Alessandro Pesenti-Rossi in the 742 he's used before this season while combining F2 with the Italian F3 series. Another Italian, Alberto Colombo, was a further 200ths adrift in his regular Trivellato run March 752 while Giancarlo Martini in the sole Scuderia del Passetore 752 gave us another of his hot and cold showings, being just able to break into the 14s.

Also in this bracket, splitting up the Italians was the genial German Willi Deutsch in his Warsteiner 752 and Claude Bourgoignie's Brian Lewis-run B&O March.

Deutsch found between sessions that his engine frame had cracked but couldn't fix it in time for final practice, but was happier with his recent performances now that he has engine reliability. Bourgoignie admitted to being 2s quicker when the team tested at the circuit prior to the Pau race earlier this year.

Of the remaining qualifiers, Ray Mallock was the only British representative in his "Atlantic" March, again running a Swindon Ford BDG. There was no real problems for Ray although he was finding the Ford a little lacking in comparison with the torquey BMWs out of the three hairpins. Ray was happy to keep out of trouble and make sure he got to Vallenga in a fortnight's time.

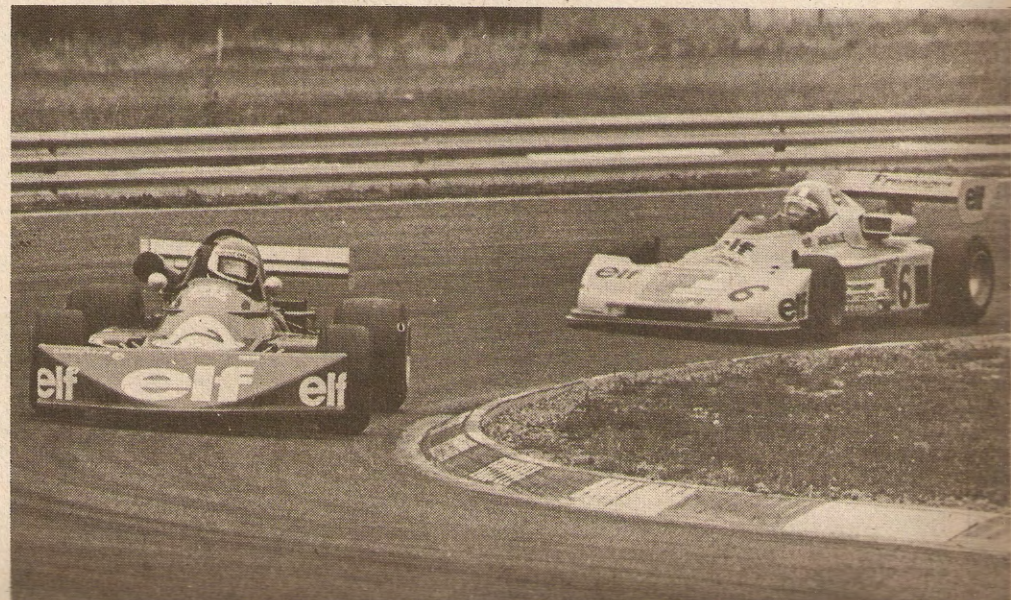
There was no sign of Brian Henton, but he didn't have an entry anyway as it turned out.

Of those who didn't qualify for the 22 places on the grid, there were two surprises. One was Hans Meier, the Austrian who went well at Zolder before totalling his Space Racing maintained works woned Surtees TS15.

Meier had the ex-Jose Dolhem TS15 this time but he never really looked impressive. Gone was the untidy vigour from the earlier races. Perhaps he might have crept in at the back had a rear hub not sheared half way through the final, all important, session.

The other surprise was young Hector Rebaque

Michel Leclere forced his way past Jean-Pierre Jabouille towards the end to give the Elf-March team its second consecutive one-two.



in his Fred Opert Chevron-B29, powered as always by a Hart Ford BDA.

After niggling engine problems in the first session, the team hoped for a big improvement but Hector wasn't able to get it altogether, a far cry from his early season F2 performances. He tried switching from American Goodyears (the team always run them) to English ones, but all this seemed to do was hinder progress.

Incidentally, the American Goodyears which the Player's Atlantic runners use over there are very similar to the European F2 G50. They cost half the price so we're informed . . .

RACE

After a pre-race warm up where there were no dramas and all the front runners ran hard and fast trying full tank tests, everyone prepared themselves for what could turn into an enthralling encounter.

Just prior to the start, much mirth was caused from a sponsored streak by a tyre technician who netted himself £45 for his troubles. AUTOSPORT naturally contributed toward the fund.

It was obvious from his consistently fast practice times that Tambay and his machine were a combination that would really force the pace on the other runners.

He got the all important break by wheeling into the first tricky right and left hand esses after the start with the two yellow Elfs and Leclere tucked in behind. Now came the hard bit.

It was evident by as early as the second lap that the leading five Frenchmen were in a class of their own, a superiority which they hold over the rest because they, themselves, are professionally maintained works teams. Here we had Tambay at his best, something we have been waiting all season to witness. This weekend he was happy, probably more so than at any other time this year. But pressures were on him, especially from his sponsors for although Elf may back a whole bevy of drivers, only one can succeed.

For the first couple of laps, it was a "cheese" sandwich with Jabouille and Larrousse forming the flavouring. As for Laffite, he tangled with Beltoise at the end of the main straight and this delayed him for a few seconds. However, he soon got the bit between his teeth and now began to reel in Leclere, the works March driver having dropped back away from the leading trio after a slight indiscretion out in the country. The rest had already been dropped with Serblin heading Francia, Jaussaud, Binder and then the rest.

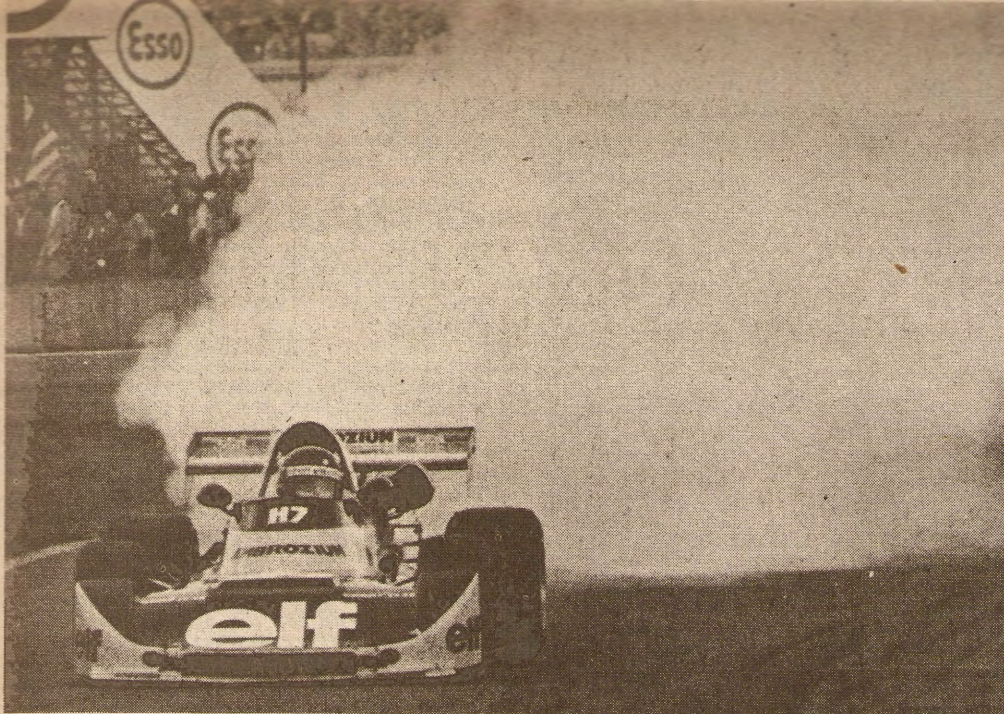
By lap 7, the leading three remained unchanged and still covered almost as one. Leclere was now 2s adrift with Laffite a further 6s in arrears.

Tenth by tenth, the champion clawed his way back into contention and the gap began to decrease lap by lap.

Francia meanwhile had taken Serblin, the latter eventually pitting on lap 13 with a broken fuel injector, while Jaussaud had rid himself of Binder, the Austrian also incurring fuel injection problems. Both he and Serblin eventually restarted, although way way back.

By lap 15 Tambay, by virtue of some superb driving, had managed to inch clear of the Elfs, both now tied together as if by string. Leclere had

Jean-Pierre Jabouille ELF-BMW 2J 1m 12.66s	Patrick Tambay MARCH-BMW 752 1m 12.62s
Michel Leclere MARCH-BMW 752 1m 13.19s	Gerard Larrousse ELF-BMW 2J 1m 12.83s
Giorgio Francia OSELLA-BMW FA2 1m 13.52s	Jacques Laffite MARTINI-BMW Mk16 1m 13.19s
Jean-Pierre Beltoise CHEVRON-SIMCA B29 1m 14.29s	Hans Binder CHEVRON-BMW B29 1m 13.53s
Jean-Pierre Jaussaud MARCH-BMW 752 1m 14.47s	Gabriele Serblin MARCH-BMW 742 1m 14.42s
Alessandro Pesenti-Rossi MARCH-BMW 742 1m 14.55s	Maurizio Flammini MARCH-BMW 752 1m 14.54s
Willi Deutsch MARCH-BMW 752 1m 14.61s	Alberto Colombo MARCH-BMW 752 1m 14.57s
Giancarlo Martini MARCH-BMW 752 1m 14.98s	Claude Bourgoignie MARCH-BMW 752 1m 14.83s
"Gianfranco" MARCH-BMW 742 1m 15.23s	Bruno Pescia MARCH-BMW 752 1m 15.09s
Bernard de Dryver MARCH-BMW 752 1m 15.77s	Ray Mallock MARCH-FORD 74/5B 1m 15.28s
Xavier Lapeyre CHEVRON-SIMCA B29 1m 16.27s	Roby Filanini OSELLA-BMW FA2 1m 16.22s



Not a rocket car, just Jacques Laffite blowing yet another Schnitzer BMW engine in his Martini.

dropped to 4s while Laffite was up to 3s. This was pretty good stuff.

Francia and Jaussaud were now having lonely races and losing 1s per lap on the leaders. Behind them came a gaggle comprising Pesenti-Rossi, Colombo, Deutsch and Pescia before a small gap to Bourgoignie and Mallock.

By one-third distance, Tambay now had 2½s on Jabouille and it looked good for him, certainly at this stage. He'd weathered the early pressure but now he had to contend with lapping the traffic. So far he was driving with remarkable maturity.

Laffite had now caught Leclere who, in turn, wasn't that far from Larrousse. In fact they were all covered by around 8s but such was their pace that they were miles clear of anyone else.

But then Laffite's Schnitzer burbled at the top end. It was an ominous sign but curiously, it only occurred for a couple of laps before clearing itself.

However, Leclere had answered Laffite's charge and had now pulled in Larrousse to less than a second. Then on lap 25, the Elf March was through and Larrousse now became Laffite's target.

It remained that way until lap 31 when the yellow Elf of Larrousse coasted to a stop, restarting just so that Gerard could limp back to the pits with engine dramas. It was about this time that Jabouille closed a little on Tambay and Laffite's car started to smoke in the same way as Francia's was now doing.

Both cars got gradually worse and the smoke began to pour from them as the escaping oil burnt itself up on the exhaust. It was just a matter of time.

For Francia it was a pit stop to try and top up with oil, but that meant disqualification while Laffite's was a rather more comprehensive blow-up and Jacques was just not happy about it

one little bit and he showed his anger. So with two thirds of the race gone, there had been a bit of a reshuffle. Tambay was still driving superbly, picking his way through the back-markers and negotiating the spots of rain that now began to fall without any mishap. Jabouille had fallen away by now, the Elf beginning to suffer on the slippery track and Leclere, quickening his pace, closed in for the kill. He steadily brought the gap down and on lap 45, outbraked the Elf 2J at the end of the main straight. From then onwards, Jabouille gave no challenge and began to drop away very quickly. Tambay maintained a handy lead of 10s over his team-mate, easing slightly towards the end which allowed Michel to close slightly, but neither of them dropped their rapid pace at all, not even in the dying laps.

Jaussaud had a lonely race which eventually netted him fourth overall, well ahead of Pesenti-Rossi who held off the ever present Colombo throughout. Both Italians put in good workman-like drives, although well down.

Willi Deutsch would most probably have been with them had he not slowed over the last dozen laps, thus allowing Bourgoignie, Mallock and Bernard de Dryver in the second B&O car to pass him.

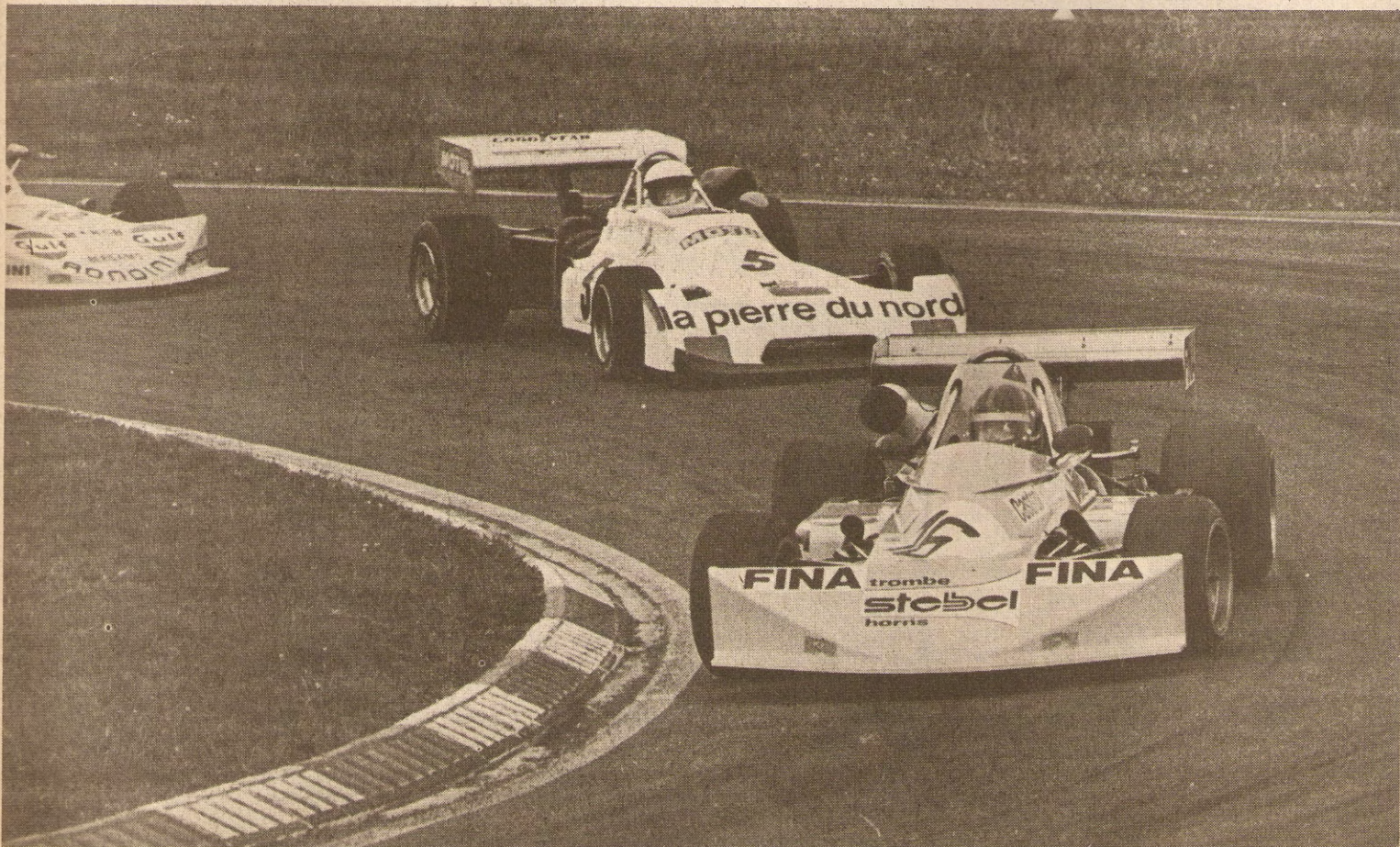
Flammini also ran into big misfire problems towards the end, coming to a stop at times, but he hadn't enjoyed what had been a disappointing race for him. Mallock, after chasing Bourgoignie, then lost top gear and had to struggle for the last half of the race. But fate smiled upon the Englishman and as Deutsch and Flammini slowed, he managed to pick them off during the final laps to regain what would have probably been eighth had his gear problem not intervened.

As for Tambay, all one can say is what a superb display of fast, on-the-limit-driving. It couldn't have happened to a nicer guy.

Nogaro, France
65 laps — 126.035 miles
European F2 championship — round 13

- 1, Patrick Tambay (March-BMW 752), 1hr 20m 44.08s, 150.715 kph;
 - 2, Michel Leclere (March-BMW 752), 1hr 20m 52.60s;
 - 3, Jean-Pierre Jabouille (Elf-Schnitzer BMW 2J), 1hr 21m 29.78s;
 - 4, Jean-Pierre Jaussaud (March-Schnitzer BMW 752), 64 laps;
 - 5, Alessandro Pesenti-Rossi (March-BMW 742), 64 laps;
 - 6, Alberto Colombo (March-BMW 752), 64 laps;
 - 7, Claude Bourgoignie (March-BMW 752), 63 laps; 8, Ray Mallock (March-Swindon Ford BDG 75B), 62 laps; 9, Bernard de Dryver (March-BMW 752), 62 laps; 10, Willi Deutsch (March-BMW 752), 62 laps.
- Fastest lap:** Jabouille, 1m 13.21, 153.42 kph.

Alberto Colombo gave a good account of himself to pick up his first championship point in his March-BMW. Here he laps Xavier Lapeyre's ROC Chevron.





The Renault 17 Gordini provides the performance of a good two litre with impressive flexibility.

Excitingly different

I'm glad that the Régie Renault have attached the name of my old friend, Amédée Gordini, to their most sporting model. His cars represented France in Grand Prix racing for many years, for which his grateful country made him first a Chevalier and then an Officer of the Legion of Honour. Unfortunately, such decorations are of no financial benefit and the *Ecurie Gordini*, always run on a shoestring, was finally eliminated by the Suez crisis.

Thereafter, Gordini was obliged to work for Renault, and the inimitable touch of *le Sorcier* can be seen in their competition and high-performance models, notably the subject of the present

test. He dislikes over-square engines and unnecessarily complicated designs, while his cylinder heads always carry moderately inclined valves and central sparking plugs. These features are found in the 17 Gordini; which has a simple pushrod engine constructed largely of light-alloy, the remarkably wild camshaft being tamed by the use of Bosch electronic fuel injection.

The engine drives the front wheels through a five-speed gearbox; the suspension is by wishbones and a stiff anti-roll bar. Behind, there is a trailing dead axle, again with an anti-roll bar. All four wheels carry disc brakes, those in front being slotted for ventilation. The shape of the long, low

body is highly individualistic, with windows in the rear quarters covered by louvers. The door windows are raised and lowered electrically, with hand operation for the short glasses just behind them.

The interior is styled in impeccable taste and gives an impression of great luxury; the cloth upholstery, costing £24.57, is beautifully carried out and well worth the extra money. Another extra, the electrically-operated sun roof, is expensive at £245.70 but was much appreciated during some almost tropical weather. The instrument dials look attractive but the smaller ones are difficult to read.

As with all Renaults, the seats are very comfortable, though the rear passengers tend to be cramped if the front seats are pushed right back. The driving position would be excellent if the clutch and brake pedals were not so far from the floor. Indeed, heel-and-toe is almost impossible, which is a grave disadvantage in a high-performance car. Apart from this error, the controls are well arranged. The ventilation works well, with plenty of cool breathing air, but the warm weather prevented me from testing the heating properly.

When I tried an earlier version of this model in France, it was spoiled by a lack of low-speed torque and by a gearbox that baulked excessively. The gearchange is now quite acceptable for the four lower gears and rapid changes can be made, but the fifth speed can still take a bit of finding on occasion.

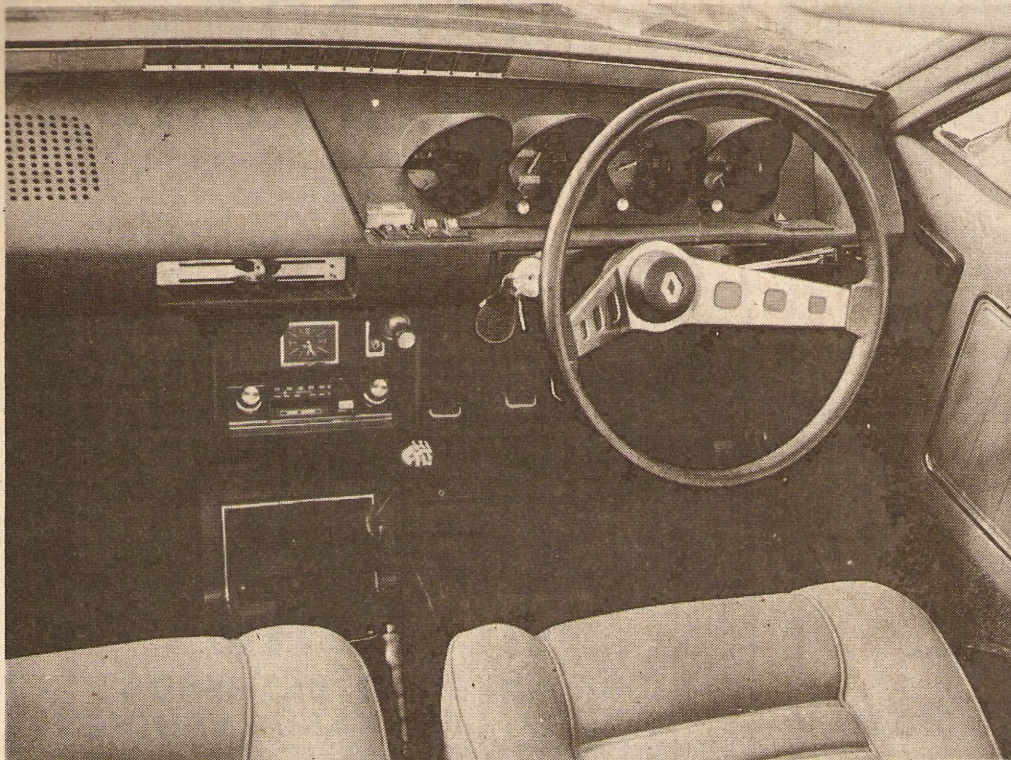
The engine has been completely transformed and its flexibility is now outstanding. It will pick up clearly from the lowest speeds on fourth or even fifth gear, with never a hint of rumbling or hesitation. After hours of crawling in London traffic, it was still running happily and would accelerate straight up to maximum revs. However, this is an engine that does its best work above 5,000 rpm.

Although the unit peaks at 6,000 rpm, it loves to go higher than that, and I must plead guilty to running up to 7,000 rpm, when there was still no feeling of effort. The level of mechanical noise is very low, though there is a fair amount of sound from the air intake and particularly from the exhaust, when the engine is working hard. There is a delightful surge of power as the revs rise and by choosing the right gear, one can overtake safely and rapidly. It is the fierce acceleration between 5,000 and 6,500 rpm that is perhaps the most endearing feature of the car; it's rather unexpected, too, in view of the fairly substantial weight and elaborate equipment.

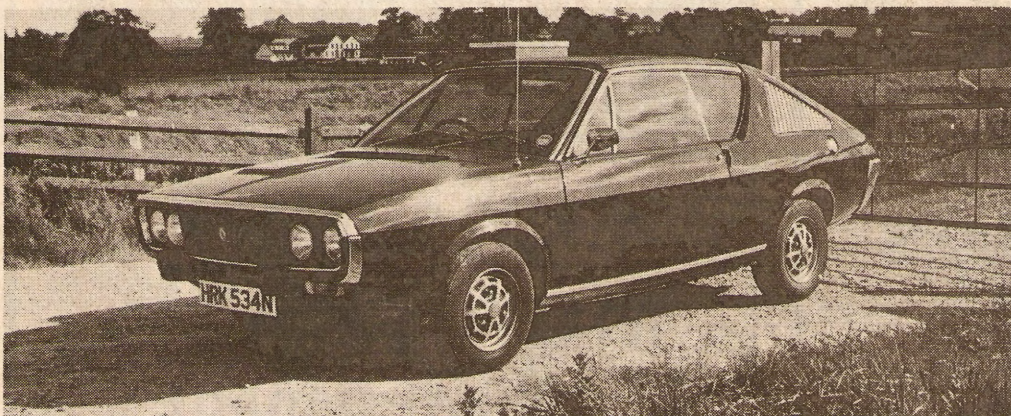
The electrically operated sunroof, though an expensive fitting, was much appreciated.



