

team

Issue 5 1979 15p

Castrol

news



BRIGHTON ROCKETTS

Beamish Suzuki sign for Castrol

THE 'EVANS EQUIPE'

Shropshire's rallying family

NEWSDESK. NEWSDESK

Racing Car Show



All motoring enthusiasts should make a note in their diaries that November 1, 2 and 3 sees the British Motor Racing Marshals Club Racing Car Show at Milton Keynes.

As we went to press, the list of cars due to be at the show, in the Middleton Hall, part of the Central Milton Keynes Shopping Area, the largest in Europe, was impressive, to say the least.

At least seven Formula One cars, including the Castrol backed Marlboro McLaren and a Ferrari have been pencilled in, as well as leading Formula Two cars including the ICI March BMW, Toleman Ralt Hart and Ampex Chevron Hart.

But the display doesn't stop with formula cars, Group One entries include Gordon Spice's Capri, while Rally entries include the Castrol sponsored Eaton Yale Escort, Team Datsun Europe cars.

Rallycross isn't left out either as featured are the Team Castrol Saab 99 of Will Gollop and Dave Fuell's immaculate Escort.

Entry to the show is entirely free and it opens on November 1st from 5 pm to 10 pm while on the two following days, the show is open from 9 am to 10 pm.

By road, Milton Keynes is easily accessible via the M1 by leaving at junction 14, or by the A5. Just follow the yellow AA signs from the city boundary to central Milton Keynes and from there, the familiar Castrol 'arrows' to the exhibition entrance.

Suzuki pair in title hunt

Beamish Suzuki sidecar crew Roger Martin and Arthur Jefford kept themselves in the British Championship hunt with an eighth place at the Red Rose Trial.

But it was a fraught day for the pairing, who nearly lost all chance of any points when they had an accident.

As they were riding between sections, the front wheel of their Suzuki outfit struck a rock, throwing them both off and badly bending the front wheel which had to be beaten back into shape before they could continue.

Continue they did, and managed to keep down the marks lost, despite the handicap of the buckled wheel and the points they gained were important for they hold onto second place by just one mark.

Beamish Suzuki solo ace John Reynolds had a good ride to third place in the Red Rose Solo Trophy, behind Malcolm Rathmell and Martin Lampkin.

He tackled the tough moorland sections with a great deal of skill keeping up with the leaders, cleaning many of the difficult sections but in the end had to be happy with third place, just 11 marks behind the second place man.

Segrave Trophy Awarded

Group-Captain John Cunningham, who earned the nickname, 'Cat's-eyes' for his night-flying exploits during the Second World War, has been awarded the Castrol sponsored Segrave Trophy for 1978.

The award is made to him for "his skill, courage and initiative which has added great distinction to Britain's contributions to air transport."

Group-Captain Cunningham became Chief Test Pilot of De Havilland in 1946 and amongst the aircraft he has helped to evolve are the Dove light commercial plane, the Heron four-engined transport and the first jet air-liner, the Comet, which flew in 1949 and for which he had full responsibility. In 1952, the Comet inaugurated the first commercial jet airline service from London to Johannesburg.

He was involved from the design stage in the evolution of a second-generation three engined airline, the Trident, which first flew in 1962.

Both the Comet and the Trident, in a number of variants continue to operate world-wide.

Rushton leads Rallycross Series



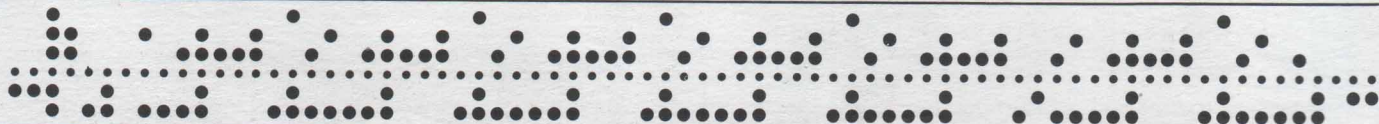
Bruce Rushton, the Sutton Coldfield based rallycross ace has scored his second victory in a row in the Castrol/Rally Sport BTRDA Rallycross championship.

His wins, at Talbenny in Wales and Kent's Lydden Hill give the Ford Escort driver the championship lead, and a handy cushion of points over second placed Graham Hathaway, also in an Escort.