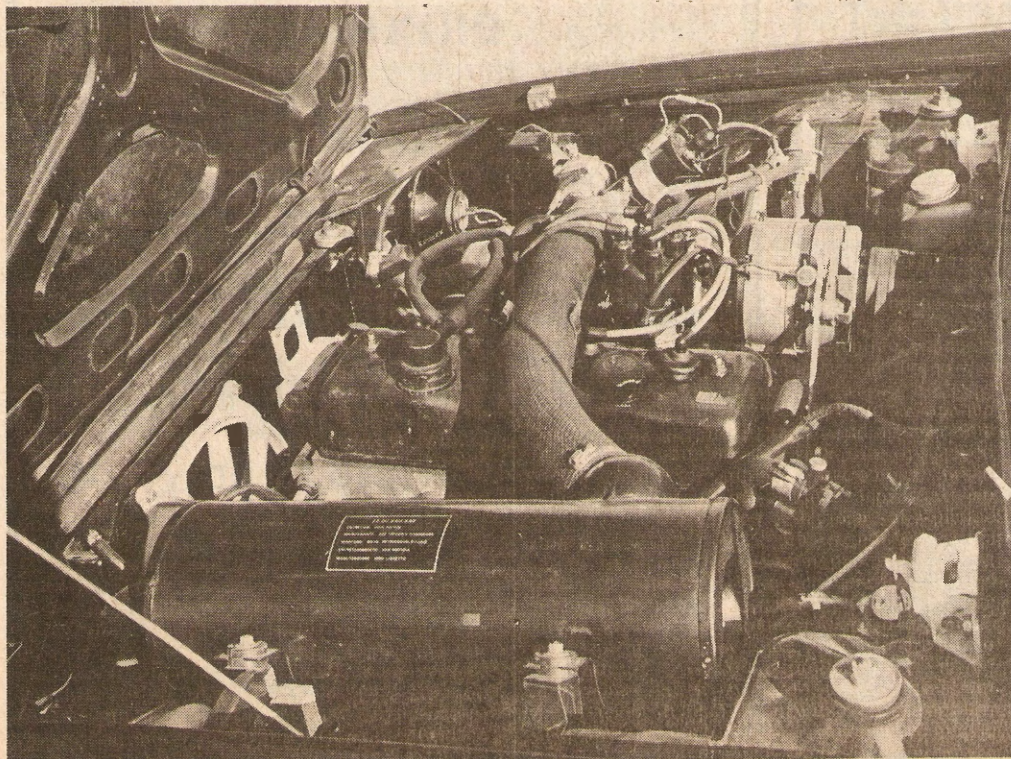
Road test



The instrument dials look attractive but the smaller ones are difficult to read.



The 1600 cc pushrod engine is crowded with auxiliary equipment.



The gear ratios are well-nigh perfect, the maximum speed on fifth gear is 114 mph being just about equivalent to 6,000 rpm, at which the engine peaks. It would be impossible to exceed the maximum revs, even under favourable conditions, so it's safe to keep one's foot right down. Fourth is a most useful gear, on which the car is very lively and will rapidly exceed 90 mph. All five gears are equally silent and though the engine sounds powerful, it is not objectionably noisy. The powerful electric horns will even shift a French truck driver!

There is far less roll on corners than with the other Renault models and the ride feels considerably harder, but the bumps are absorbed remarkably well. Indeed, the riding comfort must be rated as exceptional, especially at high speeds on bad roads. The steering is fairly heavy, with strong castor return action, and some torque effects can be felt at the steering wheel when accelerating hard out of slow corners. The car is well balanced and the cornering power is high, with a tendency towards under-steering which is not too pronounced, and it is less affected by side winds than the Renault 16.

Some wind noise can be heard when the sun roof is closed but the level of road noise is very low. The brakes are powerful and consistent in operation, standing up well to continuous hard driving, while the lights permit high averages to be maintained after dark. The fuel consumption remains moderate at quite high speeds and even a fast driver should be able to rely on 25 mpg or a little better.

The Renault 17 Gordini is a 1605cc car that gives the performance of a good two-litre, in spite of its quite considerable weight. Yet its fuel injection ensures a standard of low-speed flexibility that is usually foreign to small, highly-tuned engines. If it has not the effortless silence of a big six-cylinder car, its high-efficiency engine is justified by its fuel economy. Its appearance is unusual and attractive, while its interior treatment gives a pleasant sense of comfort and luxury. Though the price is on the high side, the man who buys this car will be getting something excitingly different for his money.

SPECIFICATION AND PERFORMANCE DATA

Car tested: Renault 17 Gordini two-door four-seater coupé, price £2,896 including car tax and VAT.

Engine: Four cylinders 78 x 84mm (1605cc). Compression ratio 10.25 to 1. 108 bhp (DIN) at 6,000 rpm. Pushrod-operated inclined valves. Bosch electronic fuel injection.

Transmission: Single dry plate clutch. Five-speed synchromesh gearbox with central remote control, ratios 0.94, 1.21, 1.61, 2.24 and 3.46 to 1. Hypoid final drive, ratio 3.77 to 1. Constant velocity driveshafts to front hubs.

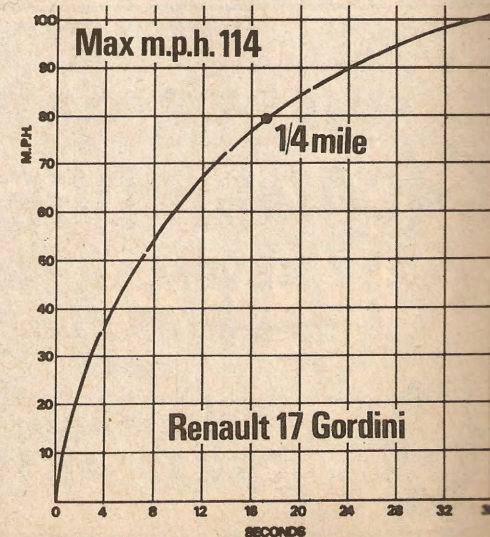
Chassis: Combined steel body and chassis. Independent front suspension by wishbones, coil-springs and anti-roll bar. Rack and pinion steering. Trailing rear dead-axle on coil springs with anti-roll bar. Servo-assisted dual-circuit disc brakes, ventilated in front. Bolt-on steel wheels, fitted Michelin XAS 165HR13 tyres.

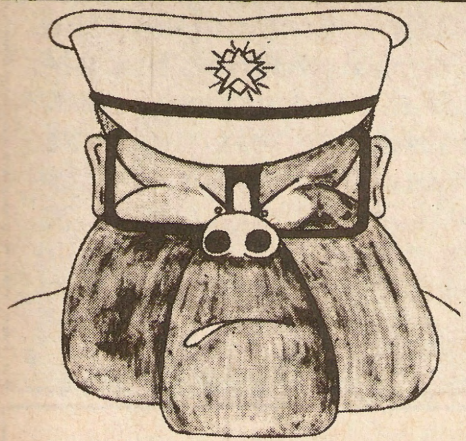
Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Voltmeter, Fuel and temperature gauges. Clock. Heating, demisting and ventilation system. Heated rear window. Electric front windows. Two-speed windscreen wipers and washers. Flashing direction indicators. Cigar lighter. Tinted glass. Extra Electric sun roof, radio and cloth upholstery.

Dimensions: Wheelbase 8ft. Track 4ft 4 1/4in. Overall length 13ft 11 1/2in. Width 5ft 4 1/4in. Weight 1 ton 1 cwt.

Performance: Maximum speed 114 mph. Speeds in gears Fourth 96 mph, third 72 mph, second 51 mph, first 35 mph. Standing quarter-mile 17.2s. Acceleration: 0-30mph 3.3s, 0-50mph 7.0s, 0-60 mph 9.5s, 0-80 mph 17.2s 0-100 mph 34.0s.

Fuel consumption: 24 to 28 mpg.





DE GENERAL alias PETER EVANS

It so long since de last appearahnce, de sparklin' gems gonna be droppin' on de ravenous fans like de camels-pee on de ole Sahara! Natcherally, ritin' fo' de rag likè Ortosport takin' second place to makin' de chart-toppin' Ell-Pees, an' gettin' de Queen's ortograf, an' udder mattahs o' State wot bin takin' up orl de time lately. Life sure am tough at de top, as olè Sherbert Tensile sayin' when he reachin' de summit o' Evereddy. Howevah, inflayshun bin givin' de ole Treasury a rite bashin' lately, so even de pittance wot Ortosport jokinely callin' de fee am cummin in welcum. Bein' well known as a maggernimus fellow wot nevah baring a crutch, I decidin' to grayshushly accept ole Loonie's offah o' de noo car fo' de full page o' pennertratin wit.

DE NOO CAR

Bein' a patriotik type, I ringin' up de works in Kampalah an' askin' who am de biggest salesman o' de Genral Motors in de U.K. Dis explane how I endin' up in de Finchley Road, marvellin' at de amazin' premmersis run by Marshall Wingfield, who am a direct relation o' de famous Wyatt Earp. We quickly gettin' down to bizniz, an de conversayshugoin' as follows:—

Marshall Wingfield: We got jus' de job for a Genral, it am de very latest in de range, de Vee-12 Velox! De Jag XJS not in de same league!
Me: Soundin like wot I lookin' for, how about whippin' off de ole dust-sheet an' havin' a gandah?

Marshall Wingfield: Dat am no dust-sheet, dat de original sparklin' white finish.

Me: Lookin' to me as though there a few ripples along de doors.

Marshall Wingfield: Glad you noticed Genral, dat de wurdl famos Ripperlin' Paint job, excloosiv to Marshall Wingfield, an' cheep in a shunt, as de paint jus' gettin' knocked strate agane!

Me: Wot about dis pile o' ashes in de boot?

Marshall Wingfield: Dey left ovah from de last time de heated reah window bein' uséd. Dis solid fuel system savin' orl de wear an' tear on de battery. Orlso kindly note de completely ortomatic air-condishunin' wot bin' fitted.

Me: Meanin' orl de holes in de front wings?

Marshall Wingfield: Exackly! Note de craftsmanship o' de finish. De holes carefully made to retane dat jagged natcherall look!

Me: Dis roof-linin' saggin' a grate deal in de front.
Marshall Wingfield: Dis o' course, am a feature of de overhead camshaft. Camshafts am bloody heavy, an' corzin' de linin' to sag. A small penalty fo' de extra performance! Dis motor goin' like de proverbial turd off de hot shovel, dat why we orlso fitted de speshul set o' remould sliks!

Me: Wot happen if it rainin'?

Marshall Wingfield: De roof leaks!

At dis point I decidin' dat ole Marshall needin' a spot o' de pussonal air-condishunin', so I loosin' off a few 9mm jobs from de ole Webberley an' headin' fo' de nearest BMW deelah. Aftah orl, dey not corled de Black Man Wagon for nothin'.

DE NOO CHAMPYUN

So ole Nikki pippin' Bob Evhans at de post! Corse it not surprisin' as ole Bob only havin' de lucky rabbits foot an' Nikki goin' de whole hog an' havin' de complete set o' rabbits teef fitted! Dis givin' him de sharp edge wot countin' when de ole chips down! It costin' ole Enzo de small fortune just fo' de carrots alone! He damn lucky ole Wreckerzoni not de vegetarian udderwise Maranello lookin' more like Covent Garden!

Old Max Measley not missin' a trick, an' seein' how well ole "Nikki de Teef" doin', he rushin' in wid de offer o' de works drive for Christophah Lee, an' firin' half de mechaniks an' takin' on two dentists! De fortunes o' Limp Engineerin' on de upswing, take my word fo' it, speshully as it roomered dat Lella Womblede bein' replaced by de infamous Linda Luvlace. It strikin' me dis a grate way to go gobblin' up de opposishun, but Linda sayin' dat she heard de roomer 'bout ole Measley, an' it goin' to take a lot o' swallowin'! Pussahnally I find de whole bizniz disgustin', it leavin' de nasty taste in de mouf!

DE NOO SEESON

De Rac bin' busy lately approvin' orl de noo schemes fo' 1976. Aftah de tremendous success o' de Radio Wun Fun Meetins dis seeson, ole Webby plannin' even biggah an' bettah fo' next year.

Corse, evrywun soon be screemin' an' shoutin' when de plans offishully announced, but Webby am de saviour o' motah-racin' an' he entalled to de occayshunal gambul. Wot about ole Jesus when he feedin' de five thousand? Nowun rushin' up an' sayin' "Lord wot am orl dis ole cobblahs about dere only bein' fish sandwiches?" Sum peeple jus' downrite ungrateful about bein' saved. Motah-racin' cryin' out fo' de brilliyant innervation, an' MCD jus' de boys fo' de job. De next spektakular am de BOAC 1000 kms on de revolvin' stage at de London Pallaydeyam an' a 10 lappah fo' Formulah Ford on Top O' De Pops. Jimmy Savil enlivenin' de commentry wid such gems as "Howsaboutthathereshunthen" followed by de well-nown baboon matin' cry.

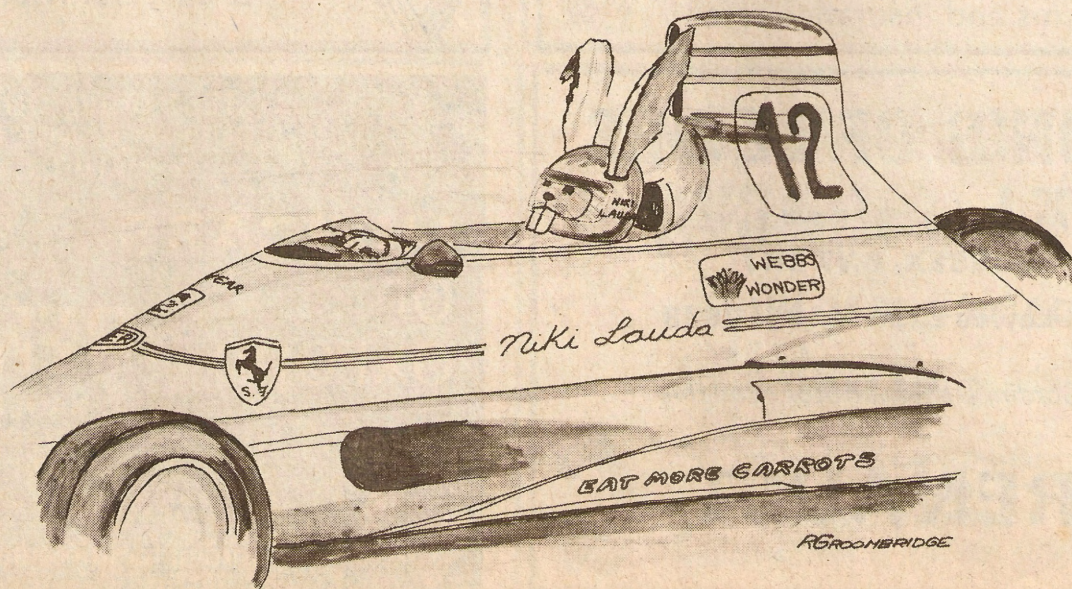
De mind jus' bogglin' at de thought but when I congratulatin' ole Webby on dis latest mastah-stroke, he tipikly modest an' jus' mumblin' "Stay loose, man, we tellin' it like it is, far up an' outah site, you diggin'". No wundah ole Steamah Stanley rushin' off fo' de ole elektrik guitah lessons, could be de long-awaited breakthrou' fo' de BRM team! Spechully as Bob Evhans roomahed to be lookin' aftah de wirin' pussahnally!

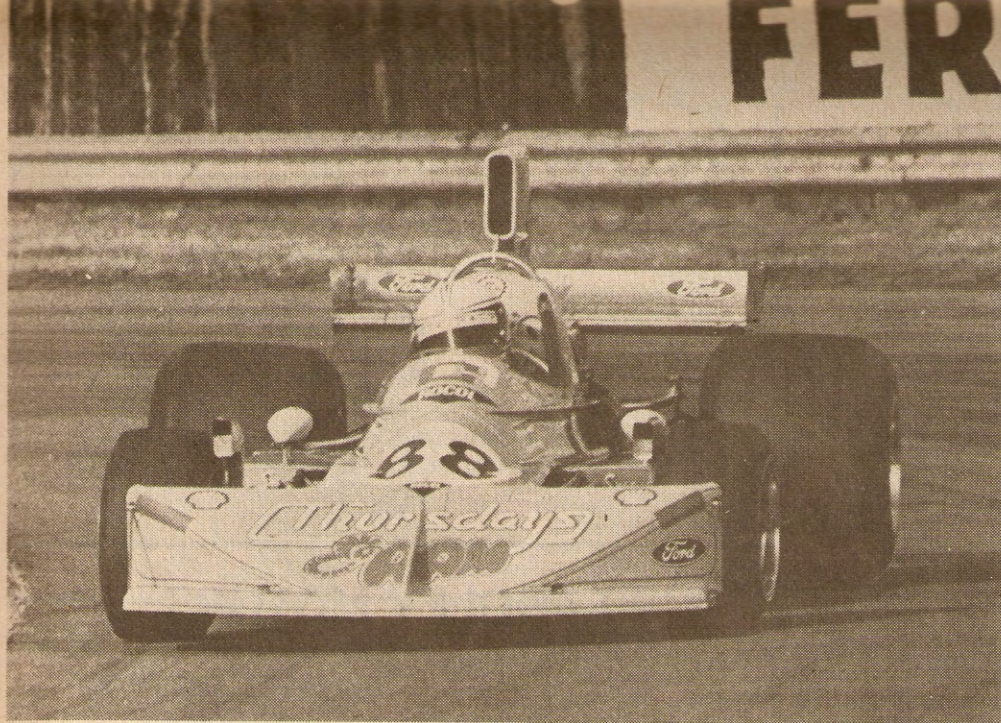
DE NOO LOOS

Orlways bein' reddy to encurridge de bettah facilittys fo' de drivahs, I acceptin' de invitayshun to open de noo bogs at Llandow. Well, dey not exackly noo, but dey buyin' em cheap from Lyddun Hill (Graham's Bruther, wot in de second-hand Khazi Bizniz) an' dey certinly smart enuff for dem Welsh bums! De ceremunny bein' held enny day now, soon as de oxygin-breathin' equipment reddy, wot evrywun kno am essenshul before venturin ennywhere near de Llandow Bogs, noo or udderwise. Aftah de offishul openin' de spektators gettin' de free ride round de sirk in de passenjah seat o' Vernun Davy's Hustlah, wot certin' to get orl de seats in de noo bogs filled up pretty dam quik an' christen de bucks in de proper fashun!

Must be signin' off, as I orlreddy late fo' de meetin' wid de Pope. It leaked out dat he considerin' appointin' me de Patron Saint o' motah-Raycin', but I bin warned dis just a ruse, an' he secretly hopin' to sell me de ole Vauxhall Aston-Martin wot orlways cummin' last in de Vatican 6 hours. It not surprisin' really, seein' as how he stoppin' at evry grandstan' an' passin' round de ole colleckshun plate, an' sellin' tickets to de Paddok Confesshunah, an' handin' out de wafer-thin biskits an' de Win-carnis. If you askin' me, he be bettah off followin' ole Nero's exampul, an' throwin' a few marshuls to de lions an' playin' Ferdy's Requiem on de ole fiddle, dat wot happenin de last time Rome gettin' enny reel pubberlicity!

It strikin' me old Webby makin' a bettah Pope, but dat meanin' ole Angelah havin' to become a Nun. Dat soundin' about as likly as Nick Brittle becomming a journalist, or ole Lanfranchi takin' de Pledge!





Alan Jones was in a class of his own throughout the weekend in the Thursday/RAM March Ford.

SILVERSTONE F5000

Jones rams it home

By IAN PHILLIPS

Photos by DAVID WINTER

Silverstone is often referred to as the home of British motor racing and as mine host to the first of the major end of season fiestas, it really laid on a first class party last Sunday. Every year the BRDC say 'thank you' to the competitors who have supported their championships throughout the year by letting them run their final round on the Grand Prix circuit — a fine gesture which is appreciated by all concerned — and this year the meeting had the added bonus of Shellsport F5000 and BP F3 title qualifiers. Under a warm September sun the racing throughout was excellent, the atmosphere one of tremendous camaraderie and, all in all, a fitting end to what has been a superb season of club racing at the circuit.

Although the F5000 race was not closely fought for at the front it was a good race to watch and, hopefully, will be seen as a significant pointer to the future. From unofficial practice on Friday through to the end of the race on Sunday, nobody else was going to win but Alan Jones. The Thursdays/RAM March-Ford V6 751 was not only the smartest at the circuit, it was the quickest by a long way. Jones' approach matched the professionalism of the team and they cleaned up and took a new lap record in a fine style. The V6 engine makes F5000 attractive to eye and ear and the fact that David Purley's Ford powered Chevron was second made it a great day. If there was a grid full of these cars, run to RAM or Lec standards, there'd be nothing to worry about.

Purley's second place was richly deserved. He came through from the back of the grid driving probably better than at any stage in his career and his progress made it a fascinating race. Quite rightly he won the APG Driver of the Day award.

ENTRY AND PRACTICE

Practice was on Saturday and it was pretty foul. Throughout the morning the rain just came down incessantly and practice was delayed. It stopped around lunch time and then a mighty gale blew and this caused problems.

The F5000s had not been on the circuit with the chicane installed so it was a matter of starting afresh for most drivers. Previously the car just had to be set up to take Woodcote as quickly as possible and the rest would be a compromise. Now they had to find a new datum to work from. The only lap record they had to aim at was the F1 and outright which was 1 m 20.9 s. In unofficial testing on Friday the Thursdays March did 1 m 22.2 s with just a saloon version of the V6 installed so if conditions were right they were going to get near the record.

Conditions were not right.

When the V6 engine was first mooted for F5000 it was thought that it would be superior on the short circuits and uncompetitive on the long ones. In practice on the short circuits it has

perhaps been at a light disadvantage, but on the long circuit it's almost in a class of its own. With a freshly rebuilt Swindon Racing Engines' V6 in the back of the Thursdays RAM March, Alan Jones couldn't be beaten. Although he'd always been a good driver, his recent F1 experience seems to have brought out the very best in him. Not only does he have enthusiasm for getting out and doing the job, he has belief in his ability and confidence in the team which adds up to a very powerful combination. Because of the high winds his best time was only 1m 32.2s. Not a thing went wrong on the car and the only problem was the wind blowing the airbox out of position which was fouling the throttle slides so Alan was having to use the ignition switch to control the car on occasions. In the untimed Sunday session Jones showed what was possible by slipping in a near 1m 21.8s lap. The engineering concept of the car gave him a real advantage through the chicane as it reacts like a sophisticated single-seater and could be flicked about. The unwieldy V8s found the artificial corner a bit of a problem.

In these controversial times for F5000 it is worth recording the attitude of the RAM team. Of all the people doing the series seriously they've probably spent less than anyone, yet the car is immaculately turned out as are all the personnel. Thursdays do a great deal to promote the racing through commercial radio advertisements and the team work hard to promote the sponsors at the circuit. They set a standard which if followed by the other teams would iron out many of the problems. They don't complain about money or the lack of series promotion — they do it themselves and all the moaners benefit from it, which in a way is unjust. No amount of committee talk will solve the problem. Here is a practical demonstration of what can be done. If a few others made the same effort there'd be no talk of combined races and so on. It could exist on its own. All credit to John Macdonald and Mick Ralph for doing something positive.

Teddy Pilette was second quickest in his VDS Lola-Morland T400, just a couple of tenths slower than Jones. He was as cheerful as ever about proceedings, again giving his all as a second

championship comes into sight. Perhaps it is significant that Stuart Turner ordered Tom Walkinshaw to do the F5000 race rather than go salooning at Zolder. Anyway Tom fully justified the decision by doing a 24.0 s in the Roy Kennedy run Hermetite March-Ford 752 — by far his best showing in F5000 and another good boost for the V6. He had some problems though with a severe shortage of brakes and an engine slightly down on revs. The handling though was much improved with altered pick up points. Ian Ashley was out of plaster this weekend driving the Richard Oaten Lola T330 with great verve — until it ran out of fuel out on the circuit when he had done a fourth best 24.4 s. He felt that the car was beginning to show its age rather but a 22.7s lap in the Sunday warm-up renewed confidence for the series leader.

Providing a real surprise was young Brazilian Ingo Hoffman who looked very competent in Tony Dean's Chevron B28 by doing 1m 24.6s. This was the first time he'd sat in the car and thoroughly enjoyed the experience of power. He's doing this in preparation for joining the Copersucar F1 team next season. Next to him on the third row was Peter Gethin in the second VDS Lola. He was quite happy with the car although it had been badly affected by the wind with the nose cone being broken up by the force. He expressed a little surprise that Hoffman, in his old car, should be able to get round in the same time — it's worth remembering though that this car always works at Silverstone; Tony Dean had pole with it at the last meeting.

Guy Edwards was next on 1m 25.0s in the Encyclopedia Britannica Lola T332. Guy, like a number of other V8 drivers, was having trouble getting any sort of temperature out of the tyres. The hot summer has perhaps misled everyone into thinking that the softest of the two stipulated slicks would work in such cold conditions. They obviously don't and Goodyear may be asked to come up with an alternative for the remaining races. "It's bloody dangerous as it is now," said Guy. Richard Scott, alongside on 25.6s in the Durex T400, was another who wasn't happy. "It's been a perfect weekend, we've had plenty of time to do everything but we are struggling. We've tried everything but it's just not quick enough in the corners."

Last year's champion was back in F5000 this weekend. Gordon Spice has had the Reed Racing Lola T332 immaculately rebuilt by Bob Salisbury and as he is still in a wheelchair (he was present on both days and showing signs of a good recovery) a deal was done on Wednesday night for Bob Evans to drive the car. It was a brand new car and the unhelpful conditions made sorting it a difficult business. Bob certainly gave his all though using all the road and much more coming out of the chicane in snaking great slides up the straight. Also back again was Damien Magee. Having returned from the Canadian Atlantic series, the irrepressible Irishman was at the wheel of Jim Kelly's old Trojan. "I wanted to practice in the rain," said Damien, "I have been quickest then." With a freshly rebuilt injected Whitehurst engine he put in maximum effort as always and got down to a very respectable 1m 25.8s. Most of the time he'd got no brakes at all and then the big end bearings started to rattle so the ever faithful Keith Tilbrook did a quick rebuild job.

Dutchman Boy Hayje was back in the Toine Hezemans ex-Hecketh March V6 and was the last competitive runner on 1m 26.8s. The rest were all four seconds or more slower in the order of Mick Hill (March/1m 30.4s), John Turner (Lola/1m 31.2s), Dennis Leech (Chevron/1m 31.3s), Brian Robinson (McLaren/1m 31.4s), Trevor Twaites (Lola/1m 32.8s) and Chris Featherstone (McRae/1m 34.4s).

Right at the back with a time of 1m 45.6s was David Purley in the Lec Chevron with a Swindon V6 engine. David only managed a handful of laps due to a faulty master switch but his climb through the field was going to be interesting.

RACE

After all the usual warming up laps the field came under starters orders to await the change of lights when suddenly Pilette switched off and waved his hands in air. A yellow flag was waved furiously, a number of competitors anticipated the start, shot forward and stopped. The lights changed and in a ragged manner they went off — luckily all avoiding Pilette and with Jones taking an immediate advantage.

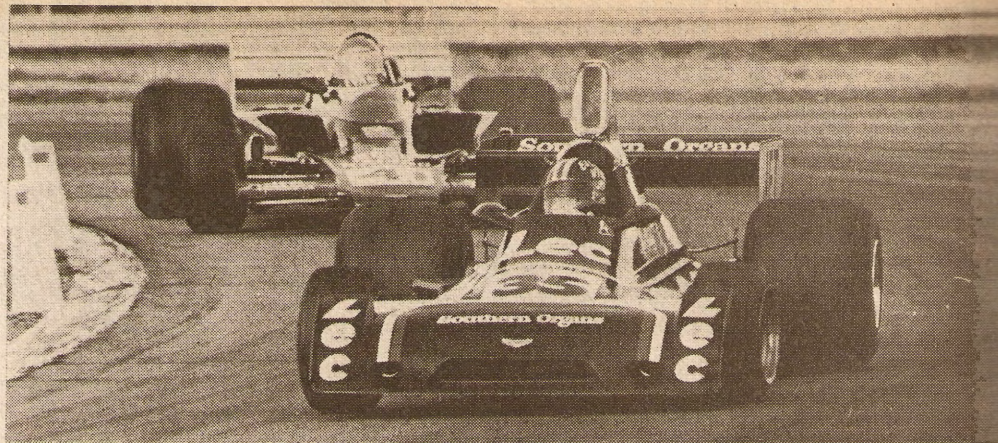
Pilette then restarted and shot off. The fuel filler cap was loose and he'd been sitting in a pool of petrol and was worried about fire so he'd

switched off. He then decided the quickest way to the pits was to do a lap and thus he set off.

At the end of the first lap Jones was in front with Ashley and Evans (who'd made a really good start) close behind. There was a short gap and the Walkinshaw and Scott (another good start) came together. Further back still Hoffman led Edwards, Purley (up to 8th already), Magee, Gethin, Hayje and Turner. Pilette led the next lot for this lap before going into the pits to have the filler cap properly fitted. Hill, Twaites, Robinson, Leech and Featherstone were already in station.

On the second lap Jones started to stretch his legs and the blue March quickly and efficiently disappeared into the distance at around two seconds a lap. After ten of the 25 laps he had over 20 seconds in hand and was then content to maintain it. The car was beautifully crisp and except for clipping a chicane kerb just once, Jones never varied his line. A thoroughly professional performance, his final winning margin being 25s.

Ashley held second initially. He couldn't match Jones' pace but in turn he wasn't challenged and was happy to sit there and consolidate his points lead. But as early as lap two he knew it wasn't going to be really safe. The water temperature gauge was climbing — he did all the right things to try to keep it down but it was a hopeless task and on lap eight the engine expired at Club. Evans by this time was in a lonely third coping with unsatisfactory handling well, but the lap he inherited Ashley's place Purley finally found a way past Edwards for third and was setting about closing the next gap. David was driving really well. Earlier he and Magee provided great excitement at the chicane on the fifth lap with a big chopping match which went in favour of Magee although his task was a hopeless one really as nobody was going to stay with or hold off the Chevron on this day. To a great cheer "Pearls" then outbraked Edwards at Copse and the battle began. Edwards managed to stay in touch as they edged closer to Evans. The progress wasn't that quick in fact and it was only when Bob got into a vicious slide coming out of the chicane on the 11th lap that David really got on terms. For the next ten laps they were glued nose to tail with Edwards occasionally being able to tag on. Purley tried a couple of times to put the pressure on at the chicane but he didn't quite have enough advantage there and Bob was not going to make it easy for him. That idea forgotten he then decided Copse would be the place. On a couple of occasions he went up the side but the green Lola chopped across — somebody must know why they didn't touch ('I suppose it was a bit close on occasions', said Purley). It was really good stuff and what F5000 racing should be all about. At the end of the 21st lap David was right behind the Lola through the chicane and stayed there as they went onto the straight. He sat right on the gearbox until they got to the Motor bridge and then, a little earlier than on other occasions, whipped to the



David Purley drove a storming race in the LEC Chevron-Ford and came from last to second.

inside and they went towards the corner side by side. Would Evans give him the big chop? It must have been on his mind but by starting just a few yards earlier Purley was in a better position this time and using the agility of the little car to the full he made it his corner and the stands erupted. From last to second passed all bar one of the cream of F5000 was quite a feat. And, significantly, it was now a Ford 1-2.

There was no time to catch or even close on Jones but anyway Evans wanted to make race of it and Edwards was back there, too. The three came round next time line astern. Purley was extended. He locked a front wheel going into Copse and went a little sideways. Evans thought he was going off and got into the same attitude and almost lost the big car. Purley was not really in trouble and steamed on but Edwards shot past Evans, who didn't really know why the whole thing had happened anyway. But he was back to fourth. In a rather anticlimatic finish Purley took a thoroughly well deserved second place by four seconds with Evans another nine behind Edwards, the latter much happier with his car.

Remember Teddy Pilette was almost left on the grid and made a pit stop on the second lap? Well he was fifth. He really chucked the red Lola around in very fine style and would have been much closer to Evans at the end than 12s if it hadn't been for a loss of oil pressure during the closing laps. His efforts were well rewarded with enough points to give him a championship lead of four points. Another great drive came from Magee. He extracted the maximum from the Trojan as only he could (most people wouldn't sit in it) and in the early laps was as high as fifth. But it was jumping out of gear and the wing stay was broken so his task was even harder. The majority would have given up but not our Damien — in fact had it not been for the gearbox seizing, due to a broken bearing, on the last lap he would

probably have retaken Pilette. Jim Kelly has kindly put the car at Damien's disposal for the other races but he does deserve something really competitive.

Hoffman drove really sensibly and took seventh having followed Scott for most of the race despite a misfiring engine and weird handling caused by starting with one new rear tyre "and I was nervous in the traffic. I spent a lot of time looking in my mirrors. I'll be better next time." Scott still couldn't get the Lola going quickly and five laps from the end dropped to 11th when the nose started to fall off and he pitted to have it removed completely. Turner, Robinson and Twaites filled the intervening places, the former doing well to remain unslapped.

Of the others Walkinshaw's promising start was to no avail when a clevis pin worked loose and he had to park at Copse. Gethin was in trouble by lap three when the clutch wouldn't operate. He took it easy hoping it might cure itself but slid rapidly down the lap chart (aided by a lack of front brakes) and finally quit on lap 13. Hayje was a little wild but was as high as eighth before the spark box started to play up. He stopped on the circuit, fixed it and came back to the pits before continuing, misfiring badly, in 14th place behind Hill and Leech.

**Shellsport European F5000 Championship
Silverstone, September 28
25 laps 73.30 miles**

1. Alan Jones (March-Swindon Ford 751 V6), 34m 47.0s, 126.44 mph.
 2. David Purley (Chevron-Swindon Ford B30 V6), 35m 11.8s.
 3. Guy Edwards (Lola-Whitehurst Chevrolet T332 V8), 35m 16.2s.
 4. Bob Evans (Lola-Fewkes Chevrolet T332 V8), 35m 25.0s.
 5. Teddy Pilette (Lola-Morand Chevrolet T400 V8), 35m 37.8s.
 6. Damien Magee (Trojan-Whitehurst Chevrolet T101 V8), 35m 51.0s.
 7. Ingo Hoffman (Chevron-Whitehurst Chevrolet B28 V8), 35m 59.6s;
 8. John Turner (Lola-Whitehurst Chevrolet T330 V8), 36m 10.4s;
 9. Brian Robinson (McLaren-Close Chevrolet M19 V8), 24 laps;
 10. Trevor Twaites (Lola-Fewkes Chevrolet T330 V8), 24 laps.
- Fastest lap:** Jones, 1m 22.0s, 128.72 mph (record).



F3 start: Larry Perkins comes between Nilsson and Regout from the second row with Ribiero following hard behind.

FORMULA 3

Nilsson has the qualities

By IAN PHILLIPS

There were three Formula 1 team managers at Silverstone at the weekend and there's no prize for guessing why. The 17th round of the high quality BP Super Visco F3 championship was on the programme. With three drivers still very much in with a chance of the championship and at least three others making a late bid for the top runner up positions it just had to be good. It was. It was stirring stuff. There was really nothing to choose between at least half a dozen drivers all of whom showed real potential and some class. Larry Perkins, Terry Perkins, Alex Ribeiro, Patrick Neve, Danny Sullivan, Herve Regout, Richard Hawkins, Stephen South, Bob Arnott, Rupert Keegan are names that spring to mind immediately. One name though stands out, Gunnar Nilsson. He displayed the same qualities as the others but he also showed race craft and, his biggest asset, intelligence.

There's a tyre problem in F3 at the moment and Nilsson was the only driver who planned his race to combat it — he overcame the problem and the rest of the opposition. It was classic F3 driving. In winning he virtually assured himself of the BP title. He did it in a style that ought to make him hot property.

The Swede started from pole position but he didn't want to know about leading, he trimmed his car to go fast on the straights and slowly in the corners. He knew that he mustn't push the tyres. All his challengers, in showing ability and speed, wore their tyres out, some before half distance. Nilsson, who was never out of the top four, just quickened his pace as the race wore on. Five laps from the end when the others were really starting to flounder he lay in second place some 50yds or so behind the leader Larry Perkins. Now was the time to move and he did. He gave it all he'd got. He took the lead and held it for the final four laps and, sure enough, the tyres showed signs of graining by the end. Another five laps and he too would have been in trouble. Nobody could reply to his efforts even though the winning margin was just 0.4s.

Of his nearest championship rivals, we've only sad stories to relate. Patrick Neve started at the back of the grid in the rebuilt Safir. He carved up

to seventh on the first lap and then went to fifth behind Nilsson. It was a gritty and determined drive which looked as though it would pay dividends but when in a challenging fourth place the brakes failed. The nose was ripped off but he kept going until he was out of the points places and sensibly he brought it in. A sad end to a brave championship bid by the young Belgian.

Danny Sullivan, the nearest challenger to Nilsson, saw his hopes go almost at the start when the engine refused to run properly. A pit stop to alter the mixture and change the plugs saw him flying but by then it was too late. Like Neve he was bitterly disappointed, although mathematically he can still take the championship. It was rough justice for both drivers who've shown consistent ability throughout the year.

ENTRY AND PRACTICE

The F3 boys were the first to practice on Saturday and on the damp track the times were really rather meaningless. Everyone started on wets and a few gambled on slicks for the last five minutes. The track didn't look to be suitable but ultimately it was. Championship leader Nilsson was the first to switch and he took pole position 2.2s quicker than the next man, Graham Hamilton. There is no significance in that gap at all but so important was this race that Gunnar had spent all week planning it and wasn't going to miss a trick. He'd done a tyre endurance test and trimmed his car just how he wanted it. He ran a flat rear wing with no trun tabs, and no nose splitter. The idea was to make the car fly down the straights but purposely slow in the 'corners to save the tyres. He was happy with pole but there was no way he wanted to charge off into the distance early on.

The F3 tyre problem is becoming extremely serious. Driven flat out they don't have a useful life of more than 15 laps and at £250 a set that's expensive. Initially it was thought that it was a problem which affected narrow tracked cars but March's Robin Herd was of the opinion that it was caused, on Marches anyway, by the heavy BMW and Toyota engines which put too much weight at the back for the tyres.

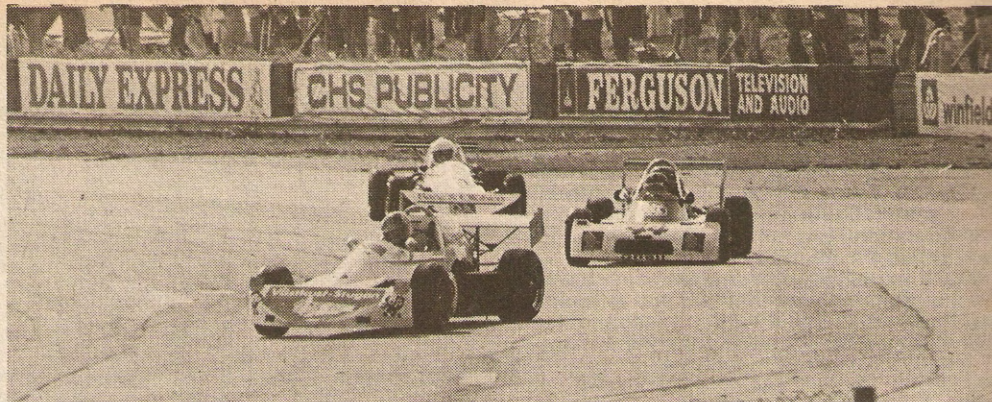
Hamilton was delighted with his middle of the front row position in the Ecurie Ecosse March, although it must be said that he was a little lucky. He punctured one of the wets and had no choice other than to go on to slicks at the right time. He managed a 1m 38.4s which was 2s quicker than an impressive slick shod Pierre Dieudonne in the first of the B&O Marches.

Larry Perkins and Alex Ribiero were next in their respective Ralt and March, both on wets. Larry P. practiced on M&H wets and had the car set for very wet conditions as he expected it to rain during the session but it didn't, so his time was especially creditable. The Marches of Herve Regout and Chris Barnett were next followed by Terry Perkins' misfiring Ralt. Stephen South was having lunch when practice started and just managed four laps in John Stokes' Bogarts Birmingham March but impressed to be ninth fastest. Danny Sullivan and Eddie Cheever (now with Shand Carpets backing) were next on the same time, the Moduses being set for very wet conditions. The rest of the irrelevant grid was made up in the order Bob Arnott (Swan Song Records March), Pete Clark (Modus), John Lain (Holbay twin cam powered GRD), Richard Hawkins (FS Ratcliffe Springs March), who didn't really qualify as a brake hose broke after just two laps of practice, Patrick Neve (M&H shod Safir), who had big handling problems probably a legacy of the severe Brands shunt and a non-operational limited slip diff (which, it is thought caused the shunt anyway), Tim Brise (Modus), Rupert Keegan (March, with the ex-Cheever Toyota engine), Steve Pettitt (March, who didn't start), Ken Silverstone (March), Tony Rouff (Ehrlich, which didn't start because of engine problems) and right at the back with a 10s and 10yds penalty was Brabham mechanic Gary Anderson in his own Anson, which practiced out of session as a full 2-litre Holbay twin cam was being fitted.

RACE

With the conditions completely changed for race day, it was sunny and warm, a number of drivers were guessing really at the settings and the upside down grid made for a potentially great race. It was.

The critical stage of the championship made for a lot of tension among the contenders and the possibility of something silly happening at the start was heightened when poor Hamilton found



Copse on the last lap – the winner Nilsson leads Perkins and Regout.

himself stranded on the warming up lap when a wire came off the fuel pump and he couldn't get it fixed in time to make the grid. Bob Arnott's ill luck struck again when a screw came out of the coil and he started late.

That hole left by Hamilton was made good use of by Larry Perkins. He made a beautiful start as Nilsson lagged slightly. The other second row man Ribiero also went through it followed by Terry Perkins. As one they went round that first incredibly hairy lap and at the end of it was the Perkins brothers at the front with wheels locked, cars sideways and no sign of brotherly love at all. Streaming in behind were Ribiero, Dieudonne, Nilsson, Regout, Neve (from the back!), Sullivan, Cheever, Hawkins, Keegan and rest. It was Larry P. next time round with Ribiero on his tail and Terry P. sideways heading Dieudonne, Nilsson, Neve and the rest in a tight 11 car bunch. Alex led next time round by a few yards from Larry as Terry went spinning off at Club dinging the nose a little. Poor Sullivan was already in trouble with a misfire and on lap three he was in the pits to have the plugs changed and the mixture leaned off.

Ribiero appeared to be making a break for a couple of laps but then Larry P. was back with him. Dieudonne and Nilsson were locked in combat in a slightly distant third and fourth with the incredible Neve fifth ahead of Regout, a very hairy looking Cheever, Keegan, who'd also come up well, Hawkins, South and Chris Barnett coming into the picture.

Perkins really turned the screws on Ribiero for a couple of laps and then got through and started to pull away. Nilsson at the same time got by Dieudonne and started to close. He tailed Alex for a lap and almost politely Alex seemed to let him through into second on the eighth of the 20 laps. Alex' force was spent. In his big effort the tyres had gone off and he was going to struggle to keep it going from now on. Perkins meanwhile opened up a sizeable lead. It took Gunnar a couple of laps to shake off his team mate and the B&O cars of Regout and Dieudonne who'd joined in by half distance. Neve was next just a few yards back with sideways Cheever (he'd done his tyres too) next from Hawkins, Keegan and Barnett. South had spun out of contention for a while at the chicane but was catching up fast, while Sullivan was now going very quickly too, as was Arnott, who was most spectacular (he also had his first race spin for two years at Copse). It was all go right the way through the field and great to watch.

The big question was could Nilsson catch Perkins. The gap looked big and Larry was moving well. But Gunnar had it planned. He was noticeably slow through the chicane and Regout tagged onto him having left team mate Dieudonne and Neve. Both Marches were very fast on the straights though, the BMW engine showing up well (after the race Gunnar said he wanted a BMW and Perkins said he wanted Gunnar's Toyota). On

laps 14 and 15 the gap to Perkins started to vanish quickly. Larry's tyres were on the way out and Gunnar was turning it on. Larry turned on the heat too and got himself well crossed up on a couple of occasions. His advantage had been in the corners but he'd lost it.

Now came Nilsson's other masterstroke. Having caught Perkins he slipstreamed him down to Stowe, whipped out late and shot through under braking for the corner. Knowing that Larry would stick to his gearbox Gunnar took third gear and Larry had to move off line in the wrong gear to avoid the momentarily slower car. Beneath his Bell helmet a wide Swedish grin flashed across his face as he went straight back into fourth and up to fifth and had a clear advantage. He'd worked hard at this and he knew he'd got it now ('I wanted to win the championship by winning races. I'm very happy. I planned it with Robin and it worked').

We all thought Larry would retaliate. It took him a lap to make up the ground Gunnar's little trick deprived him of, but try as he might he just couldn't compete with the March on the straight. Regout, however, thought he'd have a go, being handily placed in third, and tried a big slipstreaming manoeuvre going up to Stowe which ended in a monumental spin and a ding with the barrier. A sad end to a first rate drive. However the B&O fortunes were running high and Dieudonne inherited the placé after a very fine drive. Patrick Neve would have been right there but for a rather frightening brake failure at Becketts, caused by a stone splitting the brake pipe. He threw the Safir sideways to slow it but unfortunately caught the nose on a kerb and destroyed it. He bravely soldiered on to try and salvage a point or two but as soon as he knew he wasn't going to score he despondently retired.

Hawkins put in yet another gritty drive and secured another fourth place in front of Ribiero and a rapidly recovering and impressive South. Keegan, Barnett and Cheever were next up all fairly close after a race long battle and all with ruined tyres. Tenth was Arnott who again showed great potential which with a proper set up could be translated into some first class placings.

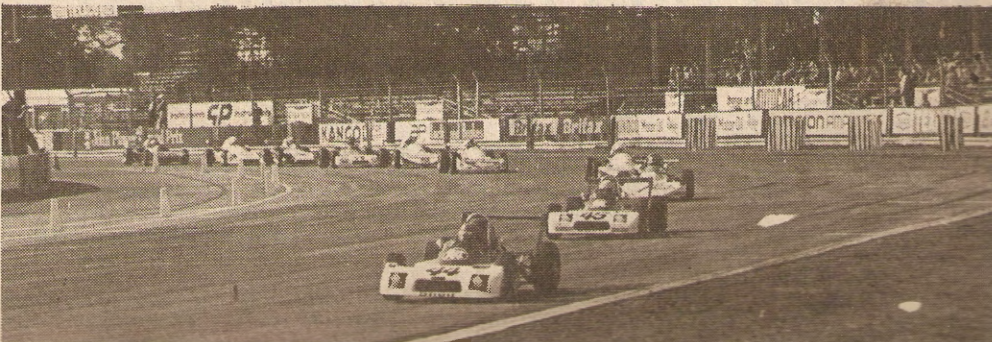
The championship may be as good as over but F3 racing is back to its very best. See it at Oulton Park this Saturday.

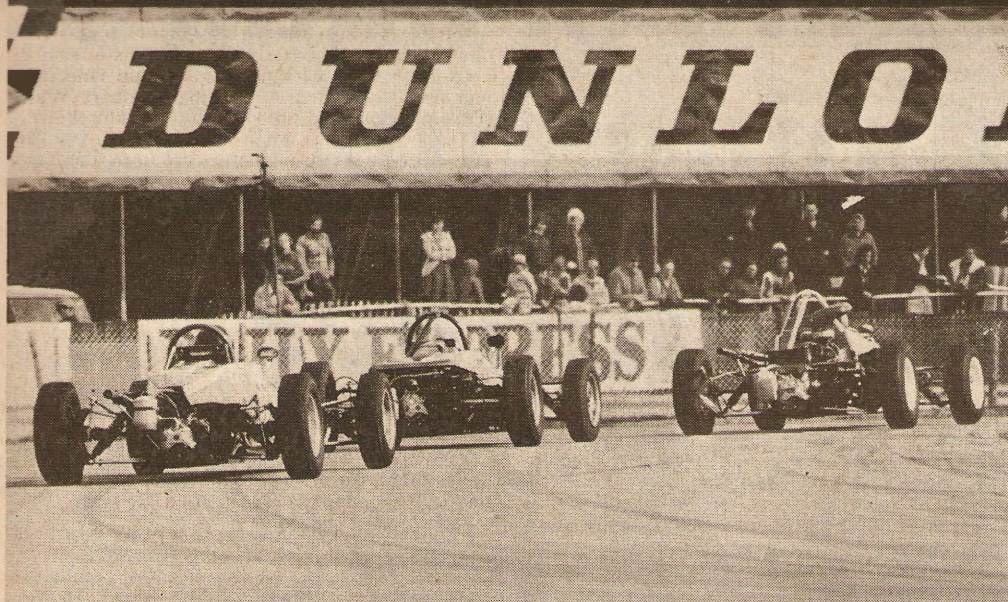
BP Super Visco Static F3 championship round 17 Silverstone, September 28 20 laps 58.64 miles

1. Gunnar Nilsson (March-Novamotor Toyota 753), 31m 0.6s, 113.46 mph.
2. Larry Perkins (Ralt-Novamotor Ford RT1), 31m 1.0s.
3. Pierre Dieudonne (March-GmbH BMW 753), 31m 3.2s.
4. Richard Hawkins (March-Novamotor Toyota 743), 31m 10.2s.
5. Alex Ribiero (March-Novamotor Toyota 753), 31m 13.0s.
6. Stephen South (March-Novamotor Toyota 753), 31m 13.4s.
7. Rupert Keegan (March-Novamotor Toyota 743), 31m 17.4s; 8. Chris Barnett (March-Novamotor Toyota 753), 31m 17.6s; 9. Eddie Cheever (Modus-Novamotor Toyota M1), 31m 21.6s; 10. Bob Arnott (March-Brown Ford 743 t/c), 31m 55.8s.