After a slow start to the season, Rushton has gained momentum, and hit top form with a win at Aintree, following that up with a second place at Mallory Park, then his last two victories.

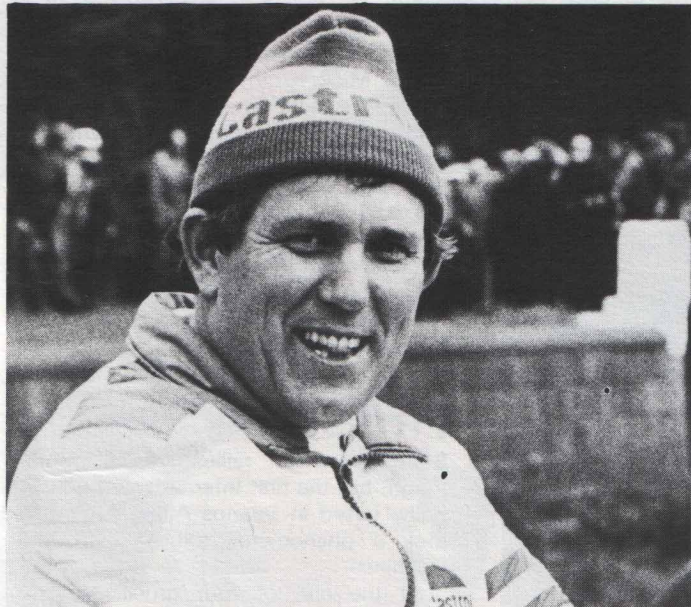
After Hathaway in the title chase comes the experienced Trevor Hopkins in the Ford Fiesta, then the Mini of Trevor Reeves.

To top that, he continued in his winning ways by powering his way to victory in the Lydden round of the RAC Rallycross championship.



NEWSDESK

Roger Willis



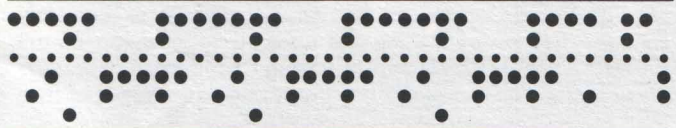
By the time this issue of 'Team Castrol News' is published, all motor sport enthusiasts will have learned of the tragic loss of Roger Willis, who died on August 31st of leukemia. Since then, many heartfelt words have been expressed by those who have known, admired and respected Roger so highly, and yet no written words can truly express the sentiments shared by all those with whom he met during his professional and social life.

To all his colleagues at Castrol, particularly those in the Competition and Publicity Departments, and to the editorial staff of 'Team Castrol News,' Roger's death is particularly numbing. His personality, endless enthusiasm and skill has left an indelible impression on us all, an impression which is vividly brought into perspective by simply thumbing through past issues of 'Team Castrol News', as far back as 1972, when the publication was launched. Roger was then Competitions Manager and of course played a very important part in its inception. Even on such a sad occasion, one cannot help but break into a smile on reading the many words Roger penned in the magazine over the years, such was his infectious humour. If written by a lesser person, many articles would perhaps have been the subject of a libel suit but Roger's rare gift of being able to communicate so professionally and yet with a gleam of humour left absolutely no doubt as to his true feelings.

In September 1978, Roger was appointed to the post of Castrol Public Information Controller, a position which called for immense communicating skills. It seemed, and indeed proved to be 'a natural' for Roger who tackled the job with the same gusto and professionalism blended with his special charisma as had marked his years as Competitions Manager. That his new task should end so abruptly is a tragedy to Castrol; but insignificant in comparison to the loss felt by us all. On behalf of all Team Castrol News readers, we extend our utmost sympathies to his wife Fiona, and his family.

M.H.

By general request, a collection has been started in aid of the Leukemia Research Fund (the choice of Roger's wife) and any contributions should be sent to Derek Hancocks, Castrol Ltd, Burmah House, Pipers Way, Swindon SN3 1RE, Wilts. Cheques or postal orders should be made payable to 'Leukemia Research Fund.'