Fastest lap: Patrick Neve (Safir-Holbay Ford RJ05 t/c), 1m 31.4s, 115.48 mph.

End of lap one Perkins L leads Perkins T, Ribiero, Dieudonne, Nilsson, Regout, Neve and the rest.





The big FF dice - Walsh leads Lees, the championship winner, and runner-up Argenti.

SILVERSTONE SUPPORTING RACES

Geoff Lees wins his first

With all practice on the Saturday having been delayed due to the diabolical conditions of rain and gale force winds, it was not until ten minutes to six that the first Formula Ford heat got underway. The second finished just before darkness fell.

The quality of the entry for this, the final round of the Brush Fusegear FF championship was not quite up to the usual high standards, perhaps due to a clashing race at Brands, but still the 88 strong entry necessitated the use of two heats.

The first heat produced an exciting three-way scrap between local favourite Jim Walsh in the Crompton Lighting Hawke, young Derek Warwick with his similar Warwick Trailers Ltd car and championship leader (by one point) Geoff Lees in his usual Royale except that he has now procured some support from A & M Records and CHS Plympton in his brave attempt to win all three major FF championships.

John Bright (Royale) had climbed up to fifth place magnificently from the back row of the grid by lap two but he then got sideways at Copse thinking that the man in front, Mike King (Lola), was going to spin and he then collided with Richard Piper's Ashtune Van Diemen breaking a wishbone on his own car and delaying the latter. Lees' greater experience and guile enabled him to outfumble Walsh through the chicane for the last time, though Warwick was also well in there, just 0.8s covering the trio, after a close and well-fought battle. Richard Wills had seemed set for fourth in his Oselli-MRE but overheating problems put paid to him, leaving Miki Dee's newly-acquired Van Diemen clear of the rest.

The second heat was equally tense, featuring a fine four-car dice for the lead, though it may have been more but for a multiple spin at Chapel curve on lap two which eliminated Chris Skellern (Crossle), Chris Fearon (Titan) and Mark Syms (Merlyn). Thus, the two Crossles of Phil Dowsett and Mike Blanchet, plus Matthew Argenti's Macinnes Amcron Van Diemen and Roger Bruce-White's Dulon were left clear to fight among themselves, and this they did most entertainingly. Argenti, who has concentrated on this championship, and was just one point adrift of Lees, was unlucky enough to have had his side-radiator pod dislodged and the officials promptly black-flagged him to have the offending part removed. Matthew ignored the yellow flag for a few laps, not wanting to lose his chances and he considered that the pod was unlikely to fall off - a thought later confirmed by both Blanchet and Dowsett, so when Matthew did come in, to retire, he was understandably aggrieved that his championship hopes had been dashed.

The two Crossles took control after Matthew's

unhappy demise and Blanchet took a good win after Dowsett's last challenge saw him spinning through the chicane catch-fencing and rejoining just ahead of Bruce-White, while Peter Krefel led the rest of the field in fourth place.

The final provided yet another typically superb slipstreaming battle for the lead between Jim Walsh, Geoff Lees and Mike Blanchet, while Dowsett and Warwick dived for fourth place just a few yards behind. Walsh had made a good start from the outside of the front row but Lees' inside position enabled him to lead through Copse but from then on the positions changed at virtually every corner. Lees led the penultimate lap at Woodcote and was ahead at Abbey for the last time but a back-marker had tangled at the "Woodcote Wiggle" a couple of laps earlier and the yellow flags were employed while David Hudspith was extracted from his crumpled Lotus, so Blanchet was rather fortunate to get away with his last-minute move which saw him snatch the lead and victory under the Daily Express bridge from a rather annoyed but happy-to-have-won-the-championship Lees and Walsh. Warwick was quick down the straights and under braking but Dowsett was unhappy as he could not gain enough round the corners to keep ahead and he had to settle for fifth in the end. Final points scorer was Mike King who moved up extremely well from a very low grid placing to pip Pato Nunez's Ashtune Van Diemen and Lou de Marco's RAFMSA Hawke, though this was after Bruce-White had retired with engine dramas just two laps from home.

Geoff Friswell led the opening lap of the Tricentrol Car Group Clubmen's race and the Langtonian Finance car seemed set for another runaway win until Frank Sytner got past Peter Cooke's Harrison, which later suffered from overheating tyres. Frank then harried Friz very hard before his circuit knowledge, due to private testing and other races in the Lightweight Jaguar Classic car, enabled him to take the lead beautifully into the chicane. Geoff was troubled by an understeer problem and Frank pulled away until an uncharacteristic error saw him spin at Woodcote handing victory to the fortunate Friswell by eight seconds from a furious Sytner. John Davies fought Herb Moger's Gryphon well up to third place, helped by some newly-acquired F3 Goodyears, but his engine gave up leaving Cooke to hold off David Manley's stirring efforts to pass. The battle was interrupted at the last corner where the second-placed FF class battle between Alan Webb (U2) and Chris Greville-Smith (Phantom) was spun away, the latter kinking his chassis and while Cooke just scraped through, the unlucky Irishman just had to spin to avoid the slower cars and was promptly

thumped in the rear by David Campbell's pursuing Phantom. Out of all this confusion Malcolm Jackson emerged in fourth place, while behind Nick Adam's FF-class-winning Team Camborough U2, Webb recovered to take second still clear of a troubled Alex Ferrada in the ACE Plant U2.

Tony Strawson made an excellent start to the Esso Uniflo saloon race from the second row to follow Gerry Marshall's all-conquering Firenza-Recco through Copse ahead of Martin Birrane's Adlards Capri, but Gerry slowed dramatically before Maggotts and Birrane spun at Becketts, so Strawson was well clear at the end of lap one from a very tweaked up Marshall with new front man Phil Clarke trailing in third place but still holding off Tony Hazlewood's Jaguar, Geoff Wood's lightweight Escort and Graham Goode's 1300 cc Autocare Escort. Marshall played cat-and-mouse with "Strawberry" for a while before powering away to win by over half a minute, the crowd really enjoying his fabulous full power slides through the corners.

Hazlewood's fuel surge bothers returned, robbing him of third place and with Wood spinning on oil at the chicane and the close-following Peter Baldwin (Austin Clubman-BDA) breaking his car's suspension on the kerbing as he avoided the wayward Escort, it was left to Goode to complete the unlapped runners, well clear of Clarke's Firenza and a recovered Wood. The oil was laid by Basil Dagge's rebuilt Imp which blew up amid a dense smoke screen, while fellow one-litre man Jeff Ward also retired with engine gremlins after seeming likely to snatch the championship with Baldwin's retirement. So Richard Belcher took the class in Goode's old Anglia from Richard Long's similar car, though the latter had to slow with nil visibility; his windscreen being covered in oil. The Mini-Imp of Geoff Gilkes took the baby class, this after he had led early on only for the car to go on to three cylinders, letting Roger Gill's Imp through. The latter endeavoured to spin on the last lap at Becketts finishing second in class from Mike Kirby's troubled Imp.

A rather dull Jaybrand Libre race completed an excellent programme of races, Frank Sytner making up for his earlier misdeed and winning comfortably in the Mallock U2-Hart from Mike Edean's Lyncar and Dick Wallinger's GRD. John Jordan was running in a new motor in his McLaren M8E so could not better fourth, clear of Paul Butler's Victoria Sporting Club Brabham and Sid Marler's new ex-Stanbury Gryphon, Butler having survived a huge early moment under braking for the chicane. The dice of the race was for seventh place between the two FSV cars of Mark Litchfield (Elden) and David Warwick (Crossle), and Denis Welch's ex-Lanfranchi F3 Merlyn, though the latter spun out of Abbey on the final tour.

JEREMY SHAW

Brush Fusegear Formula Ford, heat one (10 laps): 1, Geoff Lees (Royale-Minister RP21), 18 m 17.0 s, 96.22 mph; 2, Jim Walsh (Hawke-Scholar DL12), 18 m 17.6 s; 3, Derek Warwick (Hawke-Scholar DL12), 18 m 17.8 s; 4, Miki Dee (Van Diemen-Rowland RF74), 18 m 51.2 s. **Fastest lap:** Lees, 1 m 47.6 s, 98.09 mph.

Brush Fusegear Formula Ford, heat two (10 laps): 1, Mike Blanchet (Crossle-Minister 30F), 18 m 26.4 s, 95.40 mph; 2, Phil Dowsett (Crossle-Minister 25F), 18 m 31.6 s; 3, Roger Bruce-White (Dulon-Ford MP15), 18 m 31.8 s; 4, Peter Krefel (Royale-Minister RP21), 18 m 49.4 s. **Fastest lap:** Blanchet and Dowsett, 1 m 48.8 s, 97.01 mph.

Tricentrol Car Group Clubmen's Champion round (12 laps): Overall and fully modified engines: 1, Geoff Friswell (Mallock U2 Mk 16), 18m 58.6 s, 111.24 mph; 2, Frank Sytner (Mallock U2 Mk 16), 19 m 06.6s; 3, Peter Cooke (Harrison Mk 7), 19m 26.8s; 4, Malcolm Jackson (Mallock U2 Mk 14), 19m 44.0s. **Fastest lap:** Sytner, 1 m 33.4 s, 113.00 mph (establishes record). **Formula Ford engine:** 1, Nick Adams (Mallock U2 Mk 14), 100.77 mph; 2, Alan Webb (Mallock U2 Mk 16E); 3, Alex Ferrada (Mallock U2 Mk 16). **Fastest lap:** Adams, 1 m 43.0 s, 102.47 mph (establishes record).

Brush Fusegear Formula Ford, final (12 laps): 1, Blanchet, 21 m 29.4 s, 98.23 mph; 2, Lees, 21 m 29.6 s; 3, Walsh, 21 m 30.4 s; 4, Warwick, 21m 31.4s; 5, Dowsett, 21m 31.6s; 6, Mike King (Lola-Close T342); 21 m 53.2 s. **Fastest lap:** Walsh, 1 m 45.4 s, 100.14 mph.

Esso Uniflo Special Saloon Car round (12 laps): Overall: 1, Gerry Marshall (5.0 Vauxhall Firenza-Recco), 20 m 18.2 s (103.97 mph); 2, Strawson; 3, Clarke. **Fastest lap:** Marshall, 1 m 33.8 s, Graham Goode (1.3 Ford Escort-BDA), 22 m 00.2 s; 4, Phil Clarke (2.3 Vauxhall Firenza), 11 laps. **Over 1300 cc:** 1, Marshall, 103.97 mph; 2, Strawson; 3, Clarke. **Fastest lap:** Marshall, 1 min. 33.8 s, 112.52 mph (lap record). **1001-1300 cc:** 1, Goode, 95.94 mph; 2, Tony Allies (1.3 BL Mini Clubman); no other finishers. **Fastest lap:** Goode and Peter Baldwin (1.3 Austin Clubman-BDA), 1 m 47.2 s, 98.46 mph (establishes record). **851-1000 cc:** 1, Richard Belcher (1.0 Ford Anglia), 91.05 mph; 2, Richard Long (1.0 Ford Anglia); 2, Jen Adlar (1.0 BLMC Cooper S). **Fastest lap:** Long, 1 m 53.4 s, 93.07 mph (establishes record). **Up to 850 cc:** 1, Geoff Gilkes (850 Mini-Imp), 86.96 mph; 2, Roger Gill (850 Hillman Imp); 3, Mike Kirby (850 Chrysler Imp). **Fastest lap:** Gilkes, 1 m 57.4 s, 89.90 mph (establishes record).

Jaybrand Racewear Formula Libre Championship round (12 laps): 1, Frank Sytner (1.9 Mallock U2-Hart BDA Mk 17), 18 m 44.0 s; 2, Mike Edean (1.8 Lyncar-Cosworth F2), 18 m 48.2 s; 3, Richard Wallinger (1.6 GRD-Ford 372), 19 m 04.0 s; 4, John Jordan (7.0 McLaren-Chevrolet M8E), 19 m 26.6 s; 5, Paul Butler (1.6 Brabham-BDA BT28/35), 19 m 48.6 s; 6, Sid Marler (Gryphon-Davron C75A), 19m 49.2s. **Fastest lap:** Sytner, 1m 31.6 s, 115.23 mph (establishes record).



Group One battle between the Honda Civics of John Wilson and Gerry McGarrity.

KIRKISTOWN

G1 and FF save the day

Thank goodness for Group One and Formula Ford — but for these two “economy” formulae motor racing in Ulster would now be in a sorry state. They certainly saved the day at the 500 Club’s promotion at Kirkistown on September 20 and the Kulor vodka sponsored FF race provided excellent racing.

After practice the first five cars in the 19 strong field were separated by only a fifth of a second. Hot favourite Derek Daly (Crossle) led at the end of lap one from Gary Gibson (Crossle), Trevor Templeton, Harry Acheson (Crossle) and a much improved Richard Parsons (Crossle). Gibson then led briefly but by lap four Daly had asserted himself just ahead of young Templeton who seems set to follow in his famous father’s footsteps. Indeed he managed to nose ahead a couple of times but at the flag it was the redoubtable Daly ahead by a length. There was an equally good

tussle for third place with Gibson getting his best result for some time just ahead of Acheson. Both Daly and Templeton set a new FF lap record of 1m 04.0s.

Formula Atlantic opened the programme but the field of five cars supplemented by the Clubman’s car of Maurice Stirling presented a sorry sight at the start although there was the prospect of another duel between poleman Patsy McGarrity (Chevron B29) and Jay Pollock (Crossle 32F). There was a little bit of tension between the two after Jay’s somewhat forceful win at Mondello last time out but he had a fairly unsuccessful practice session playing about with springs and was not too confident. However, Pollock did lead for two laps but then the Chevrons eased past and although the Crossle clung close for another half dozen laps it was obviously only by way of some pretty desperate

braking. By the halfway mark Pollock had decided to settle for second and dropped back confidently — indeed he began to get dangerously close to the third placed Chevron B25 of Harold McGarrity. However, the issue was completely settled on lap 13 when the Crossle blew its engine in a big way without warning and so it was a McGarrity one-two with Billy Gowdy’s March a distant third.

Like the Formula Fords, the Group One race had nearly a full grid. Poleman Robert Ward (Dolomite Sprint) got the best start and by the end of the first lap had a substantial lead over the Capris of Laurence Davidson and George Windrum with Ian Smith’s Mazda fourth. For several laps Ward extended his lead quite easily while Windrum and then Smith disposed of Davidson while one time championship leader Plum Tyndell was finding his Onsala Vauxhall no longer competitive and was disputing fifth place with the Capri of Gordon Drew. Further back a clutter of Honda Civics were putting on their usual show of close racing although it was eventually visitor Tom Irvine who went away to an easy class win. Meanwhile Smith ousted Windrum from second spot and started to close the gap on Ward — however, one suspects the latter had the matter well in hand and at the flag was still 50 yards ahead. Windrum started to slow towards the end and only just avoided being caught by Drew.

ESLER CRAWFORD

Formula Atlantic (15 laps): 1. Patsy McGarrity (Chevron B29), 14m 16.4s, 96.31 mph; 2. Harold McGarrity (Chevron B25), 14m 24.6s; 3. Billy Gowdy (March), 14m 53.6s. **Fastest lap:** Patsy McGarrity and Jay Pollock (Crossle 32F), 55.8s, 98.54 mph.

Formula Ford (15 laps): 1. Derek Daly (Crossle 30F), 16m 26.2s, 83.63 mph; 2. Trevor Templeton (Van Diemen), 16m 26.4s; 3. Gary Gibson (Crossle 25F), 16m 30.6s; 4. Harry Acheson (Crossle 30F), 16m 30.8s. **Fastest lap:** Templeton, 1m 4s, 85.91 mph.

Modsports (10 laps): 1. Mike Nugent (Elan), 11m 10s, 82.06 mph; 2. Robert Dorman (Ginetta), 11m 48.4s; 3. Robin Dunbar (RDS), 11m 50s. **Fastest lap:** Nugent, 1m 3.6s, 86.45 mph.

Group One Saloons (10 laps): 1. Robert Ward (2.0 Triumph Dolomite Sprint), 13m 9.6s, 69.64 mph; 2. Ian Smith (2.3 Mazda RX3), 13m 10.6s; 3. George Windrum (3.0 Capri), 13m 15s. **Fastest lap:** Ward, 1m 7s, 71.41 mph.

Modified Saloons (10 laps): 1. Jim Tanner (1.3 Mini), 12m 33.6s, 77.44 mph; 2. Tony Forsyth (1.3 Mini), no further times given; 3. John Toye (1.3 Mini). **Fastest lap:** Tanner, no time or speed given.

Handicap (10 laps): 1. Ian McMurray (1.0 Mini), 13m 7.4s, 65.34 mph; 2. Gerry McGarrity (Honda), 13m 9s; 3. Jim Campbell (Honda), 13m 12s. **Fastest lap:** Robin Dunbar (RDS), 1m 13.6s, 74.71 mph.

KNOCKHILL

Lawson and Forrest on top

Sunday saw the last race meeting of the ’75 season at Knockhill, and some good racing rounded off the circuit’s first season. The day saw Stu Lawson win the Formula Ford Championship in his McDonald Shand/Ecurie Ecosse Hawke DL12 and Ian Forrest (Imp) win the special saloon championship.

Production saloons started off the proceedings in dry, dull conditions with W. Montgomery (Vauxhall Alfa Romeo 2000GTV) on pole. From the start Eddie Labinjoh (Alfa Romeo 2000GTV) and Rod Birley (Capri) outraged Montgomery, taking the first corner side by side, but it was Labinjoh who came out of McIntyre Bend in the lead. Behind them Meldrum (Mexico) and Small (Capri) had a coming together but both continued, with Small leading. Labinjoh and Birley had a race long battle, closely followed by Montgomery, their efforts taking them well clear of Small and Meldrum. Birley was alongside Labinjoh on many occasions but did not manage to squeeze past until the penultimate lap whereupon Labinjoh pushed him out of the way at the next corner and stayed in front to the flag. A protest re the pushing incident saw Birley being declared the winner.

Event two Formula Ford saw Neil Williamson (Van Diemen) on pole and as the flag dropped it was George Franchitti (Hawke DL12) who led Williamson, Stu Lawson (Hawke DL12) followed by G. Mundell (Royale RP16A). A close fought battle saw these four pull away from the pack. On lap four Lawson slipped through into second and this order did not alter until, a couple of laps later, Mundell tried to take Williamson on the inside into Dobbies Dip, their wheels tangled and Williamson cartwheeled three times with Mundell ending up in the catch fencing. Shortly afterwards Lawson took Franchitti for the lead and the championship with D. Hall (Hawke DL12) inheriting third place.

The special saloons were next out, pole position being taken by Norman Hodgson (Escort). Into the first corner and it was Hodgson from C. Simpson (Escort) followed by W. Robertson (Escort), H. Chalmers (Avenger) and E. Patterson

(Colvend Mini) was fifth. As they reached the Esses for the first time Simpson went off but continued, then at Clark Corner Chalmers slipped past Robertson. After the first lap Hodgson had a huge lead over the rest of the field which was led by Chalmers with Simpson third and Robertson fourth. The order remained unchanged until lap seven, when it started to rain and as the cars started to slip on their slicks Chalmers was slowly reeling in Hodgson. Simpson was caught out by the water towards the end of one of his best races and he failed to finish. Hodgson had his bonnet come loose and although he crossed the line fractionally in front of Chalmers, he was disqualified for not obeying the black flag. The up to 1,000 cc class was again won by Ian Forrest (Imp) in a very steady drive which clinched the championship.

Event four was modsports and the track was well awash when Kenny Allen (Clan Crusader) made a demon start to lead Andrew Smith (Elan) and this pair were closely followed into the first bend by John Kirk (Davrian), P. Baker (Ginetta G4) and Eric Liddel (Jensen Healey). Allen and Smith in the ASM cars drew quickly away from Kirk, Baker and Liddel. Liddel took Baker at McIntyre Bend on lap four to take fourth place. Allen dropped off the road at Clark Corner letting Kirk through into second but Allen re-took this position on the same lap and on the following lap Liddel overtook Kirk at Clark Corner. R. Gray (Elan) was having a great battle with J. Mackie (Elan) for sixth place, the battle being resolved in Gray’s favour. The position remained unchanged to the finish, Smith splashing home comfortably.

The Historic Racing Cars were started on a handicap system. With the handicapping being based on the dry practice times, the fastest cars were unable to make up enough time in the flooded conditions. Nevertheless it was very entertaining watching the ERA’s of Bill Morris and the Bentley of R. Stewart endeavouring to make up time. The winner was R. S. Kerr (XK120) who was 13 seconds ahead of W. Sellars (Citroen 11CV) at the end.

The combined sports, GT and Libre race closed the day’s programme. Iain McLaren (Chevron B23) was on pole almost four seconds faster than D. Thomson (Chevron B27) from the start B. Rollo (Lotus 69) spearheaded the ball of spray with McLaren and Thomson close behind followed by P. Morrison (Crossle 25F) John Fyda in Smith’s Elan, Smith in Allen’s Clan Crusader and Kirk (Davrian). By the second lap the first three had opened out a gap to the next pack of four. On lap three Fyda overtook Morrison for fourth place leaving Morrison, Smith and Kirk to fight over fifth place. Kirk managed to slip inside Smith at McIntyre on lap seven, whilst, on lap nine, Thomson pulled off with engine failure handing third place to Fyda. The battle for fourth between Morrison and Kirk was resolved when Kirk slid straight on at the hairpin, retiring instantly. On lap ten McLaren fought his way past Rollo who hung on grimly only to spin at Clark Corner two laps later, fighting back to finish only three seconds behind. Only the first three cars were on the same lap at the end with Fyda putting in a fine performance in a strange car. McLaren was penalised ten seconds for cutting over the kerbs and was classified second overall.

NORMAN KENYON

Production saloon cars up to £1,699 (10 laps): 1. C. Jones (Mazda RX3), 12m 36s; 2. V. Covey (Mazda RX3); 3. Ian Stirling (1.6 Avenger GT). **Fastest lap:** Jones, 72.8s, 63.74 mph. **Over £1,700:** 1. Rod Birley (3.0 Capri), 12m 23.2s; 2. Eddie Labinjoh (Alfa GTV); 3. W. Montgomery (Firenza). **Fastest lap:** Montgomery, 72.2s, 64.27 mph.

Formula Ford (12 laps): 1. Stu Lawson (Hawke DL12), 12m 27.8 s, 74.46 mph; 2. George Franchitti (Hawke DL12), 12m 30.8s; 3. D. Hall (Hawke DL12), 12m 31.8s. **Fastest lap:** Lawson, 61.2s, 75.82s.

Special Saloons, over 1300cc, 1001cc to 1300cc, up to 1000cc (12 laps); over 1300cc: 1. Hugh Chalmers (Avenger), 13m 28.4s, 68.88 mph; 2. W. Robertson (Escort); 3. G Lynn (Escort). **Fastest lap:** Hodgson, 61s, 76.07 mph. **1001cc to 1300cc:** 1. Eric Patterson (Mini), 13m 45.6s, 62.40 mph; 2. D. Farrer (Escort); 3. Ian Rogerson (Mini). **Fastest lap:** Stuppel, 67s, 69.25 mph. **Up to 1000cc:** 1. Ian Forrest (Imp), 13m 38s, 62.40 mph; 2. L. Jacobson (Mini); 3. J. McGaughay (Imp). **Fastest lap:** Forrest and McGaughay, 67.8s, 68.44 mph.

Modsports (10 laps); up to 1300cc: 1. Kenny Allen (Clan Crusader), 12m 7.8s, 64.65 mph; 2. John Kirk (Davrian); 3. Richard Sutherland (Sprite). **Fastest lap:** Allen, 69s, 67.25 mph. **Over 1300cc:** 1. Andrew Smith (Elan), 11m 49.6s, 66.33 mph; 2. Eric Liddel (Jensen Healey); 3. P. Baker (Ginetta G4). **Fastest lap:** Smith, 68.4s, 67.84 mph.

Historic Cars (8 laps): 1. R. Kerr (Jaguar XK120), 10m 46s, 50.28 mph; 2. W. Sellars (Citroen 2CV Sport), 10m 59s; 3. T. Donald (Morgan), 11m 9.2s. **Fastest lap:** Bill Morris (ERA), 78.4s, 59.18 mph.

Libre and sports cars (15 laps): 1. R. Rollo (Lotus 69), 16m 41.8s, 69.48 mph; 2. Iain McLaren (Chevron B23), 16m 44.4s; 3. John Fyda (Elan), 17m 42s. **Fastest lap:** Rollo, 64.2s, 72.28 mph.



The range of Winnebagos with the largest, the Indian, in the foreground. The middle vehicle, the Mini Winnie, was the subject of the favourable AUTOSPORT test.

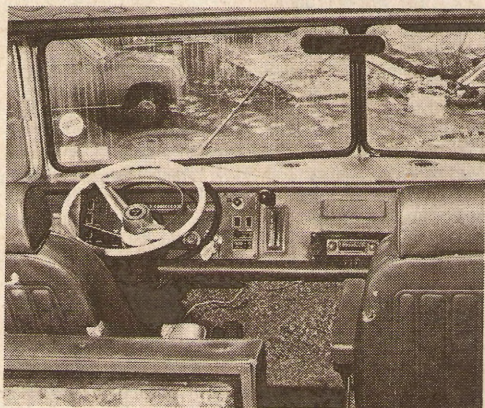
Living in the lap of luxury

Visit the paddock during any major race meeting in this country or abroad and you cannot fail to notice large numbers of American motor homes adjacent to their owners' racing machinery. The tremendous increase in hotel charges is partly responsible for this, but one must also consider the sheer convenience of having your modern hotel room virtually on the spot at any racing circuit in the world.

In the USA the growth of the Recreational Vehicle (as they are called) has been phenomenal in the last 10 years, and one only has to drive down one of the main turnpikes on any weekend, and you will see the Winnebagos, Champions, Commanders and Superiors by the hundred. In the States the cost of these units is about twice as much as the average family automobile so even when one considers the high cost of transportation to this country plus the very high rate of import duty, the average price being asked by the London Sports Car Centre of £6,000, is very comparable. Alan Foster, the Managing Director of the LSCC offered me the loan of one of the smaller Winnebagos to cover the Silverstone Formula 2 Race Meeting in early September, and I naturally jumped at the chance. This particular unit was absolutely superb, and was equipped with every possible device to ensure the relaxation and comfort of its occupants. Full gas central heating, two different systems of air conditioning, constant hot water, spacious refrigerator, and three double beds.

Having been so impressed I begged further loan of the Mini Winnie to use as a hospitality unit at the AUTOSPORT Jubilee meeting at Silverstone and there was enough room for 12 people to be seated, glasses in hand, for many hours - the perfect mobile hospitality unit as well.

We found that when cruising down the motor way from Edgware to Silverstone it was quite possible and practical to maintain the legal limit with plenty of reserve power if needed. Some of the larger units that Alan has in stock at the

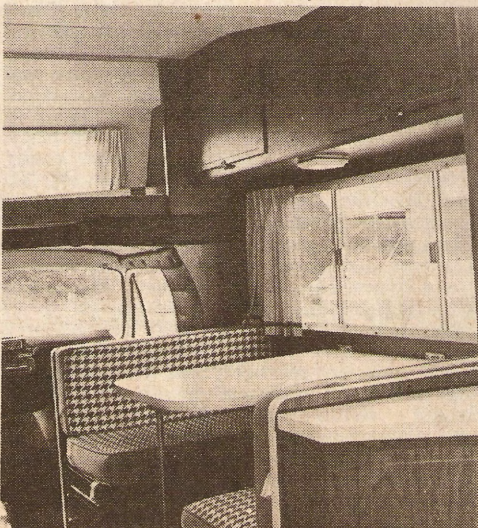


The spacious cockpit of the Indian - driving a Winnebago is an easily adapted leisure activity.

moment are unbelievably well equipped and would be ideal for a family of 4/6 for an extended holiday anywhere in the World. The overall dimensions are a little awesome when one first takes over on the "Flight Deck" but the automatic transmission and power steering with the sleek, smooth, power of the Dodge engine, soon makes driving on anything but Cornish Lanes absolutely no problem at all.

Any racing team contemplating a full season of events next year should seriously look at the economics of purchasing one of these vehicles, as it is quite feasible to attach a hitch and tow your competition car with one of these, overcoming all the problems of hotel expenses and transporter vehicles in one stroke. The entire stock at the LSCC are all low mileage used Winnebagos which Alan Foster personally selects and purchases in the USA. The saving on one of these units compared to a brand new Winnebago is virtually 50 per cent. **I P**

The spacious interior of the test vehicle.



Michelin 'TRX'

The new Michelin tyre is of such different shape and construction that it requires a rim to suit it and it cannot be interchanged with existing types. Although external diameters will correspond with present sizes, the height/width ratio has been reduced to 0.50 to 0.60, depending on size. This low profile means that a wheel of greater diameter will be needed to carry a tyre of a given external size. Not only is the diameter larger, but the cross-section of the rim is so different that it would not safely retain an earlier tyre. In consequence, the new rim sizes are graded in millimetres and it would be impossible, even by force, to fit either type of tyre on the wrong rim.

The TRX is a tubeless radial tyre, but its shape and architecture differ completely from current radials. TR stands for *Tension Repartie*, which means even stress distribution, and it is to give even stress distribution that the new rim shape has been evolved. The requirements of the new tyre were.

- 1 Improved load capacity and resistance to heat generated.
- 2 Improved roadholding qualities, such as adhesion and vehicle control over a wide range of slip angles.
- 3 Exceptional comfort under most circumstances.
- 4 Life and strength equal to existing Michelin standards.

TRX tyres will begin to be available in 1976-77. This is a development of far-reaching importance and no doubt we shall learn more at the forthcoming Parish Show. **JVB**

Michelin's revolutionary TRX tyre.



● Racing drivers are supposed to be fit and healthy; journalists treasure dreams of their days as athletic champions at school as they struggle through another packet of cigarettes and open another bottle of intoxicant as they battle with the typewriter night and day.

Last week the Editor and Sports Editor paid a visit to the Westside Health & Beauty Centre at 201-207 Kensington High Street, London W8. They have a superb fully equipped gym, helpful instructors, sauna, associated swimming pool and squash courts right near the centre of town. After exercising our rusty muscles we visited their pleasant bar and restaurant.

It's well worth a visit and production of a current copy of AUTOSPORT will give you a free work out and sauna. If you're as impressed as we were, you'll want to join and become fit and healthy again (and beautiful too if you're vain!) **IP**

113mph VW Golf

A new high-performance version of the VW Golf is on view at the Frankfurt Show. Its 1600cc overhead-camshaft engine has Bosch K-Jetronic fuel injection and develops 110 bhp (DIN) at 6100 rpm. The transverse power unit drives the front wheels, as in the standard car, but the suspension has been lowered and stiffened and the track slightly widened. The wheels have 5½J rims and carry 175-13 high-speed radial tyres. A 113 mph maximum speed is claimed with acceleration times of 0-50 mph in 6.1s and 0-62.5mph in 9.0s. As a road car, the GTI is very economical at about 35 mpg, but its suitability for competition work is its main attraction. **JVB**

New stables for the prancing horse

To those of us who love thoroughbred cars, it seemed likely that the recent speed restrictions, coupled with the cost of petrol and the general financial climate, would end the demand for high-performance machines. Yet, Maranello Concessionaires Ltd have found their well-known establishment on the Egham By-pass too cramped for the servicing of the 2000 Ferraris based in this country. Colonel Ronnie Hoare has therefore gone ahead with his long-term plan to open an additional headquarters at Crabtree Road, Thorpe.

This new service centre allows 40 cars to be serviced simultaneously under ideal conditions. Both the mechanical and the coachwork sides are catered for, and all cars are tested on a chassis dynamometer before being returned to their owners. Maranello also run a collection and delivery service for those clients who do not wish to bring in their own cars. The engine specialists have been trained at the Ferrari works and there is an exchange scheme for gearboxes, which are best rebuilt without haste.

The machine shop contains two surface grinders and a distributor tester, while the test shop houses a Crypton diagnostic installation for exhaust gas analysis, transistorised ignition

checking, and brake verification, in addition to the GKN Laycock chassis dynamometer. The coachwork section provides traditional craftsmanship by experts, but the Norwegian Varmluft spray booth and oven are ultra-modern.

A tyre-fitting and balancing bay is in constant use. A store containing £15,000 worth of spares looks after the needs of the 34 men in the Service Centre but the 12 Ferrari dealers in the country, other garages and private owners, and Ferrari agents in some foreign countries, are supplied from the Egham store, which holds £150,000 worth of Ferrari parts, constantly replenished from Italy.

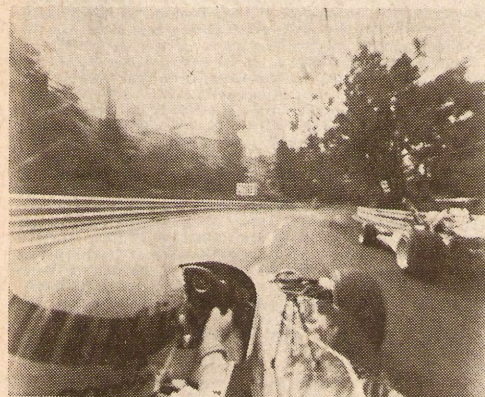
It is a pleasure to walk round the spacious workshops and see beautiful cars receiving attention under clinical conditions. Gone are the days of oily individuals in oil-soaked overalls, working up to their ankles in grease. At Thorpe, the cleanliness of the operating theatre is practised and if your Ferrari ever needs medical attention you can safely entrust the experts at Maranello Concessionaires with the work. This firm were the entrants of Ferrari sports and GT cars in international events for six years, with many successes, and their assembly and tuning of customers' road cars is up to racing standards.

J V B

One by One...

A week last Wednesday a motley collection of motoring scribes assembled in darkest Soho at Twentieth Century Fox's preview cinema to watch a 94 minute feature documentary about formula one motor racing. Entitled "One by One," this 35mm, professionally produced, colour film has broken new ground in its portrayal of the sport; and has been created especially for a large "general release" audience.

The motor sport orientated audience of the preview emerged from the theatre with mixed feelings. One over-riding thought was that this film (mostly '73 season action) is definitely well worth going to see. It will be premiered at the ABC Cinema, Fulham Road, at the time of the motor show. If the figures from this cinema are favourable, "One by One" is likely to travel the land on general release, as a "first" or "second" film, depending on the area.



The mixed feelings, certainly of this writer, stem from the methods employed in the editing and scripting coupled with Stomo Yamash'ta's "East Wind" music. It has been beautifully put together; is technically superb, and Yamash'ta's music is hauntingly fitting — something you will probably want "in car." It is also, however, controversial to a specialised audience, for the entire film has an all-pervading sense of futility and hopelessness.

There are enlightening interviews with Cevert, Revson and Hailwood, unobtrusively conducted by Peter Manso; photography that is stunningly beautiful in places and fastidiously detailed in other, involved, sequences; and link narrative that is admirably handled by American actor Stacy Keach from Gurney's Eagle workshops in California. Jackie Stewart takes the viewer on a guided tour of the Nurburgring from the civilised cockpit of a drophead Corniche — with some

surprisingly interesting action film interlaced with the Rolls Royce tour highlighting Stewart's words.

These are just a few examples of the calibre and wit of this film. But all the time this picture runs, the viewer is repeatedly guided back from the involved, noisy scene and is asked to contemplate the reasoning and base-motivation of its existence. No single film — or complete panel of psychologists for that matter — could ever assemble or categorize something of such magnitude and complexity. "One by One" has managed to portray futility in such a grand sport — but that is, surely, only one tiny aspect of the whole, and a biased aspect, too.

Centering on four drivers — Mike Hailwood, Jackie Stewart, Francois Cevert and Peter Revson, "One by One" makes no bones about the sad reality that two of the above mentioned have suffered fatal accidents while racing. The tempo and style of narration works continually, almost like slightly subversive anti-racing propaganda.

Again, it must be stressed that this is possibly only depressing to an audience with pre-knowledge of the subject matter. 'Ron Normal' may well construe the apparent fatalism as an endearing devil-may-care attitude.

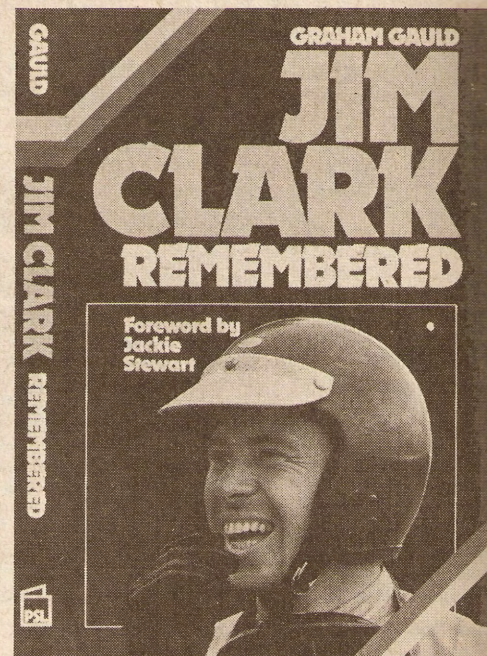
Originally to have been titled "One by One — They Die," there are also, somewhat predictably, several gory, bloodthirsty, accidents played out to the hilt in De Luxe colour. These scenes include Roger Williamson's and Jochen Rindt's accidents.

"One by One" was made by Ron Harris, who died suddenly a fortnight ago. Ron Harris had two passions — motor racing and films. Ron, concurrently with running his 16mm film distribution company was, until 1968, the owner of the successful Formula Two Team Lotus. Ron was also twice winner of the Manx Grand Prix and holder of many outstanding records. The strain of the last few weeks, in preparing the film for the Fulham Road opening, doubtless contributed to his death.

Whether you agree with the philosophy of this film or not, it is highly recommended viewing. A bitter-sweet pill at motor show time. **IDS**

Vanwall story

Published last week by Patrick Stephens: *Vanwall, The Story of Tony Vandervell and his Racing Cars*, by Cyril Posthumous and Denis Jenkinson. Drawing on unpublished files and records and Vandervell's own personal papers, this is the first definitive book on the man and the car which were responsible more than any other for Britain's post-war Formula 1 renaissance. As one would expect from these authors, the book is a serious, accurate, detailed and highly absorbing piece of history: with over 130 illustrations and 176 pages, it costs £4.95. **ST**



Clark remembered

I don't know why, but I was never a Jim Clark fan. I was an over tall schoolboy during the great years of his career and I identified and sympathised with the tall Dan Gurney during that period. Of course, I know what Clark achieved and that he was one of the all time greats yet I'd never read a book on Jim Clark until last weekend when I picked up Graham Gault's *Jim Clark Remembered* (Patrick Stephens Ltd).

I'm now a fan.

Graham Gault was a long time friend of Clark's and is a highly respected journalist. In his new book Gault gets away from the nuts and bolts, race by race stuff which makes such books so very tedious (for those that want sure statistics there is a detailed appendix) but gets down to portraying the character of Clark, the border farmer turned racing driver. It justified Clark's reasons for doing what he did to me — it fascinated me and brought back memories of what I'd seen in my youth but gave it a new dimension.

The book also gives perhaps the most detailed analysis of the fatal crash at Hockenheim I've yet read.

For those that never saw Clark race or feel, as I did, that they didn't appreciate a great man, this book will fill the gap admirably. **IP**

Viewing motor racing

How to Watch Motor Racing by Stirling Moss
Published by Gentry Books at £3.25

In my particularly humble opinion, Stirling Moss was one of the great drivers of all time, worthy to share a pinnacle with Rosemayer, Nuvolari, Caracciola, and Fangio. Though I have watched him on countless corners, and even ridden round a circuit as his passenger, I have never understood the magic by which he seemed able to ignore the natural forces of the universe.

I read this book avidly to see if any of his secrets were revealed. It's a good book and most readable, while those who know Stirling will recognise his turn of phrase in every paragraph. It won't tell the really experienced spectator much, perhaps, but the average enthusiast, and particularly his girl-friend, will enjoy going to motor races all the more for having read it. Stirling does discuss driving techniques and it's all good stuff, but his super-natural control of a racing car remains an enigma.

Maybe it's not a very large book for the money, but at least it will fit the overcoat pocket. Few retired drivers enjoy watching motor racing, but Stirling Moss evidently does and he succeeds in transmitting his ardour to the reader. **J V B**



John Halton's MGA leads Malcolm Trehwhitt's MGC and M. Brownsett's MGB.

AINTREE

Lawler finishes it off

Alo Lawler returned to Aintree on Saturday and finished off the job he started in August by dominating the *Libre* race in conditions almost as wet as those which had curtailed the race last time. The weather was only one thing against Mid-Cheshire MRC, as they organised their first Aintree meeting, for in addition to the cold, wet and very windy conditions they had to contend with the circuit's perennial telephone problems and also the lack of the regular PA system. However, such an experienced club were not to be put off and they were rewarded with some first class racing among the five events with Classic Saloon Cars putting on a good display and the FF race featuring an exciting duel between Stuart Baird and Brian Thompson.

The combined *Libre* and Modsports race over 20 laps opened the programme and although the first three places remained unchanged throughout with Alo Lawler (Chevron B29) pulling steadily away from Bob Howlings and Jim Charnock (Brabhams BT35 and BT30 respectively) there were a number of dices throughout the field as everyone battled with the wet conditions. Brian Murphy's E-type took a comfortable win in the Modsports class, two laps down on Lawler but only 4s behind fourth place man David Winstanley who was having his first outing in the ex-Mike Allen BT35 which was still geared for sprinting.

The next event catered for MG's only, an experiment whose outcome must have been judged a success. While Keith Ashby (Midget) walked away with the overall honours ahead of Malcolm Trehwhitt's MGC and Alan Goodman's

Midget, fourth place featured a tense battle between the TC's of Gerry Brown in the Oliver Rix Garages entry and Dave Clewley until the latter spun at Country and they collided to the detriment of Brown's car which suffered a damaged rear rim; Clewley also retired on the spot leaving the class to Nick Taylor's TB. Ray Masters' fabulous 1934 special took the "MMM" class.

The Classic Saloons were next and while the appearance of certain of the cars did less than justice to that title, there was nothing wrong with the quality of the racing, especially up front. Pole man Jeffrey Pyett took his Lancia Aurelia into an early lead ahead of the Jaguar Mk VII of Anthony Horn but Peter Jackson was already moving his Lancia B20 up through the field from fifth grid position. By half distance he was with Pyett but it took until lap 18 before he made it into the lead. Pyett fought back but Jackson always managed to lead over the line for the remaining laps. In fourth place was the well driven Zephyr Mk II of Bill Wykenham while Andy McLennan's A35 not only won its class but, for most of the race, also managed to hold off Peter Deffee's enormous Jaguar in the fashion which originally made saloon car racing so popular. George Lawrence (MG Magnette) won his class after a scrap with the Borgward Isabella of Miles Marshall ended when the latter slowed and dropped back behind Philip Stokely's Alfa Giulietta Sprint.

Brian Thompson (Royale RP16) set off into the lead of the FF 25 lapper followed by Robin Maydew (Alexis 18b) and Stuart Baird (Merlyn Mk 24/25). Baird was soon past Maydew and

closing on Thompson, the Merlyn going into the lead into Country on lap 15. Thompson hung on and these two continued to swap positions, diving round the track nose-to-tail, locking up under braking until lap 23 when Thompson rotated at Club. He restarted still in second place but the pressure was off Baird now which was just as well as he had been coping with gearchange problems since half distance as a result of a broken engine mounting. Janet McPherson (Lotus 61MX) drove well to come in third after fighting off the attentions of Andy Best in the ominously named Getem Mk5B until he spun at Club on the last lap leaving fourth place to Maydew.

The Special Saloons came out virtually on time but in rapidly gathering darkness and Nick Whiting took his All Car Equipe Escort to another convincing victory after he had disposed of Alan Minshaw (Daf), Dave Millington (Firenza) and Tony Sugden (Escort). Minshaw dropped steadily down the field before retiring while the two Brook Hire cars put on their customary nose-to-tail spectacular for second place. There really was nothing to choose between the two but on the final corner, Millington's car broke a half shaft and as he coasted over the line Sugden was safely into second place. Peter Cartledge's Lep Transport A40 went well to take the 1000cc class after Derek Walker's Fiat went out early on.

PETER MCFADYEN

Formule Libre and Modsports over 3000cc, 1151 to 2000cc and up to 1150cc (20 laps): Overall and Formule Libre: 1. Alo Lawler (1.6 Chevron B29), 21m 16.0s, 92.54 mph; 2. Bob Howlings (1.8 Brabham BT35), 21m 51.8s; 3. Jim Charnock (1.6 Brabham BT30), 19 laps; 4. David Winstanley (1.6 Brabham BT35). **Fastest lap:** Lawler, 1m 14s, 96.16 mph. **Modsports over 3000cc:** 1. Brian Murphy (4.4 Jaguar E), 82.40 mph; 2. David Moore (4.5 Jaguar E). No other finishers. **Fastest lap:** Murphy, 1m 9.4s, 85.56 mph. **1151 to 2000cc:** 1. Keith Ashby (1.3 MG Midget), 77.22 mph; 2. Richard Ward (1.3 MG Midget); 3. A. Steele (1.6 Lotus Elan). **Fastest lap:** Ashby and Steele, 1m 14.6s, 79.14 mph. **Up to 1150cc:** 1. Peter Fontes (1.1 A-H Sprite), 66.77 mph; 2. Willie Watson (1.1 Triumph Spitfire). No other finishers— **Fastest lap:** Watson, 1m 21.2s, 72.71 mph.

MGs only (15 laps): Standard MGA, MGB and MGCs: 1. M. Brownsett (1.7 MGB), 13 laps, 65.76 mph; 2. Mrs D. Thomas (1.6 MGA). No other finishers. **Fastest lap: not given.**

MGA, MGB and MGCs modified and MGA TC: 1. Malcolm Trehwhitt (3.0 MGC), 19m 50.0s, 74.42 mph; 2. Robert McElroy (1.6 MGA TC); 3. John Halton (MGA TC). **Fastest lap:** Trehwhitt, 1m 17.0s, 76.67 mph. **MG T Types:** 1. Nick Taylor (1.5 MG TB), 14 laps, 69.69 mph; 2. Alistair Naylor (1.5 MG TC); 3. Harry Whitehouse (1.5 MG TB). **Fastest lap:** Dave Clewley, 1m 18.4s, 75.30 mph. **MMM Types:** 1. Ray Masters (746 MG Special S/C), 13 laps, 66.67 mph; 2. Peter Crange (1.3 MG Magnette); 3. Richard Beresford (850 MG J2). **Fastest lap:** Masters, 1m 17.6s, 76.01 mph. **Spriderts:** 1. Keith Ashby (1.3 MG Midget), 18m 36.0s, 79.35 mph; 2. Alan Goodman (1.3 MG Midget), 14 laps; 3. Richard Oliver (1.3 MG Midget). **Fastest lap:** Ashby, 1m 13.2s, 80.66 mph.

Classic saloon championship race, over 2700cc, 1902 to 2700cc 1200 to 1901cc, up to 1200cc (20 laps): Overall: 1. Peter Jackson (2.5 Lancia B20), 28m 8.0s, 69.95 mph; 2. Jeffrey Pyett (2.4 Lancia Aurelia), 28m 10.0s; 3. Anthony Horn (3.4 Jaguar Mk VII), 28m 20.4s; 4. Bill Wykeham (2.5 Ford Zephyr), 28m 22.2s. **Over 2700cc:** 1. Horn, 69.42 mph; 2. Peter Deffee (3.4 Jaguar Mk VII). **Fastest lap:** Horn, 1m 24.0s, 70.28 mph. **1902 to 2700cc:** 1. Jackson; 2. Pyett; 3. Wykeham. **Fastest lap:** Jackson, 1m 22.2s, 71.82 mph. **1200 to 1901cc:** George Lawrence (1.5 MG Magnette), 65.46 mph; 2. Philip Stokely (1.3 Alfa Romeo Giulietta Sprint); 3. Miles Marshall (1.5 Borgward Isabella). **Fastest lap:** Marshall, 1m 26.8s, 68.01 mph. **Up to 1200cc:** 1. Andy McLennan (948 Austin A35), 64.21 mph; 2. Keith Reynish (1.1 Ford Prefect); 3. Charles McMullin (1.0 Austin A35). **Fastest lap:** McLennan, 1m 30.2s, 65.45 mph.

Formula Ford (25 laps): 1. Stuart Baird (Merlyn Mk24/25), 27m 41.6s, 88.83 mph; 2. Brian Thompson (Royale RP16), 27m 54.2s; 3. Janet McPherson (Lotus 61M), 28m 2.0s; 4. Robin Maydew (Alexis Mk18b), 28m 8.6s; 5. Andy Best (Getem Mk5B), 28m 22.2s; 6. Paul Gardner (Nike Mk10), 28m 43.2s. **Fastest lap:** Thompson and Maydew, 1m 5.0s, 90.83 mph.

Special Saloons over 1300cc, 1001 to 1300cc and 851 to 1000cc (20 laps): overall and over 1300cc: 1. Nick Whiting (1.8 Ford Escort FVC), 20m 57.6s, 93.89 mph; 2. Tony Sugden (1.8 Ford Escort), 21m 3.8s; 3. Dave Millington (2.3 Vauxhall Firenza), 21m 6.8s; 4. Graham Wallwork (2.3 Vauxhall Magnum), 18 laps. **Fastest lap:** Whiting, 1m 1.2s, 96.47 mph. **1001 to 1300cc:** 1. John Travis (1.3 Mini Cooper S), 75.58 mph. No other finishers. **Fastest lap:** Travis, 1m 16.8s, 76.87 mph. **851 to 1000cc:** 1. Peter Cartledge (1.0 Austin A40), 82.06 mph; 2. George Hard (1.0 Mini); 3. John Graham (Mini Cooper S). **Fastest lap:** Derek Walker (1.0 Fiat 850), 1m 7.2s, 87.86 mph.