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BRIGHTON ROCKETS
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THE 'EVANS EQUIPE'
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Front Cover: Scotsman Jimmy McRae flings the SMT Chevette to victory in the Gwynedd Rally, the first round of this year's Castrol/Autosport Championship. He had to wait until the Europa Lodge Lindisfarne Rally for his next victory which gave him a commanding lead in the series, when he and co-driver Mike Nicholson won by a commanding two minutes 28 seconds.

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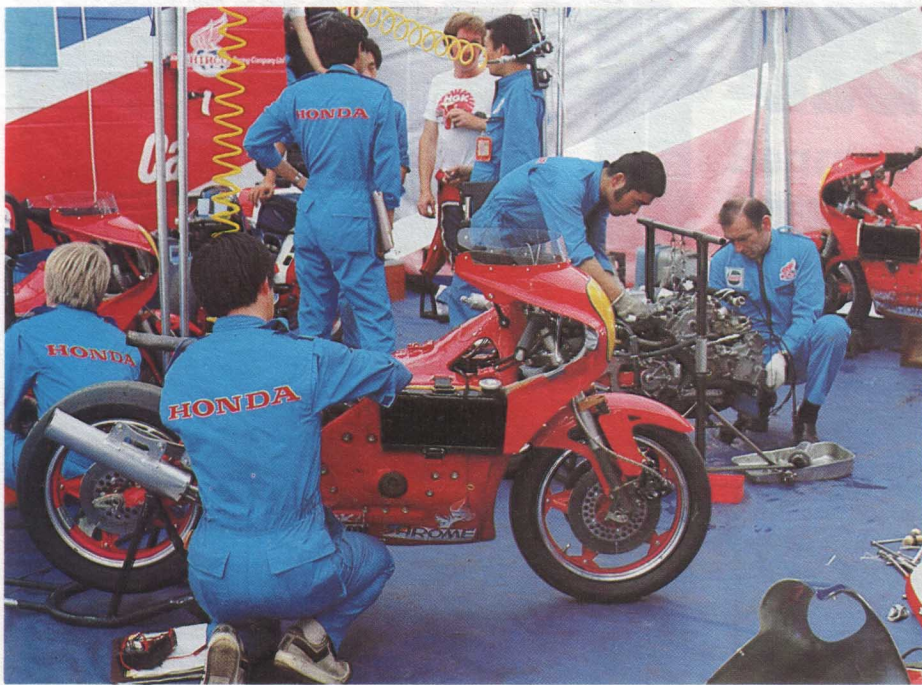
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Honda — Down but far from out.

Honda's grand prix debut ended abruptly and embarrassingly at Silverstone.

After putting in a lot of hard work and plenty of practice laps on the new machines, the Honda challenge was over in just two laps.

For Mick Grant it was a painful experience as he set off at the back of the field, not realising that his rear tyre was covered in oil and as he cranked into the first bend, Copse, both machine and man slid gracefully into the catch fencing.

By the end of the second lap, Takazumi Katayama too was out, pulling in with a suspected oil leak.

Survival of the Fittest

South American rallies are by nature tough, but the first International Codasur Rally, based in Buenos Aires, Argentina took a phenomenal toll of men and machines.

At the end of four gruelling days, during which time the rally visited Uruguay, Paraguay, Brasil, Bolivia and Chile, only *five* out of an original entry of 63 arrived back at Buenos Aires.

And proving the staying power of Castrol lubricated cars, was Domingo de Vitta, driving a Castrol Uruguay Ford Escort navigated by Hector Moyano, who finished to scoop the awards.

They took first place in the group 2 category, and the America Cup for their third overall placing, while another Castrol backed car, the Toyota Celica of Juan Carlos Calvo and Miguel Angel Naput of Paraguay also finished in the final five.

For the de Vitta/Moyano partnership it was the second major success after they also scooped the group two award with a fourth overall placing in the International Rallye do Brasil.

By the end of three exhausting days, only 17 of the original 50 starters returned to Sao Paulo, and de Vitta's Escort was credited with fourth place behind three more powerful cars, including two works Fiats, driven by Markku Alen and Walter Rohrl, which were first and second respectively.

Romanian Results

Racing and rallying are real boom sports in Romania and one of the biggest factories taking part is the Castrol backed Dacia effort.

Just in case the cars look familiar, they are in fact Renault 14s which are built under licence in that country by the Dacia factory.

A Dacia 1300 group 2 car, (see photo), driven by Nicu Grigoras is currently leading the general classification of the Romanian Racing Championship, and the next big rally event will be the Dacia/Castrol event.



Top: Honda mechanics hard at work on the Grand Prix machines; Right: Domingo de Vitta on his way to another top placing; Below: Leading Romanian Dacia car.



NOSTALGIA

It was generally voted as *the* event of a superb TT week — almost overshadowing the Hailwood/George duel in the Schweppes Classic race.

Beyond a shadow of a doubt it attracted more photographic interest than anything else and was highly acclaimed in all the press.

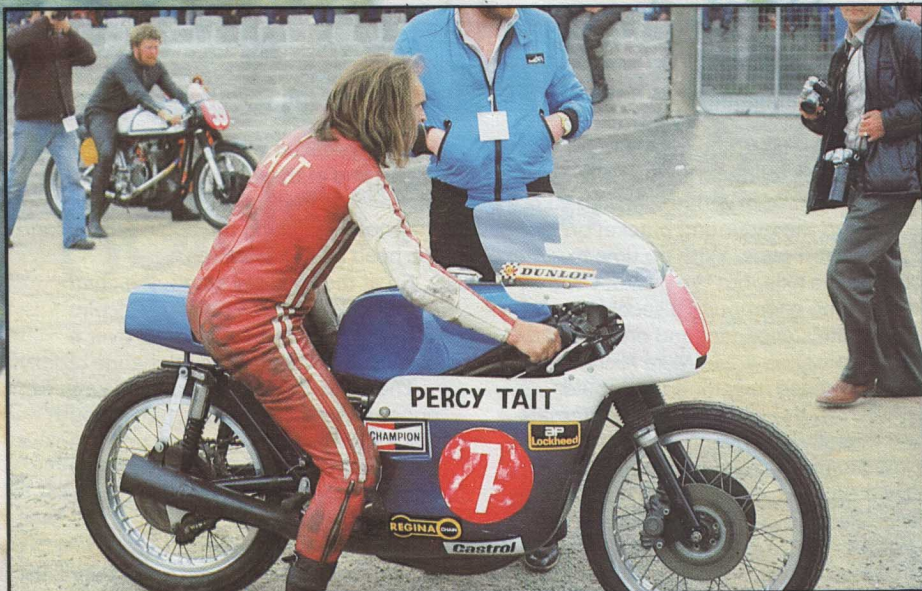
Of course the centre of all this fuss was the TT Millenium Lap of Honour, introduced into the programme of events specially for the Millenium Year racing.

On the day as crowds lined both sides of the start line it was Phil Read and John Surtees who lead away what was supposed to be a demonstration lap, but which turned into a little more.

The marvellous sound as they both howled off down towards Bray Hill will stick in many people's memories for a long time, but it didn't end there.

More wonderful sounds came from the five cylinder 125 cc Honda of Luigi Taveri, Ralph Bryan's 250 cc Honda four, Georg Meier's super charged BMW twin and Stanley Woods' Velocette.

At 76, the evergreen veteran Stanley Woods took 10 TT victories up to his last ride in the island in 1939, and despite two artificial hip joints, he lapped in the



Millenium lap at 68.6 mph, the sort of speed he was averaging in the dawn of his TT career.

But the honour of the fastest millenium lap went to a great character, Percy Tait on his three cylinder 750 cc Triumph, who recorded a speed of 97.7 mph, and a fastest speed of 139 mph through the Highlander speed trap.

Then after their triumphal return to the island, the stars of yesteryear put in an appearance at the official prizegiving and brought the house down as an appreciative crowd clapped and cheered them.

John Surtees who hadn't even sat on a bike for a long time turned in a lap of 95.3 mph and then said, "Give us a couple of practice laps next time and we'll really have a go".

The whole event was such a success that both riders and fans were in favour of another similar thing next year — so who knows?

Background: George Meir and Stanley Woods chat before setting off; Above: Luigi Taveri on the five cylinder 125 cc Honda; Top left: Fastest on the Millenium Lap, Percy Tait on his Triumph.