On an impossibly nice day considering the previous one, the BRSCC South Western Centre presented a full programme of nine races at Llandow on Sunday. With very quick F1300s, John Morgan's umpteenth win in the Risca Garages 3.8 Jaguar Mk 1, Steve Harris winning Mini Miglia in fine style, John Brown (Delta IRF) driving the fastest wheels in Formula Four, Ron Cuthbert triumphing in exciting Mini Seven, Chris Meek winning yet another prodports race — this one without unnecessary drama, Allan Parfitt (1.0 Cooper S) taking the special saloons up to 1000cc but Georgie Constantine 1.0 Mini Ford and John Routley 1.0 Cooper S take the Championships, Robin Maydew's Formula Ford just failing to stop Terry Richards winning BRSCC SWC Championship and Tony Broster settling for Welsh Champion Formula Ford driver, Mick Hill leans to victory after rediscovering the Graham Hill line and Vernon Davies wins the final race of the year to set the seal on another good season.

LLANDOW

Richards takes FF title

F1300s, which are developing into an extremely quick and competitive formula, started the programme in great style with John Allan (Allan Mk4), Bob Davis (Davis) and Vic Waterhouse (Mallock U2 Mk14) dicing until Waterhouse was forced to stop on lap twelve, Bob Davis setting a new class record on his way to a hard fought second place.

In the combined race for Mini Miglia and Special Saloons over 1000cc, John Morgan in the 3.8 Mk1 Jaguar won fairly easily after a hard first half trying to pass Dave McCloy who made up on bends what he lost on straights.

Formula Four saw only six cars appear and John Brown (Delta IRF) used his wheels to advantage to win an interesting but pedestrian race, the main highlight being Ian Briggs' March 733 having a

good thrash after losing several laps early on and setting a new class record in the process.

Mini Sevens produced a real cracker of a race with bands of three cars rushing, sliding and hopping round the circuit with something happening on every corner. Terry Pudwell led originally until overtaken on lap 10 by Ron Cuthbert but lost contact after a spin on lap twelve leaving John West, who had climbed up from a lowly sixth place, to take second place. Norman Finn enlivened things when he spun in front of David Facer who returned the compliment on the next bend.

Chris Meek in his Radio Luxembourg Lotus Europa avoided all his usual problems and won in fine style in the prodports race leaving the only question as to who would be second. Colin Blower

in his 3.0 TVR and Andy Roughton (Lotus Europa) battled for this but a pushed spin round the Devils Elbow left Colin Blower right in the middle of the narrowest part of the track. After miraculous avoidances Colin blasted off in a tyre howling spinning start with billowing clouds of expensive tyre smoke in his wake. Geff Till was his usual spectacular style opposite locking the sliding, bucking MGB round Devils Elbow and equalled the class record in the course of it. A certain blond haired hero of the comic papers, Terry Grimwood, drove an excellent race to win his class by the small matter of twenty seconds.

The BRSCC SWC 1000cc championship saw Allan Parfitt charge into the distance hotly pursued by John Routley (1.0 Cooper S) and Derek Chambers (1.0 Manx Mini), the latter two frequently flying over the Devils Elbow haunching. Georgie Constantine, chasing points for the Welsh Championship, spun on bottom bend on the first lap and had to drive hard to get back into the points eventually finishing fourth, despite later gearbox troubles, setting fastest lap in the process. The most spectacular moments were from David Woolgar in a highly sprung Hillman Imp which almost succeeded in grounding the doorhandle on two occasions before miracles brought it back to all four wheels.

Formula Fords were very good with the leading bunch of Robin Maydew (Alexis 18B), David Toye (Royale RP 21), and Tony Broster Dulon MP17 battling throughout. Toye kept the more experienced pair at bay almost to the end when Maydew got past to win by the smallest of margins.

Renault 5 thrilled as usual but they had discovered the Graham Hill "Tour of Britain" racing line and rallycrossed Devils Elbow much to the enjoyment of the crowd but with a lot of bumping and crashing for the cars. Mick Hill led a very tight bunch all the way through although Neil McGrath set a new Renault 5 lap record. Valli, after a good performance in prodsports, achieved the dubious distinction of being the first to be lapped by a Renault 5.

Formule Libre finished the programme and as usual Vernon Davies won in relaxed time with Keith Howells (Mallock U2 Mk14) finishing second for his best ever position.

A good season with twelve new lap records including Vernon Davies' outright record 33.8s 106.51 mph and everybody looking forward to the start of the next.

ANDREW THOMAS

Super Visco F1300 round (15 laps): 1. John Allan (Allan Mk 4), 9m 45.2s, 92.25 mph; 2. Bob Davis (Davis), 9m 45.4s; 3. Phil Lloyd (Nomad Mk 7), 10m 6.6s; 4. Brian Cocks (Elva Mk 85), 10m 25.6s; 5. Nigel Tailiour (Claydon), 14 laps; 6. Phil Williams (Hibbit Mk 1), 14 laps. **Fastest lap:** Davis, 37.4s, 96.16 mph (Record).

Special saloons over 1300cc and 1000cc to 1300cc and Miglia Minis (15 laps): 1. John Morgan (3.8 Jaguar Mk 1), 10m 17.6s, 87.30 mph; 2. Dave McLoy (1.3 Mini), 10m 22.6s; 3. Dave Williams (1.3 Wolseley Hornet), 10m 39s; 4. Steve Harris (1.0 Austin), 10m 42.6s. **Over 1300cc:** 1. Morgan 87.30 mph; 2. Steve Phillips (1.6 Ford Escort); 3. Geoffrey James (1.6 Ford Anglia). **Fastest lap:** Morgan, 40.2s, 89.55 mph. **1000cc to 1300cc:** 1. McLoy, 86.60 mph; 2. Williams; 3. Nolan Pitts (1.3 Cooper S). **Fastest lap:** McLoy and Bernard Richards (1.3 Mini Clubman), 40.4s, 89.11 mph. **Mini Miglia:** 1. Harris, 84 mph; 2. John Bradburn; 3. Bob Eyres. **Fastest lap:** Harris and Alan Curnow, 41.6s, 86.54 mph.

Formula 4 National championship round (15 laps): 1. John Brown (Delta IRF), 9m 28.6s, 94.97 mph; 2. Roy Lewington (Brabham BT28), 9m 31.8s; 3. Lorina Boughton (GRD 373), 9m 43.4s; 4. John Waldron (Delta), 10m 7.8s; 5. Ian Briggs (March 733), 13 laps; no other finishers. **Fastest lap:** Briggs, 35.8s, 100.51 mph (Record).

Ripspeed Mini Seven championship round (15 laps): 1. Ron Cuthbert, 11m 31s, 78.15 mph; 2. John West, 11m 35.8s; 3. Graham Woskett, 11m 37.8s; 4. Alan Seekings, 11m 38.6s; 5. Jim Mancey, 11m 38.6s; 6. Terry Pudwell, 11m 39s. **Fastest lap:** West, Pudwell, Woskett, 45s, 80 mph.

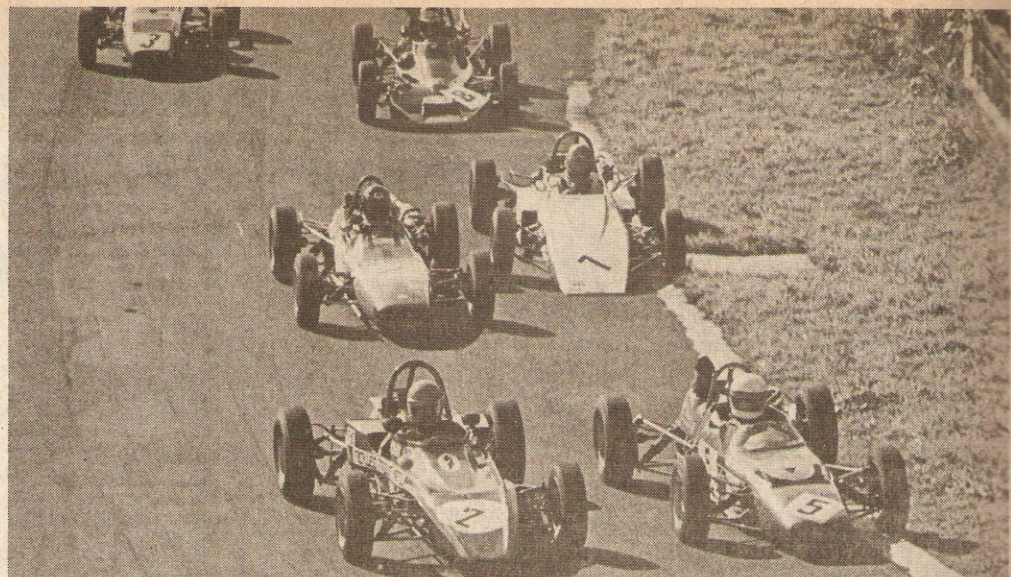
BRSCC Production Sports car championship, £2,250 to £4,000, £1,400 to £2,250 and up to £1,400 (15 laps) overall and £2,250 to £4,000: 1. Chris Meek (1.6 Lotus Europa), 10m 27.8s, 86.01 mph; 2. Andrew Roughton (1.6 Lotus Europa), 10m 56.4s; 3. Colin Blower (3.0 TVR), 11m 6s; 4. Ron Gretton (5.3 Jaguar E), 11m 8.2s. **Fastest lap:** Meek, 41s, 87.80 mph (Record). **£1,400 to £2,250:** 1. Geoff Till (1.8 MGB), 75.74 mph; 2. Gerald Vaughan (2.5 Triumph TR6); no other finishers. **Fastest lap:** Till, 45.4s, 79.30 mph (Equals Record). **Up to £1,400:** 1. Terry Grimwood (1.5 MG Midget), 74.12 mph; 2. Dave Karaskas (1.3 Austin Healey Sprite); 3. "Valli" (1.3 MG Midget). **Fastest lap:** Grimwood, 47.2s, 76.27 mph.

BRSCC Special saloon car championship round, up to 850 cc and 851 cc to 1000 cc (15 laps): overall and 851 cc to 1000 cc: 1. Alan Parfitt (Cooper S), 10m 48s, 83.33 mph; 2. John Routley (Cooper S), 10m 54.6s; 3. Derek Chambers (1.3 Morris Mini), 10m 54.8s; 4. Georgie Constantine (Austin Mini Ford), 10m 56.2s. **Fastest lap:** 42.2s, 85.31 mph. **Up to 850 cc:** 1. Barry Reece (Mini), 77.58 mph; 2. David Miller (Mini); 3. Ted Smart (Mini). **Fastest lap:** Reece, 44.8s, 80.36 mph.

BRSCC Formula Ford championship round (15 laps): 1. Robin Maydew (Alexis 18B), 9m 53s, 91.06 mph; 2. David Toye (Royale RP21), 9m 53.2s; 3. Tony Broster (Dulon MP17), 9m 53.4s; 4. Ian Moore (Dulon Mk 18), 9m 57s; 5. Dave Granville (Royale RP16A), 9m 59.2s; 6. Terry Richards (Merlyn Mk IIA), 10m 5.8s. **Fastest lap:** Richards, 38.2s, 94.24 mph.

Renault 5 Elf Challenge round (15 laps): 1. Mick Hill, 12m 32.4s, 71.77 mph; 2. Neil McGrath, 12m 33.2s; 3. Trevor Packham, 12m 33.4s; 4. David Taylor, 12m 57.2s; 5. Stuart McCudden, 12m 57.4s; 6. Ian Richards, 12m 59s. **Fastest lap:** McGrath, 49s, 73.47 mph (Record).

Formula Libre (15 laps): 1. Vernon Davies (1.6 Mallock U2 Mk 16), 9m 35.8s, 93.78 mph; 2. Keith Howell (1.6 Mallock U2 Mk 14), 9m 41.2s; 3. Tony Broster (Dulon MP17), 9m 52.6s; 4. Clive Power (Dulon MP 18), 9m 53.2s; 5. Alan Shaw (5.0 Sunbeam TSS), 10m 12.4s; 6. Peter Mathias (Crosle 16F), 14 laps. **Fastest lap:** Davies, 35.5s, 101.2 mph.



John Kent's Royale, on its way to the first of two wins, goes round the outside of Stringer's Crossle. Peacock's Merlyn, Gardner's Nike, Reece's Merlyn and Walker's Image.

LONGRIDGE

End of a successful season

Lancashire AC brought their Longridge racing season to a very successful close on Sunday with a nine race programme in true Longridge style. The day's most successful drivers were John Kent, whose Royale won the FF Final, and Warren Booth who took the libre honours in a very exciting closing event, while Joe Applegarth took a second in the libre final and first in his heat. Vic Mills' Capri also did well with a Saloon win and a creditable fifth in the libre race.

The FF heat which opened the programme featured a tremendous race for the lead between John Kent in the Tickled Trout Royale and Alan Springer's Crossle 16F. These two circulated absolutely together throughout with Kent always that bit in command. At the flag — a lap late for the leaders — they were still together with Richard Peacock and William Reece (both Merlyn 11A's) almost tying for third some way behind. The second heat saw a comfortable win for Brian Thompson (Royale RP16) after pole man Nigel Haywood non-started following a practice accident and early leader Ernie Blane had stopped with mechanical maladies.

The Modsports race was led throughout by Eike Welhausen (3.8 E type) while interest centred on the dice for second place between the Midgets of Dave Abram and Peter Green. This was interrupted when Green spun due to an almost complete lack of brakes but the Liverpool taxi-man recovered and got back on terms with Abram although he did not manage to get past.

After Welhausen's car had liberally soaked the track with oil on its final lap, the first half of the libre field came out and Joe Applegarth and Warren Booth set off together and lapped the rest including third placed Chris Hart (Mallock U2 Mk. XI). The second heat promised much with Kim Mather (March 742) facing Bob Howlings (ex-Wingfield Brabham BT35) who was having his first visit to Longridge. However, Mather was in trouble with gear linkages and eventually retired when the flywheel detached itself, leaving Howlings to come home a lap ahead of Dave Auckland (Chevron B18).

The over 1000 cc Saloons lost much of their interest when front row occupants Brian Whiting

and Ralph Bryans failed to get off the line due respectively to back axle and clutch failure. Vic Mills took the lead from the start ahead of Basil Wainwright (4-litre Capri) but the latter was soon out with a boiling engine, leaving the 3-litre GRV car to lead home the Minis of Norman Hinds and Dave Stephenson.

Brian Thompson led the FF field away on their 25 lap final but at Weighbridge on lap one, John Kent went by and Thomson then came under pressure from Alan Stringer. On lap fourteen, the Hire Mechplant Crossle went through into second place and Kent and Stringer pulled away from the rest as they continued their earlier battle. Stringer made his strongest attempt at Weighbridge on lap 24 but Kent stayed ahead and as they came round for the last time the gap had opened out slightly and the Royale was across the line first. Behind Thompson, Janet McPherson was having another good day in the Lotus 61 and was leading a four car train scrapping for fourth place consisting of herself, Peacock, Paul Gardner (Nike Mk. 10) and Ernie Blane.

Peter Cartlidge (Lep Group Austin A40) had no difficulty winning the under 1000 cc Special Saloon race after he had disposed of early leader Bob Trotter (998 Mini), these two finishing two laps up on Mini 7 protagonists Mark Lapworth and Peter Booth.

Bob Howlings led away in the libre final ahead of Applegarth and Booth but Applegarth spun on lap three at Quarry and then had to work his way back up from the tail of the field — which he did in fine style and was very exciting to watch. Booth, meanwhile, was closing on Howlings and the Speed Spares Lotus 62 took the lead just after half distance. Howlings fought back but in his enthusiasm attempted to pass both the Lotus and Tom Dootson's Piper F3 — which was being lapped — in one fell swoop at the Esses. Unfortunately, it didn't work out and the Brabham ended its race in the armco and Applegarth thus moved up to second ahead of Auckland while at the tail of the field, Vic Mills' Capri looked enormous as it dived throughout the race with Stringer's FF Crossle.

PETER MCFADYEN

Formula Ford Heat 1 (20 laps): 1. John Kent (Royale RP16), 9m 4.0s, no speed given; 2. Alan Stringer (Crosle 16F), 6m 4.6s; 3. Richard Peacock (Merlyn MkIIA), 9m 16s; 4. William Reece (Merlyn MkIIA), 9m 16.8s; 5. Paul Gardner (Nike Mk10), 9m 28s; 6. Stephen Walker (Image FF2), 19 laps. **Fastest lap:** Stringer, 26.6s, 58.44 mph.

Formula Ford heat 2 (20 laps): 1. Brian Thompson (Royale RP16), 9m 4s; no speed given; 2. Janet McPherson (Lotus 61M), 9m 19s; 3. Neil Smith (Lotus 51B), 9m 20s; 4. Ernie Blane (Crosle 25A), 8 laps. No other finishers. **Fastest lap:** Thompson, 26.2s, 59.33 mph.

ModSports (25 laps): 1. Erike Welhausen (3.8 Jaguar E), 11m 31.8s, no speed given; 2. Dave Abram (1.3 MG Midget), 24 laps; 3. Peter Green (1.3 MG Midget), 24; 4. Andrew Talbot (1.1 Triumph Spitfire), 23; 5. Richard Storey (1.3 MG Midget), 23. **Fastest lap:** Welhausen, 26.6s, 58.44 mph.

Formula Libre heat 1 (20 laps): 1. Joe Applegarth (1.6 Brabham BT23C), 8m 36.2s, no speed given; 2. Warren Booth (2.0 Lotus 69), 8m 37.0s; 3. Chris Hart (Mallock U2 MkXIE), 19 laps; 4. Vic Mills (3.0 Ford Capri), 17 laps. No other finishers. **Fastest lap:** Booth, 24.4s, 63.71 mph.

Formula Libre heat 2 (20 laps): 1. Bob Howlings (1.8 Brabham BT35), 8m 31.0s, no speed given; 2. David Auckland (1.6 Chevron B18), 19 laps; 3. Thomas Dootson (1.6 Piper F3), 19; 4. Alan

Stringer (1.6 Crossle 16F), 19; James Hunt (Nike Mk10), 17. No other finishers. **Fastest lap:** Howlings, 24.2s, 64.25 mph.

Special Saloons over 1000cc (20 laps): 1. Vic Mills (3.0 Ford Capri), 9m 43.8s, no speed given; 2. N. Hinds (1.3 Mini Cooper S), 9m 49.6s; 3. Dave Stevenson (1.3 Mini Cooper S), 9m 51.8s. No other finishers. **Fastest lap:** Brain Wainwright, 27.6s, 56.32 mph.

Formula Ford Final (25 laps): 1. John Kent (Royale RP16), 11m 21.0s, no speed given; 2. Alan Stringer (Crosle 16F), 11m 21.4s; 3. Brian Thompson (Royale RP16), 11m 26.0s; 4. Janet McPherson (Lotus 61M), 11m 28.6s; 5. Richard Peacock (Merlyn MkIIA), 11m 30.4s; 6. Paul Gardner (Nike Mk10), 11m 31.6s. **Fastest lap:** Kent, Stringer and Thompson, 26.6s, 58.44 mph.

Special Saloons up to 1000cc and Mini 7s (20 laps): overall: 1. P. Cartlidge (1.0 Austin A40), 9m 39.4s, no speed given; 2. Bob Trotter (1.0 Mini Cooper), 10m 9.6s; 3. Mark Lapworth (850 Mini), 18 laps; 4. Peter Booth (850 Mini), 18. No other finishers. **Special Saloons:** 1. Cartlidge; 2. Trotter. **Fastest lap:** Cartlidge, 28.2s, 55.1 mph. **Mini 7:** 1. Lapworth, no speed given; 2. Booth. **Fastest lap:** Lapworth, 32.0s, no speed given.

Formula Libre final (25 laps): 1. Warren Booth (Lotus 69), 10m 32.0s, no speed given; 2. Joe Applegarth (1.6 Brabham BT23C), 10m 46s; 3. David Auckland (1.6 Chevron B18), 24 laps; 4. Thomas Dootson (1.6 Piper F3), 23; 5. Vic Mills (3.0 Ford Capri), 23; 6. Alan Stringer (Crosle 16F), 23. **Fastest lap:** Booth, 24.0s, 64.77 mph.

The absentee champion

David Franklin (Ensign-Holbay LNF373) is the 1975 Guyson/BARC Hillclimb Champion, the first single-seater driver to win the BARC's hillclimb series. Because of RAC Sprint Championship commitments David was not present at Harewood last Sunday for the final round, but despite a surprisingly sunny and warm day, none of his principal rivals could close the gap separating them from the series leader. The favourite to do so, Haverfordwest's Stuart Watts (Lotus Elan), tried hard but would have needed to chop off nearly two further seconds from his times to snatch the premier award. He nevertheless moved up two places on the day to finish runner-up to the Ensign driver.

At this late stage victory in the Guyson/BARC LTD Awards series for hillclimbing's "Man of the Year" Roy Lane (Fenny Marine GM1-Chevrolet) was something of a formality but Roy ended the day with LTD (the only man to break 40 seconds), a whole sideboard full of trophies, and a warning to his fellow competitors that he will be back next year with the same formidable car. The separate season-long competition among the T-type MG competitors was also settled with victory going to Gerry Brown's TC entered by Oliver Rix Garages (Luton).

Despite the good weather it was a "slow" day and no records ever really looked like falling. Apart from regular LTD contenders having an end of season fling a formidable new contender took a splendid fifth place in the big racing class. This was former E-Type driver (and class record holder) Phil Bennett who put in a couple of excellent runs with the unique F2 Scott-Richardson BDG — a combination to watch next season.

One of the vanquished was Mike MacDowel, having a run in the Waring & Gillow Chevron-Chevro-

let B32, although the latter was marginally quicker in his unfamiliar mount in the Top Eight run-off in which Bennett did not compete.

The day's competitive proceedings came to an untimely end for Championship sponsor Jim Thomson. His first run was good enough for fourth in class but the Guyson/Firenza chose the big day to do a mischief to its engine at Orchard on the second runs, much oil-mopping ensuing. Fourth man in the main series, Colin Rogers, got as far as the second runs of the Guyson/BARC Top Ten before the Carlow Mini most unexpectedly turned sharp left at the same point, going off most spectacularly, although with no personal injury and without visibly dreadful damage to the car.

BTD: Roy Lane (5.0 Fenny Marine GM1 Chevrolet), 39.96s.

Class winners: Roy Greenwood (1.0 BL Rally Equipe Cooper), 50.16s; Nicky Porter (1.3 BL Cooper S), 48.68s; Brian Walker (1.6 Ford Escort RS 1600), 48.51s; Colin Rogers (1.0 BL Carlow Mini), 48.86s; Richard White (1.6 Ford Escort RS1600), 46.40s; Gerry Brown (1.5 MG TC), 53.63s; Mike Gleave (1.3 Austin Healey Sprite), 49.34s; Stuart Watts (1.6 Lotus Elan), 47.88s; Paul Tankard (4.7 TVR Tuscan V8), 48.01s; Russ Ward (1.3 Allard Healey Sprite s/c), 46.58s; John Walker (3.8 Jaguar E), 47.65s; Bob Prest (1.6 Mallock U2-Holbay Mk 14), 44.85s; Dennis Peag (1.2 Mistron Sports-Ford), 51.85s; John Pascoe (1.6 T. W. Datamatic U2-Abbott), 45.76s; Mike MacDowel (3.0 Chevron-BMW Alpina B19), 43.30s; John Crowson (1.1 Terrapin-BL Mk II), 43.36s; Peter Kaye (1.6 Brabham-FVA BT35X), 41.70s; Lane, 39.96s.

Guyson/BARC Top Eight Run-off: 1. Lane, 40.62s; 2. John Cussins (5.0 Chevron-Chevrolet B32), 40.66s; 3. Ken MacMaster (2.0 Modus-Hart 420R M4), 40.72; 4. Malcolm Dungworth (5.0 Brabham-Reppo BT35X), 41.28s; 5. Peter Kaye (1.6 Brabham-FVA BT35X), 41.33s; 6. Mike MacDowel (5.0 Chevron-Chevrolet B32), 41.76s; 7. David Morris (1.6 Ensign-Cosworth LN1R), 42.76s; 8. Brown, 43.67s.

Guyson/BARC Hillclimb Championship — Final Positions: 1. David Franklin, 56.96 pts; 2. Stuart Watts, 55.08; 3. Guy Brooker, 54.30; 4. Colin Rogers, 54.28; 5. John Meredith, 53.00; 6. Roy Lane, 52.56; 7. Nicky Porter, 51.05; 8. Brian Walker, 50.44; 9. Richard White, 50.23; 10. Alan Cox, 50.22. **Ladies Award:** Carol Lloyd, 15.99.

Guyson/BARC LTD Awards — Final Positions: 1. Roy Lane, 57 pts; 2. Chris Cramer, 50; 3. David Franklin, 43; 4. Alistair Douglas-Osborne, 27; 5. Peter Kaye, 27; 6. Ken MacMaster, 25.

Aintree doubts; Ian Smith resigns

Aintree Circuit Club competition secretary Ian Smith has resigned in frustration over the fees being charged for a day's racing there.

For its third meeting of this year the club anticipated a bill of about £700, but was asked for £1,000. It paid up, but was asked for the same amount for its next meeting and it is now in dispute with the owners over the fee for that last meeting.

Mr Smith said: "The club cannot exist if it has to pay so much for each meeting, and I think the club will fold up unless someone with the right attitude to us buys the place."

The club has about 250 members and has been running race meetings

with increasingly attractive grids, although the number of spectators was only about 1,000 per meeting.

Aintree comes up for auction in London on October 16, and Mr Bill Davies, chairman of the owners, the Walton Commerical Group, has said he expects the winning bid to be over £4,000,000.

The £100,000 motor racing circuit there was opened in May 1954 by Mirabel Topham and in its early years it drew huge crowds.

There is still one car race meeting to be held there this year when the Mid-Cheshire Motor Racing Club runs its deferred meeting on November 1.

Robertson's Kirkistown honours

Various regular British Group One competitors went over to Kirkistown at the weekend to run against the regular Ulster field. In atrocious conditions, Jock Robertson (Mazda RX3) and Mike Smith (Capri 11) were leading with Smith in front, but at two thirds distance Smith got caught up amongst the back markers and slipped back to finish 4s behind overall winner Robertson. Third was Robert Ward's Sprint.

Second in class to Robertson was the other Marshall Wingfield Mazda of Mick Leary finishing eighth overall. Melvyn Hodgson drove the Retreat Records Capri but spent most of the time in the passenger seat after the driver's windscreen wiper fell off. After a couple of off-course excursions, he finally severed one of the television cameras cables (BBC TV were covering the meeting locally) but managed to finish. There were various protest mutterings about how quick the British cars were but the English contingent enjoyed themselves sufficiently to want to go back for more at a later date.

● John Bradburn looked to be challenging the Miglia class lead at Llandow over the weekend in his Aldon prepared car when a shock absorber fell off. The cause of the trouble was Llandow's infamous bumps which wore away the mounting, but Bradburn still finished a distant second.

Porter's Mercedes

After campaigning his ubiquitous Mini for eleven highly successful years Nicky Porter duly won his class at Harewood for the umpteenth time. However he also had something completely different in the shape of the ex-Tour of Britain Mercedes-Benz 280E. Nicky drove this bulky beast with spirit but the main object of his acquiring the car from Mercedes-Benz (GB) is to run it on the RAC Rally (for which he has an entry) and next year's Tour.

Part sponsorship for this venture has been obtained from M & M Sales (Plant Hire) of Stanhope, but further assistance is still being sought. Since Porter's Oakley Service Station is an M-B agency the whole venture is a rational one for the man who must have won more hillclimb awards than any other Mini driver.

Flux nearly champion

Ian Flux all but set his seal on the Formula Vee series at Brands Hatch on Sunday. The 19-year-old Embassy mechanic won in convincing style, and awaiting the outcome of the scrutineering of the first three engines, would seem to be untouchable in the championship. The current championship positions, below, are consequently subject to the outcome of scrutineering:

1. Ian Flux, 185; 2. Peter Wimhurst, 143; 3. Gordon Rae, 121; 4. Ray Simpson, 100; 5. Tim Green, 90; 6. Alex Lowe, 80.

Rain stops play

Suffering a month's rain in 12 hours Chess Valley MC were faced with insuperable problems last Saturday when they were due to run their autocross at Beaconsfield.

Although the competition could have taken place on the stubble field the access was badly affected and with the ambulance and breakdown services having great difficulty in being able to move at all, the meeting was postponed in the interests of safety.

Initially the club decided to cancel the meeting but following discussions with the competitors it has been agreed to run the event on October 11, subject to the usual permissions.

Everyone who entered for last weekend is therefore accepted for the postponed date unless he notifies the club otherwise.

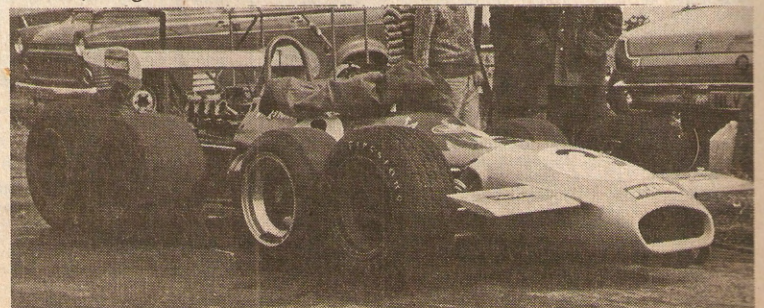
● Rumour hath it that both the Camaros and Mk 1 Capri GTs will be out of club production saloon car racing next year. This is because neither car appears in the Autocar buyers guide on which eligibility is based.

Drag at Blackbushe

This weekend at Blackbushe is the final NDRC event of the year, the last round of the RAC championship, but biggest news of all is a special £1,000 put up by Custom Car magazine for a three round match race between Skilton and Priddle in their Funny cars. It will be remembered that the start line foul-up spoilt a potentially great race at Snetterton, and with Skilton's car now really running well at 6.9s/213 mph, the prospect of even higher speeds at Blackbushe is an exciting one, though at present Priddle has gone slightly quicker in his car at 6.8s. Roland Pratt and Churchill will run their own well-matched cars separately, while Top Fuel will have Roz Prior and Trevor Young.

In Pro Comp Mike Hall hopes to be back in action as does Ollie Burn, both in Bantam altereds, with Cuss and Andrews in their dragsters also entered. Pro Stock has a couple of doubtfuls in Goggin and Roše, who are unlikely to be there, but Dickson, Ledster and Smith will be out with all the other regulars.

Everyone's trying it! Jim Charnock's Brabham becomes an eight-wheeler at Aintree, using wets and dries. Now with a hydraulic lift switch on both sets...



Hopkins the master

To TEAC fell the task of promoting the first rallycross on the modified Snetterton course, and although there are still some points to be ironed out the track received generally favourable comments. Despite heavy rain the previous day the circuit was dry and dusty, with some nasty ruts forming across the meadow in the later stages and at the corner prior to the start/finish line. This necessitated the stewards requesting the public to be prevented from entering the area close to the exit from this bend.

Trevor Hopkins was the master of the day with some superbly consistent controlled driving recording BTD on his first run at 3m 4.0s, winning the second runs as well and being second quickest to David Potter on the final runs. The day was notable for a higher number of reruns than normal due to at least half-a-dozen drivers rolling their mounts, which must have entertained the spectators at least, as did a number of close dices.

Hopkins' fastest run was obtained while being hounded by Tony Merridale in the last of the first runs, Merridale going on to roll in his next run. The only time Hopkins looked like being beaten in a race was in the finale, which involved the four quickest cars in the second runs,

namely Hugh Wheldon, Peter Harrold, Dave Fuell and Hopkins. Hugh urged his VW to the front but on the final tour it was Hopkins who emerged from the depths of the pit followed by Harrold, Wheldon having retired. Nick Jesty's mid-engined V8 Imp seemed a good bet for the honours after practice, but it was only on the final runs, when he convinced himself that the last bend was a slow one, that he avoided spinning and clocked a good time.

Entertainment was provided by some excellent inter-Escort or inter-Mini dices in which Colin Richards and Judith Jesty always seemed to be involved and by some hairy driving of his Avenger by Peter Robertson who threatened to roll all afternoon and ended his display by missing the bank at the finish by mere inches.

First run: 1, Trevor Hopkins (2.0 Escort), 3m 4.0s; 2, Tony Merridale (1.8 Escort), 3m 5.0s; 3, David Potter (1.5 Mini), 3m 6.4s; 4, Hugh Wheldon (2.4 VW), 3m 7.0s; 5, Peter Harrold (2.1 VW), 3m 8.2s; 6, Mick Bird (1.4 Mini), 3m 10.0s.

Second run: 1, Hopkins, 3m 5.8s; 2, Wheldon, 3m 6.6s; 3, Harrold, 3m 9.4s; 4, Dave Fuell (2.0 Escort), 3m 10.6s; 5, Keith Stones (1.3 Mini), 3m 11.2s; 6, John Winsor (1.4 Mini), 3m 13.2s.

Third runs: 1, Potter, 3m 9.2s; 2, Hopkins, 3m 12.0s; 3, Nick Jesty (3.5 Imp), 3m 14.0s; 4, Harrold and Robert Bailey Watson (1.3 Mini), 3m 16.0s; 6, Judith Jesty (1.4 Mini), 3m 16.8s.

Aggregate times: 1, Hopkins, 9m 21.8s; 2, Potter, 9m 29.0s; 3, Harrold, 9m 33.6s.

Hugh Wheldon's VW went well at Snetterton until retirement on the third run dropped him from contention.



Dodd's novice award

During the hectic programme of events at Silverstone Finals day last Sunday, time was found to present the fourth annual Vandervell Award for Novice Drivers to 1300cc MG Midget racer Graeme Dodd. Graeme, from Witney in Oxfordshire, has put up some excellent performances throughout the year in this car which generally runs in the 1151-2000cc class and is therefore much less powerful than his rivals in Lotus Elans of various capacities. Dodd finished up with 52 points from the 33 earned by the successful young Eddie Cheever who has gone so well in Formula 3. Cheever gained these points from only a handful of races as compared to Graeme Dodd who collected points throughout a season of club events.

Blanchet's surprise

A very nice bonus for his win at Silverstone on Sunday went to Mike Blanchet — and his wife — courtesy of Brush Fusegear. The company have been so pleased with the way their FF championship has gone this year that they decided to put up an extra unscheduled prize at the final meeting on Sunday of a weekend in Paris for two, all inclusive with dinner and hotel accommodation. It was ironic that Jerseyman Blanchet should win as one of the few competitors actually living close to Paris, but then a race is a race!

● All the leading contenders in The Journal/Alnwick Autocross Championship are entered for this weekend's round at Swinton near Berwick on Tweed, which starts at 2 pm on Sunday.

Harris smashes record

In ideal conditions Bristol driver Dave Harris smashed the Yeovilton sprint course record by more than half a second at last Sunday's highly entertaining RAC Championship event run by Yeovil CC. Three class records were also broken from among the 92 competitors, who each had a couple of runs over the 880 yards triangular course.

Harris, in his McLaren M10B, set the new course record on his second run getting down to 57.24s which beat David Franklin's old record of 57.80s. Franklin was on hand to watch Harris at the top of his form and he himself could do little about the challenge for his best run — in the top ten run off — was only 58.59s.

Peter Gilbert set the ball rolling early on by clipping six tenths off the two year old record for 950 saloons. He got down to 70.39s in his Mini beating Peter Ashley's Saab by a big margin. John Milford then got in on the act by clipping a fraction off Jonathan Buncombe's 1201-1600cc saloon car record. Milford's 1275 Mini went round in 66.10s beating Vic Board by a second. Trevor Peak was a mere three tenths away from a new record in the over 1600cc saloons with his Escort and top of the pole in the new rally car class was Tony Rossiter (Cooper S), with a neat 74.00s.

Garry Morse (Clan) was a comfortable winner of the sports car class getting within 0.16s of a record while Win Percy was having a day off from his championship trail and drove Guy Beddington's E Type into second behind the owner less than a second slower.

Biggest class record shatterer was Stephen Madge in his Ginetta G15.



Dave Harris — Yeovilton record

In taking the 1300-1600 sports car class he nipped round the two laps in 61.44s to slice almost two seconds off the Jeremy Hunt record set with a Mallock U2.

Franklin won his class among the racing cars in 58.78s, David Render pipped Jonty Williamson in the Brabham BT 35 v Manpower Surtees struggle and the eliminator went to John Haynes in his TVR Tuscan.

BTD: D. Harris (McLaren M10B), 57.24s (record).

Class winners: P. Gilbert (Mini), 70.39s (record); C. Barter (Imp), 71.7s; J. Milford (Mini), 66.10s (record); T. Peek (Escort), 66.64s; T. Rossiter (Cooper), 74.00s; G. Morse (Clan Crusader), 66.96s; A. Kennedy (Morgan Plus 4), 69.62s; G. Beddington (Jaguar E Type), 64.16s; B. Chant (Alvis), 78.3s; E. Moores (Dexter), 67.95s; S. Madge (Ginetta), 61.44s (record); J. Frampton (Terrapin), 64.51s; D. Franklin (Ensign), 58.78s; D. Render (Brabham BT 35), 59.16s.

Novices: R. Rhymes (Escort), 70.91s and T. Painter (Lotus), 67.09s. **Ladies:** Mrs A. Wilkins (Brabham BT 35), 69.76s.

RAC Run Off: 1, Harris 57.76s; 2, Williamson 58.11s; 3, Franklin 58.59s; 4, Render 59.46s; 5, T. Smith (March), 60.09s.

Rallycross at Knockhill

The enthusiasm of rally drivers in entering their cars at the hectic Knockhill Rallycross Circuit (drivers who have included Donald Heggie and Charles Samson) could well mean the development of a rally car class later in the season. The new season kicks-off however this Sunday and many new competitors have been attracted, drawn from racing, rallying, autocross and stock car racing, to try their hand against the regular Scottish and English participants.

Robin Kinnear's Gancia Escort will doubtless prove to be one of the quickest this Sunday, along with last season's giant-killer, Dave Stewart — also Escort mounted. Others to watch should include Knockhill's circuit manager and ex-Scottish Stock Car Champion, Bill Crawford; Ian Dryden's quick Mini; Ian Smith (Escort) from Bolton; Dave Stewart (Saab 96) and Pete Lewis — from Cheshire — with his quick Airey tuned Wessex Mini.

Work completed during the summer should ensure a smoother and faster track, though still as demanding. Prices have been reduced to 75p for adults and 40p for children. Free parking is available. Racing is scheduled to start at 2pm after the morning's practice.

Grant upsets Thompson

Backed by Henry Streeter, motor dealers from Beckenham, last Sunday's autocross at Stone, near Dartford, run by Boro 19, London CCC and Dartford MC, was won by special driver Peter Cook. In his Arf-a-Mo special he did 1m 25.7s on his last run to beat Derek Batt's Mini by almost a second.

Paul Grant caused a minor upset when he beat regular class winner Ian Thompson by almost a second in the small Mini class but Graham Hathaway ran away from his class opposition with his 1300 Escort. Peter Traill's 2-litre Ford lump in the rear of a VW was always too much for Alan Smith's 1-litre Imp and father Tom beat son Steve Law in the one litre Mini class.

Mike Musson's Mexico pulled out nearly two seconds on Russ Mee-kom's 2-litre Escort in the over 1300cc class and Derek Batt was nearly 4s quicker than Robin de Garston in the over 1-litre Mini class.

BTD: P. Cook (Arf-a-Mo), 1m 25.7s.

Class winners: P. Grant (Mini), 1m 32.3s; G. Hathaway (Escort), 1m 30.3s; P. Traill (VW-Ford), 1m 41.4s; T. Law (Mini), 1m 30.9s; M. Musson (Mexico), 1m 31.2s; D. Batt (Mini), 1m 26.6s; S. Sudlow (Hurricane), 1m 28.3s; A. Jewiss (Escort), 1m 33.3s.

Kincrafts well beaten

Profiting from having a late position in the running order, particularly advantageous on the afternoon runs, Gordon Jackson ran out a two mark winner of the Roy Fedden Trophy sporting trial run by the Bristol MC and LCC last Sunday.

Only third at lunch and seven marks behind joint leaders Tony Harrison (Kincraft) and Colin Taylor (Cannon), Jackson took his Ibex round the nine post-lunch sections dropping a mere five marks and this gave him victory by two marks over Laurie Brown, winner the previous week.

Brown, in his Aberties, was the only other driver to match Jackson's afternoon performance and these two pulled well clear of the rest of the entry of 20.

Third, and extremely pleased with his new Ibex, was John Hopkins, one of the southern contingent, who finished on 72 marks. Equal first at lunch, Tony Harrison "went right off the boil" in the afternoon and trailed in fourth with Julian Fack and Reg Allen in the next two places. Colin Taylor bent a Panhard rod early in the afternoon and when a shock absorber locked up solid as well he was at a tremendous disadvantage,



Gordon Jackson - two mark victory.

and dropped steadily away from contention.

Jack Pearce's Kincraft only managed 14 sections in the morning before the diff broke.

1. G. Jackson (Ibex), 53 marks; 2. L. Brown (Aberties), 55 marks; 3. J. Hopkins (Ibex), 72 marks; 4. T. Harrison (Kincraft), 81 marks; 5. J. Fack (Impunity), 86 marks; 6. R. Allen (Kincraft), 91 marks.

RAC Championship: 1. Pearce, 146pts; 2. Julian Fack, 121; 3. John Fack, 114; 4. Harrison, 89; 5. Hurt, 72.

Comp sec's easy win

Harrow CC's competition secretary Peter Cox gained his first restricted autotest win of the year last Sunday on his own club's Moss Trophy meeting at Uxbridge. Driving his Sprite he had a total of 427.7s for the dozen tandem tests and he was an easy winner at the end for his nearest rival Mike Halliday had a penalty in his Sprite.

The Mini class went to Nick Yoward in 446.6s with John Scott 13s behind. George Holland, a former BT&RDA champion, made a rare appearance in an Elf and was third.

Despite collecting two penalties Colin Chandler took his VW to victory in Class 2 by a very comfortable margin over Martyn Jones' Avenger Tiger and Garry Fryer (Mexico) also had a comparatively easy time in collecting his class for John Calton, also in a Mexico, collected a penalty which put him well off the pace.

BTD: Peter Cox (Sprite), 427.7s.
Class winners: N. Yoward (Cooper), 446.6s; C. Chandler (VW), 524.6s; G. Fryer (Mexico), 449.1s; M. Halliday (Sprite), 443.1s. **Novice:** P. Bertoli (Mini), 572.1s. **Handicap:** M. Free (Escort GT), 493.8s.

Poor entry on Eppynt

Although Eppynt MC offered six forest stages totalling 38 miles followed by 100 miles of rallying on the Eppynt ranges at night, only 24 crews turned up for the club's September Stages Rally last Saturday afternoon and evening.

Secretary of the meeting Mr I. Davies said, "We were very sad that only these few crews started for we thought we had laid on a miniature Welsh International."

Winners, from 11 crews to finish, were local lads Malcolm Bell and Alan Mincher in a Viva who had a total of 2628s and this gave them a margin of 83s over second placed Graham Evans and Roy Tansley in their Escort.

The runaway leader, until he retired with the big ends gone, was Terry Brown with Ednyfed Morgan in their Escort. They were fastest on both stages in Brechfa, the one in Brecon and on two of the three in Crychan. On the other Crychan stage they were equal fastest.

The two notable rolls of the day both occurred in Crychan with Norman Allen/Paul Hudd disappearing in their Mini on the first stage while Bernard Ship and Eric Waldron had a really big one with their Fiat 128 rolling several times at the end of the stage.

Ideal conditions on Eppynt itself allowed everyone to enjoy a high speed thrash following the big break between the end of the daylight stages and the start of the night section.

Third overall were Des Douche and Cenfin Davies in their Escort RS on 2872s, with a long gap to fourth crew Les Cotton and Derek Lowe from the Potteries in their Escort on 3245s. John Roberts and Richard Brown brought their Mexico into fifth spot on 3651 beating Brian Jones and Ian Davis (Escort), by a mere 24s.

Changes at Elden

Several major changes have taken place at Elden International Ltd. Frank Bradley, the FF2000 driver, has bought a major interest in the company.

Bradley's interest will be only in the financial and an advisory capacity. Brian Hampsheir remains as managing director, and Mike Collier will take charge of production. Syd Fox has been brought in to test and develop cars and set up customer cars. This year, Fox will take in a few end-of-season Formula Ford races for development purposes.

Bradley's involvement financially is said to seal the continuance of Elden, who haven't had an exactly calm financial career. The name has been changed a couple of times, and directors have come and gone. However, the Hampsheir brothers have remained in charge and have repeatedly rescued the company when things have looked black.

Stop at Platform One

An end of season party-cum-forum will be held on October 6, this Monday, at Platform One for the members of the South Western Centre of the BRSCC and anyone who would like to come along. Organised by Roger Orgee, it is being held at his Platform One sponsoring club in Clifton, starting at 8 pm. Among the drivers appearing will be Vince Woodman, Barrie Williams, Derek Lawrence and half the FF2000 field.

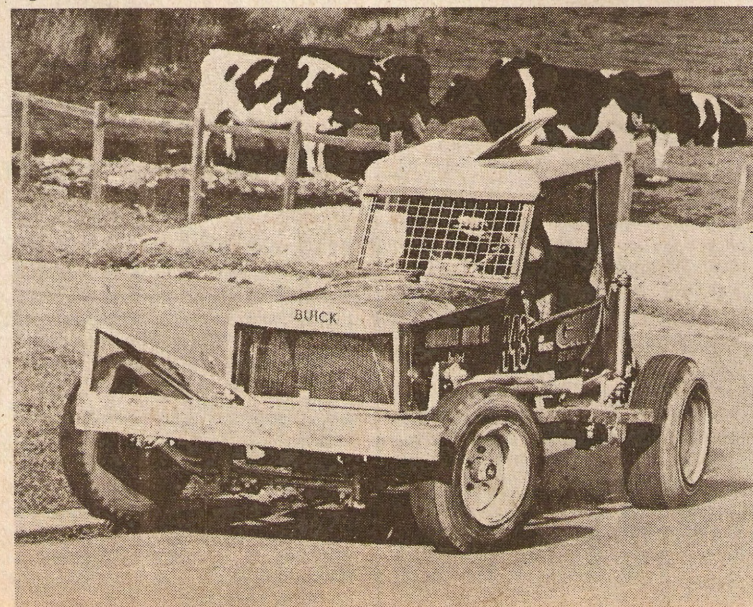
DLT and Rosko in Mazda

After excellent showings in celebrity races and on the drag strips respectively, disc jockeys Rosko and Dave Lee Travis are to make their "proper" motor racing debuts in the next month or so. The opportunity has arisen through the departure of Cozy Powell across the Atlantic to work for the next three months with a new band formed by former Deep Purple lead guitarist Richie Blackmore. For this reason, the Hitachi sponsored Mazda RX3, which Cozy has been campaigning in Radio One Production saloon car races, was to lay idle. But rather than allow this,

Hitachi immediately made the offer to both DLT and Rosko.

They will of course be racing in Radio One rounds, and there'll probably be some rivalry as to who goes better. DLT will be making his appearance at the BBC Radio One round on Sunday, October 5, and just under a month later, Rosko brings out the Mazda for the final Radio One round on November 2. But don't expect fireworks from them, the Mazda class is highly competitive and there are many expert drivers who've been around all year.

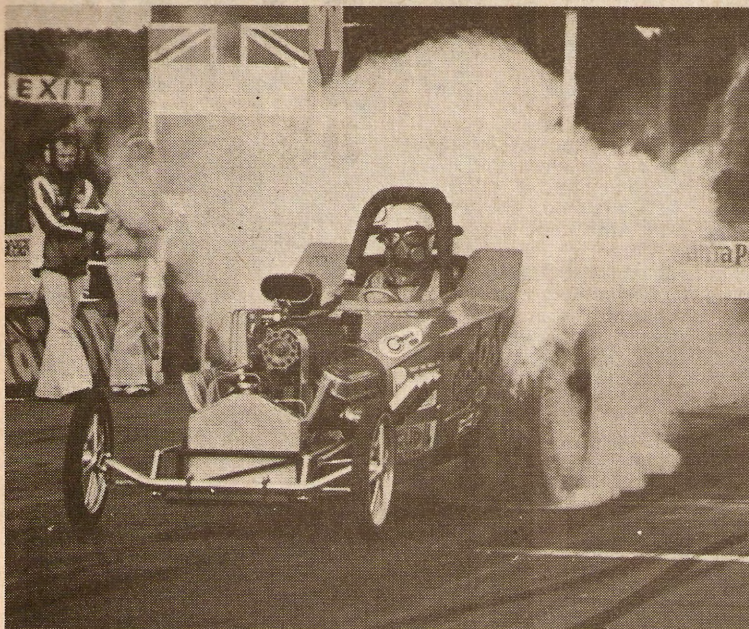
A chance confrontation between representatives of the Stock Car and Hillclimbing (one D. Hepworth) fraternities at a Dewsbury garage recently had the curious result of two of the former, National F1 Champion Stu Smith and "coming-man" Barry Gomersal, bringing their 7½ litre Chevy-powered steeds to Harewood. Their progress up the hill was quite rapid and very, very hairy as the oval-racers, which had been slightly modified to give them more right hand lock, had immense power but barely perceptible roadholding.



Can Walsh beat Sytner?

Two championships are currently hotting up quite considerably. At Silverstone, the APG Driver of the Year award has its final round. Currently it is led by Frank Sytner with 144 points, catchable by Jim Walsh who has 141. Strictly speaking, one might wonder how Sytner can be caught as there's no Formula Ford race at Silverstone in which Walsh can compete, but apparently he expects to be on the FF2000 grid in a hired car. Sytner is entered in a Birdcage Maserati in the historic car JCB round, so the £500 first prize is in doubt until the end.