TITLE RACE

As the Castrol Autosport national rally championship moves into the final stages, amiable Scot Jimmy McRae has planted his SMT Chevette clear at the top of the championship table.

And but for a tragic error by his co-driver Mike Nicholson, the pairing could have been further clear of their nearest rivals, David Stokes and John Warner.

When competitors assembled for the Peter Russek Manuals Rally, it was after a previously unheard of break of three and a half months in the championship, due to the cancellation of the fourth rally in the nine event series.

Racing through the tough forest stages of mid Wales, McRae was trailing leader Malcolm Wilson by 55 seconds at the halt.

Then Wilson was out with mechanical problems and as crews went on to Eppynt ranges McRae was ahead of Graham Elsmore (TR7 V8)

and George Hill (Chevette HS).

But drama followed as the SMT Chevette pulled in with the head gasket going and the mounting bracket on the Panhard rod gone. With no time to change the axle, but the gasket OK they set off with a tenuous 16 second lead.

But fate stepped in, and on the last service area, co-driver Mike Nicholson mis-calculated how long they could service for, booked out five minutes late and the rally was over.

At the finish, Elsmore ran out winner, David Stokes second, Terry Kaby and Brian Rainbow (TR7 V8) third and the unlucky McRae fourth.

But proving how good a driver he is, McRae put all the previous problems behind him and set about everyone in the Europa Lodge Lindisfarne Rally.

In rain soaked conditions the rally began and at the end of the first stages, McRae was going well, despite a sticking thermostat causing the engine to boil and the head gasket weeping.

So at the half way stage, the championship leader was trailing Malcolm Wilson again, but only by just over a minute and things were to change rapidly.

The leader had brake problems and a puncture which relegated him to fourth place, McRae took over and never looked back, both he and his co-driver determined that no bad luck would overtake them this time.

Andy Dawson brought home his Datsun into second place and a very consistent fast drive by David Stokes brought him home third, and into second overall in the championship.

Just two stages from home, previous second place holder George Hill's

Chevette blew a head gasket, and his chances of moving closer to McRae.



Main Picture: David Stokes keeping up the pressure in second place; Inset: Jimmy McRae, series leader.

Holden Hat-trick

Double Australian Touring Car Champion Peter Brock led a three car Holden Commodore Team to a sweeping 1-2-3 victory in the roughest ever round Australia trial.

Brock and team-mates Matt Philip and Noel Richards led home veteran Barry Ferguson by just 13 min. 21 sec. after 20,000 gruelling kilometres.

Internationals Shekhar Mehta and Rauno Aaltonen were third in the other Marlboro Holden Dealer Team Commodore, 1 hr. 1 min. behind Ferguson.

Just over half the field of 167 starters in the Repco Reliability Trial managed to reach the Melbourne finish — but only 13 crews completed the entire course.

Non-finishers included Andrew Cowan (Citroen CX2400), Achim Warmbold (Audi 1005E) and multiple Australian rally champion Colin Bond (Ford Cortina).

Jurgen Barth (Porsche 924) finished 9th nursing a broken hand for the last three days after an early morning roll-over in the forests of Port Macquarie — scene of the annual Southern Cross International rally.

Barth was one place behind East African Safari winner Edgar Hermann (Porsche Carrera) who described the Repco as the toughest rally in which he's ever competed.

Crews had to contend with tight twisting rally country, deep sand, barren desert, flintstone rock, fast running deep river crossings and snow.

In two weeks, crews were given only five rest breaks — none greater than 12 hours.

While most marathon events have been full of long, fatiguing transport stages, trial director Stewart McLeod built his event as a series of short competitive rallies.

He allowed little time for rest or car service.

The Marlboro Holden Dealer Team did not change its Castrol GTX for the full 20,000km distance.

It wasn't planned that way.

Protruding rocks sheered off the bolts on the sump guards on all three cars and made access to the sump drainplug impossible without major time-consuming repairs.

"We changed our oil filters and air filters regularly," team-manager George Shephard said.

Shephard, who engineered Holden's crushing victory, is the son of the man who planned and promoted the first of the classic Round Australia trials in the early 1950s, which were largely responsible

for opening up the outback.