At Oulton Park, an interesting tussle should be seen in the 1001 cc to 1300 cc class. Peter Baldwin currently leads the class with 54 points, but Tony Westbrook is one behind him, and Terry Harmer another single point behind Westbrook. But there are still three rounds left in which this can be decided.



Dave Stone took Top Fuel in Tee Rat after Roland Pratt broke his blower belt.

Crane takes both

After the previous weekend's International, Sunday's event at Santa Pod was a let-down, with very few entries and not many more spectators — a common feature these days following a big meet. The Top Fuel cars of Pete Crane and Owen Hayward provided the fastest runs of the day predictably enough, with taking both runs. The first was a very quick 6.37s at 213 mph to 6.96s at 210mph, both cars running on less nitro and losing ten mph or so, because of it.

In the second run, Crane again led, but got a bit crossed up towards the finish as he again suffered tyre vibration problems, but he was far enough ahead to win despite dropping his chute early and slowing to 181mph in 6.5s to 6.8s at 214 mph.

Funny car consisted of Phil Elson, Roland Pratt and Dave Stone in the Chevy altered, with Stone putting out Elson 7.5s to 9.2s in the first run, then Roland Pratt with another 7.5s to a 13.9s as Pratt's blower belt snapped at mid-point in the middle of a very close race that Stone had led from the start, but could well have lost in the finish to Pratt's

usually strong top end.

Pro-comp had only two entries, Pat Cuss and Gerry Andrews, with Cuss taking the first run with a 9.7s when Andrews red lit, and Andrews winning the second when Cuss had trouble at the start and failed to run. Despite the leisurely pace of the meet, time ran out for a deciding run, so they shared the win! Pro Stock was similarly thin, with Goggin, Dickson and Rose all absent attending to various problems. But Howard Smith was out with his Nova at last to run with John Ledster, but he had trouble with massive amounts of oil smoke pouring from the exhaust, a problem that could not be traced all day, so after one initial 12.4s pass the car did not run again.

The two American bikes were in action again, with T. C. Christensen winning all three runs with a best of 8.37s but even this was somewhat eclipsed by John Hobbs, who ran a fabulous 8.47s at 172 mph on his own double engine monster, and is now making plans to go to the States for a tour in the winter — a notable achievement for only Christensen at 8.02s has gone consistently faster than 8.3s-8.4s.

Beaumont's Escort debut

Although one of the four selectives had to be abandoned when some misguided character closed several of the gates, the National Westminster Bank (Manchester Centre) still managed a successful Emmett Digitus Rally last weekend for a field of 97 crews.

On a 180 mile route in Lancs and Cumberland, run mostly in pouring rain, the event provided a win for Tom Beaumont and John Vipond, debuting their brand new Escort TC, who dropped 8m 26s to win by over two minutes.

Only third at the petrol halt the winners overtook Keith Watkinson/Geoff Smith (V6 Escort), in the second period and inherited the lead when the first half leaders, John

Morton and Bill Honeywell, disappeared without trace in their Fireza after TC 35.

Third place went to Brian Harper and N. Jackson in a Cooper S who dropped 11m 53s to the 10m 36s of Watkinson/Smith and fourth spot was collected by Tony Stone/Andy Joseph in an Escort RS. They dropped 13m 31s to finish a mere 13s ahead of Ian Harrison/Paul Ainsworth (RS 2000) and a further 13s separated them from sixth placed Bernard Griffin/Andrew Milner (Cooper S).

Winners of the semi-experts class and 13th overall were John Hart and Dave Calvert (Escort TC), on 22m 40s and the novice prize went to Ron Strickland/P. Brennard (Mexico), on 41m 36s.

Morris takes the Male

Best battle at the Wolverhampton and South Staffs CC Autumn autocross near Albrighton, Shropshire, last Sunday, was between BT&RDA regulars Frank Morris and Bruce Male in their Minis. Both produced identical runs in 84.4s but Morris gained the 1 litre class on aggregate.

Although Terry Smith cleared off in the HF Sprint Team Mini-Ford for BTD in 82.9s Dick Keen proved the surprise of the afternoon for despite lack of opposition he was still second quickest with his 1300 Escort in 84.2s.

Miss Angela Martin came within a split second of causing complete embarrassment in the over 1-litre Mini class when she was only 0.1s off taking the class from Geoff Maddox. In the up to 870 cc Mini class Nick Garner had to go some to head a determined Peter Wilson by less than a second.

BTD: T. Smith (Mini-Ford), 82.9s.
Class winners: N. Garner (Mini), 86.9s; D. Keen (Escort), 84.2s; F. Morris (Mini-Ford), 84.4s; T. Eaton (Anglia), 85.7s; G. Maddox (Mini), 87.0s; T. Westley (VW), 85.6s; M. Cockayne (Mini), 87.7s; K. Gibson (Escort), 88.7s. **Best W'ton & South Staffs:** W. Dick (Mini), 88.0s.

Ford and Ford victorious

Ford took the first six places and two other awards last weekend when West Essex Car Club held the eighth running of their Opposite Lock Suffolk Stages rally. The club planned eighteen stages on airfields, defence and private property but three were lost to the weather the previous day and one had to be scrubbed due to a faulty watch. Winners from 135 starters were Tony Ford and Geoff Baker who completed the 14 stages with 294 seconds penalties having led from the thirteenth stage which proved unlucky for last year's winners Malcolm Smith and Anthea Larner who badly damaged the rear end of their Mexico after contact with several trees.

A good battle throughout the day for second and third places was eventually won by Steve Hill and David Booth on 343s, three seconds ahead of Alan Sherwood and A. Livingstone. Brian Secker and Miss V. Rose were well in touch until the first stage after lunch when the gear lever broke and they fell back but still hung on to fourth spot by two seconds from John Walters and R. Cutting. The sixth place crew were Roy Johnson and Terry Bishop on 394s. Other class winners were R. Loomes and R. Ludlow (Escort), 403s, D. Scarrow/M. Pallant (Clubman GT), 501s; H. Hardiment/J. Blackwell (Cooper), 516s; and A. Lee/Miss D. Rampling (Imp), 586s. Novices: B. McGinn/J. Green (RS2000), 466s.

● Bob Messent was unlucky in Middle Comp at Santa Pod, a broken distributor drive robbing him of his usual win. John Williamson went on to win with a first ever ten second run — 10.8s and a great start over Pete Smith's smart Capri/Chevy at 11.2s, though this had previously turned its own best ever 10.9s to get to the final. Smith now has the car up for sale, and finance permitting hopes to build a Pro Comp car for next year.

● James Hunt — the one from near Preston not the other one — was still having bothers with his McLaren M4B at Aintree with a head gasket gone, so he went out in the libre race in teammate Paul Gardner's brand new Nike finishing seventh in class while Gardner finished up sixth in the FF event after a spin. The team sports Elf sponsorship on their single seaters, and Hunt is thinking of going F3 next year, possibly in an Ensign.

Championship positions

BRSCC Ponthouse Ford Escort championship: 1. Steve Thompson, 92; 2. Mike Freeman, 43; 3. Graham Hollis, 41; 4. Nick Weir, 38; 5. Gordon Bruce, 32; 6. Tony Dron, 23.

BRSCC South Western Formula Ford championship: 1. Terry Richards, 32; 2. Robin Maydew, 31; 3. Ian Moore, 27; 4. Tony Broster, 20; 5. David Toze, 12; 6. Bryan Sharpe, 11.

BRSCC South Western up to 1000 cc challenge: 1. John Routley, 43; 2. Barry Reece, 34; 3. George Constantine, 28; 4. Alan Parritt, 22; 5. David Miller, 16; 6. Roger Saunders, 15.

National Organs Formula Ford series: 1. Kenny Gray, 90; 2. Geoff Lees, 89; 3. Rad Dougall, 40; 4. Mike Blanchet, 29; 5. Phil Dowsett, 24; 6. Matthew Argenti, 23.

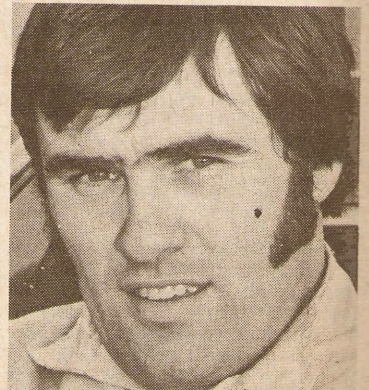
Lee Refrigeration clubmans sports championship; full race 1600 engines: 1. Geoff Friswell, 70; 2. Peter Cooke, 29; 3. Caldwell Smythe, 28. **Formula Ford 1600 engine:** 1. Nick Adams, 73; 2. Chris Greville-Smith, 71; 3. Alex Ferrada, 50.

Radio One Production saloon car championship, over £2,300: 1. John Brindley, 38; 2. Brian Rice, 30; 3. Bob Ridgard, 26. **£1,700 to £2,299:** 1. Ivan Dutton, 32; 2. Gerry Marshall, 28; 3. Marc Smith, 23. **£1,300 to £1,699:** 1. Jock Robertson, 50; 2. Tony Lanfranchi, 20; 3. Jean-Pierre Aux, 13. **Up to £1,299:** 1. Simon Watson, 42; 2. Tony Stubbs, 30; 3. Simon Kirkby, 23.

Simoniz Special saloon car championship, over 1300 cc: 1. Nick Whiting, 111; 2. Tony Suggden, 60; 3. Gerry Marshall, 31. **1001 cc to 1300 cc:** 1. Peter Baldwin, 54; 2. Tony Westbrook, 53; 3. Terry Harmer, 52. **851 cc to 1000 cc:** 1. Jeff Ward, 51; 2. Richard Long, 36; 3. Derek Walker, 23. **Up to 850 cc:** 1. David Enderby, 106; 2. Roger Gill, 36; 3. Bernard Tester, 22.

Brush Fusegear Formula Ford championship, final position: 1. Geoff Lees, 66; 2. Matthew Argenti, 53; 3. Jim Walsh, 43; 4. Mike Blanchet, 18; 5. Tiff Needell, Richard Eyre, 15.

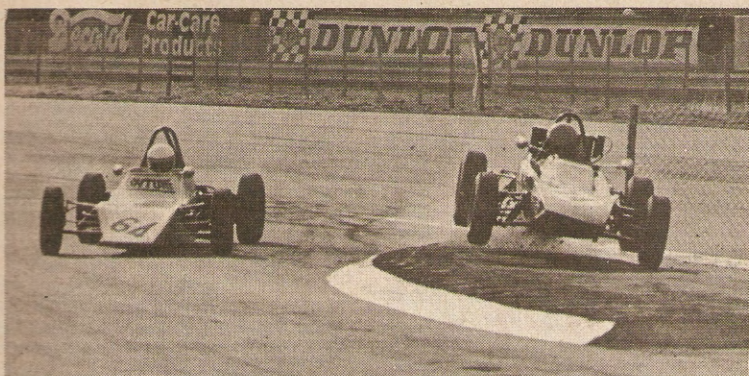
Esso Uniflo special saloon car championship final positions; champion: Peter Baldwin. **Over 1300 cc:** 1. Tony Strawson, 18; 2. Gerry Marshall, 8; 3. Alan Minshaw, 7. **1001 to 1300 cc:** 1. Peter Baldwin, 31; 2. Gerry Gough, 18; 3. Graham Goode, 15. **851 to 1000 cc:** 1. Jeff Ward, 24; 2. Richard Long, 16; 3. Richard Belcher, 12. **Up to 850 cc:** 1. Geoff Gilkes, 26 (4 class wins); 2. Mike Kirby, 26 (2 class wins); 3. Roger Gill, Roger Springett, 10.



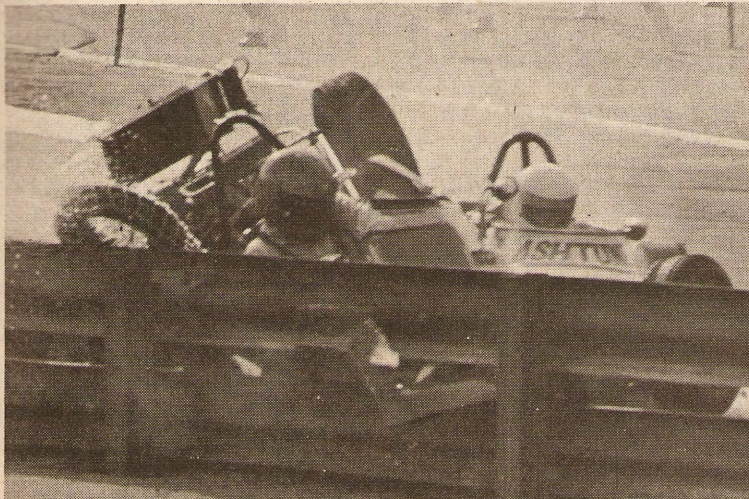
Tricentral Car Group Clubmans sports car championship, final positions, champion: Nick Adams.

1600 fully modified engines: 1. Frank Synter, 22; 2. Peter Cooke, 12; 3. Geoff Friswell, 11. **Formula Ford engines:** 1. Nick Adams, 28; 2. Alan Webb, 22; 3. Alex Ferrada, 20.

Jaybrand Racewear Libre final positions: 1. John Wingfield, 42; 2. Michael Endean, 29; 3. Frank Synter, 26; 4. John Jordan, 20; 5. Richard Wallinger, 11; 6. Mick May, 9.



Formula Ford carnage at Silverstone; Richard Piper takes the conventional line, but John Bright puts paid to that and both end up in the chicane Armco.



Lees' big bid

October 12 is a big day for Geoff Lees. Having clinched the Brush Fusegear championship at Silverstone last weekend, the Royale driver from Atherstone is going for the Big Three. In the National Organs championship, he is second, one point behind Kenny Gray and in the BAF series, he is third, three points behind Jim Walsh. And on October 12 two championships rounds happen on the same day, at Mallory and Thruxton, 140 miles apart.

With the help of CHS Publicity, Silverstone's official advertising contractors who also handle the Football League, the Jockey Club and the MCC, Lees has arranged a complicated schedule of helicopter flights. In a Bell Jet Ranger, he'll leave Mallory after practising one Royale at 9.30 am for the National Organs heat. At Thruxton, he commences practice at 11 am for the BAF round. Then it's back to Mallory for his FF heat at Mallory at 2.15 pm, the BAF round at Thruxton at 3.50 pm and then back to Mallory for the final at 5.20 pm. And then, with luck, he'll have to make up his mind as to where to celebrate.

Cleverly enough, the Lees-Lift has attracted its own sponsorship as well as for the car. A and M Records are decorating both Lees' Royales with names such as the Carpenters, Rick



Geoff Lees - going for the big three

Wakeman, Supertramp and Ozark Mountain Daredevils and Esso are helping out with fuel and oil. And Southern Television will be taking an interest at both circuits.

However, Lees has to go through this weekend's National Organs round at Snetterton before his marathon. But if he succeeds in pulling off the triple Formula Ford crown, it'll be a tremendous effort for one with so little experience. The last driver to pull off this feat was Ian Taylor in 1972.

Seymour flies

Heavy rain last Saturday provided a fast, dust free course for the 45 contestants who turned up at Hunsdon, near Ware, last Sunday for the Stone Cross autocross, helped by Ware Garages. On the fast course Nick Seymour was almost flying in his Volnik on his way to BTD being some 13 s faster than anyone else over two laps of a 1300 yds course. Three Minis rolled - two at the same corner - but the occupants only suffered dented pride.

Alan Davies and Ian Turner scrapped in fine style for honours in the up to 1300 front engined rwd class, taking it in turns to lead. Turner took the lead on the second of three runs with his Escort but Davies wound up his Anglia to come home by two tenths on his final run.

Barry Crump had a day to remember for after Phil Clark had parked his Mini on its side on a particular bend on the first runs Crump followed suit on his second tour but still won the class.

BTD: N. Seymour (Volnik), 2m 29.0s.
Class winners: B. Johnson (Mini), 2m 52.4s; A. Davies (Anglia), 2m 47.0s; B. Crump (Mini), 2m 44.2s; G. Wilkinson (Anglia), 2m 42.0s; M. Smith (Mini), 2m 42.0s; N. Bradshaw (Bradbuilt), 2m 44.0s; D. Jest (Escort), 2m 57.4s.

● Did anyone find a gold Star of David pendant at Brands Hatch on September 21? Ken Silverstone lost his, of great sentimental value and reckons he saw it being picked up. He may be contacted at 82 Fairview Road, Stevenage, Herts.

● Mike Walker, the former F5000 and F3 competitor, is anxious to get back into racing, albeit at the low key of Formula Junior. For nostalgic reasons, he wants to buy a Lotus 18, similar to the one on which he cut his teeth(?). Anyone with such a car for sale should phone Hagley 5428.

Gates again

For the second time this year Maurice Gates collected BTD at a Sussex CC Goodwood sprint. Last Sunday - in fine weather - he had a best time for one lap of the former racing circuit of 1m 36.2s in his TVR Tuscan and only one other driver in an entry of approximately 90 got within the 100s barrier.

This was Dennis Basson in his Taydec who got down to 1m 37.3s in winning the up to 1600cc sports racing class. Wally Pratt (Fiat 850) beat Dave Scargill (Imp) by a second in the smallest capacity class of the day but things were much closer in the modified 1.0 Mini class where John Jordan beat Martin Chinnery only on aggregate, both having a best time of 1m 48.3s. In the up to 2 litre class for saloons, R. Funnell had only one-tenth of a second in hand in his Escort over Viscount Villiers in his Alfa Romeo. In the only major accident of the day, Mrs Sheila Tiller badly damaged the old J2 Allard when she went off at Lavant.

BTD: M. Gates (TVR Tuscan), 1m 36.2s.
Class winners: W. Pratt (Fiat 850), 2m 4.1s; M. Briggs (Midget), 2m 4.4s; L. Marriott (Mini), 1m 54.6s; A. Mussard (Escort), 1m 52.1s; J. Jordan (Imp), 1m 48.3s; R. Powell (Mini), 1m 44.6s; R. Funnell (Escort), 1m 43.9s; J. Colburn (Jaguar), 1m 42.9s; D. Beams (Ginetta), 1m 46.9s; B. Curd (Elan), 1m 48.9s; S. Brookman (TVR-Tuscan), 1m 45.1s; L. Cutler (Sprite), 1m 46.1s; J. Gilman (Morgan Plus 8), 1m 43.5s; D. Basson (Taydec), 1m 37.3s; R. Mead (Brabham BT18), 1m 41.1s.
Ladies: Mrs V. West (Sprite), 1m 49.3s.

● John McCartney always drives cars which are a delight to the purist and at Harewood he was at the wheel of the ex-Bruce McLaren, ex-John Love Tasman Cooper-Climax FPF of 1964 vintage in original livery. But surely T79 cannot be the right designation for a 1964 Cooper?

BRIEFLY . . .

● It will be necessary for all competitors in National Championships next year to hold an International racing licence. That means a total of ten signatures on Restricted and National licences and that great feeling of freedom when the black cross can come off the back of the car.

● Forsaking the Merlyn Mk 11A which he has used successfully for many seasons is Miki Dee. He's bought the ex-Steve Prior/Astor Club Van Diemen RF74 and recently had his first race in it. But he found the handling unfamiliar and failed to qualify for the Brush Fusegear final race of the day at Brands Hatch.

● Apologies to Ralph Firman of Van Diemen. He didn't protest Geoff Lees' re-entry to the FF final at Oulton ten days ago. Quite a number of competitors were quite annoyed when Lees seemed to be able to get into the field having retired in the heat, but in the end he didn't race.

● The Page brothers were for once unlucky at Santa Pod in Senior Comp, falling oil pressure causing them to pull the sump and find the bearings run, so the only other entrant in Senior Comp, Allan Sherwin, moved into Senior Dragster, which he won with an 11.45s/119 mph over Ken Cooper's ageing sidevalve Ford V8 at 11.5s/120 mph.

● Heavy rain throughout Saturday prevented officials of Newcastle and District MC laying out the course for last Sunday's autocross at Sandways Farm and the event was cancelled. There's talk that the event will be run either at Christmas of the New Year when there is little motor sport planned in the area.

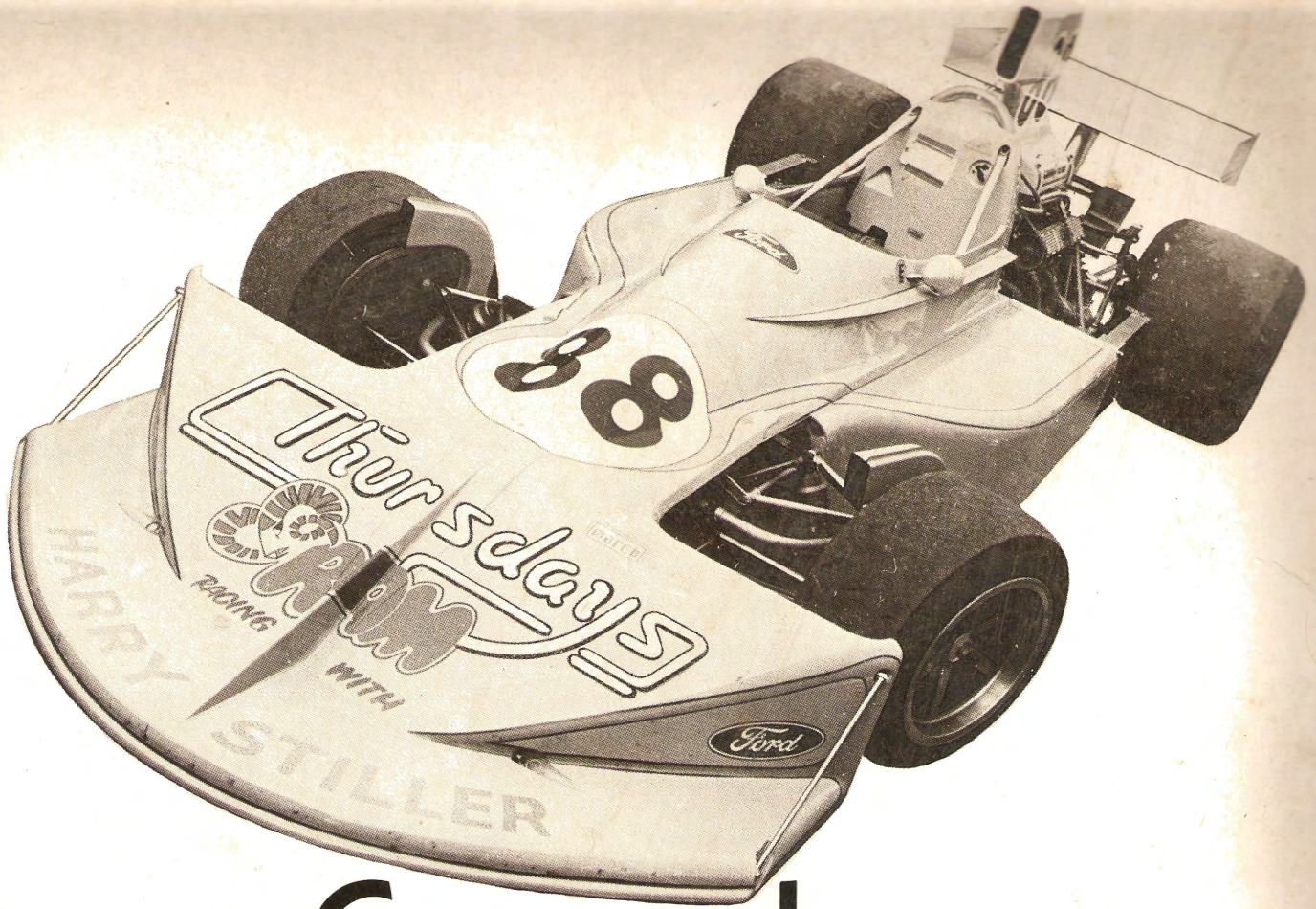
● David Winstanley was particularly pleased at Aintree with his first outing in the Brabham BT35 formerly used for sprinting by Mike Allen. Not only was it his first wet race, but also his first in the car, so he was pleased with his fourth position. The car will run under the Roosters/Piccadilly Radio banner and the NRP Ford is up for sale.

● Bobby Howlings has bought the Brabham BT35 from John Wingfield with which "Wingers" has won the Jaybrand *Formule Libre* championship and currently holds the Cadwell outright lap record. Howlings tried the car at Longridge on Sunday and won his heat but retired in the final.

● Even if Super Saloon racing does appear to be on the wain, Dealer Team Vauxhall continue to build super quick motors for Gerry Marshall to drive. The latest car on the stocks, we're told, is a turbocharged 2.6 Firenza. The car is expected to make its debut at Thruxton on October 12.

● The presentation of the season's awards at Harewood ended on a high note as Roy Lane and his family staggered away with their load of loot. Jim Thomson, after rather belittling this year's admittedly hastily-organised Guyson/BARC series, announced that Guyson International would be supporting the Championship again next year when better things even than this year's perfectly acceptable series are promised.

● A petition was circulating in the Harewood paddock canvassing support for the RAC's mooted "... 40 per cent capacity increase in super-charged engines in speed events." It would be interesting to know how many drivers of cars with kompressor signed it!



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