McLeod was forced to break new trails — among them a drive across sand dunes through the top-security Maralinga Rocket testing range, a run along the hard packed sand of a ninety-mile beach and an overnight crawl through crocodile country where all but four cars stalled in a deep river crossing.

German Gerd Behret (Audi 1005E) was one of the first retirements when his car hit a 6ft. tall Old Man Red Kangaroo, punching the engine back into the cabin.

Australian International F1 driver Larry Perkins and brother Garry entered a \$500 1963 VW and were lying ninth behind the works teams when they rolled in the Flinders Ranges, near Adelaide.

"We spread more wreckage over the outback than Skylab," Larry said dryly.

Larry's father Eddie won two rounds of the Australia Trials in the 1950s, both times driving VW Beetles.

"It was a little more challenging this time," Larry said. "We had a maximum speed of 130 kmh. — 120 with a headwind."

Three times Australian rally champion Ross Dunkerton brought his Volvo 244 home fourth, five hours behind Brock after a seemingly never-ending series of breakdowns.

He changed his shock absorbers countless times, finally firing his service crew because he could do it faster himself ("practice makes perfect").

He hitched a ride in a press plane to bring back more spare parts to his stranded car ... modified a control



official's spare wheel and tyre with a cold chisel to fit his own car ... burnt out his winch in the middle of a creek crossing ... and put out a fire in the boot with his co-driver's rally jacket.

"I came closest to giving it away, though, when I let down the tyres to get out of a bog and discovered I'd left the air pump 300km. behind," Dunkerton said.

The doyen of round Australia drivers 'Gelignite' Jack Murray, now 72, finished 29th in a Holden Commodore with his son Cracker Jack. (Jack earned his nickname in the early '50s by using gelignite to blast his way through obstacles in the early trials. He also blew up toilets and, it's alleged, cars ...).

"It wasn't like the old days," Jack said of this 12th round Australia trial.

"There was no time to stop and meet people.

"I had to give up two opportunities to go sailing in Darwin and Cairns, and I never got to use my water skis."



Bright

Just a quick glance around the paddock of any moto cross or trials event from schoolboy standard to British Championships and the name of Suzuki is everywhere.

In just seven years they have gone from a complete newcomer in the British market place to a position where they sell more moto cross and enduro bikes in the UK than any other make.

And behind their astonishing growth in popularity has been a family with such diverse interests as a herd of 300 Hereford Fresian cattle and a leading Sussex building business.

Graham Beamish helped his father Bill develop their Portslade motor cycle and cycle shop into a flourishing success and diversifying into the building and farming brought even more success.

He had strong moto cross ties, being a member of the BSA works team and at 17, was the youngest man ever to represent Great Britain in the prestigious Moto Cross Des Nations.

When his father died Graham took over and it was in 1972 that the small Beamish Motors Ltd were appointed the sole UK distributors for Suzuki moto cross machines and spare parts.

Just two years later, under a similar arrangement Beamish Motors began



nton Rockets

distribution of the first 250 cc trials machines, but soon this became a distribution arrangement with a difference.

A new frame was designed for the trials machine and several other modifications were done, which proved so successful that the Japanese factory, in an unprecedented move gave Beamish Motors the worldwide manufacturing rights for Suzuki powered trials machines.

This means that Japan now supplies only engines, forks, wheels and suspension, the frames are built exclusively for Beamish by Mick Whitlock, a world renowned frame builder and each one is made to a superb standard, of Reynolds 531 tubing, highly chromed.

The whole bike is put together at the Portslade factory, where there is also a



totally automatic vacuum moulding machine for making the tough durable mudguards, side panels and other accessories.

So far on the trials side there are three main models, the powerful RL 325, the newly announced RL 250N and the RL 250 sidecar trials outfit, which Cornishman Colin Dommett took to the British sidecar title in 1976, 77 and 78.

At the moment, the works supported trials riders are enjoying their best seasons to date, with third and fifth places in the British championships through John Reynolds and Chris Sutton respectively.

Each of the 1000 trials machines which leaves the factory proudly carries the 'Made in England' stamp for over half the components in it are in fact made in this country and the bikes are exported worldwide, even as far as Japan!

On the moto cross side, part of the reason for Suzuki's success must be their impressive range of machinery.

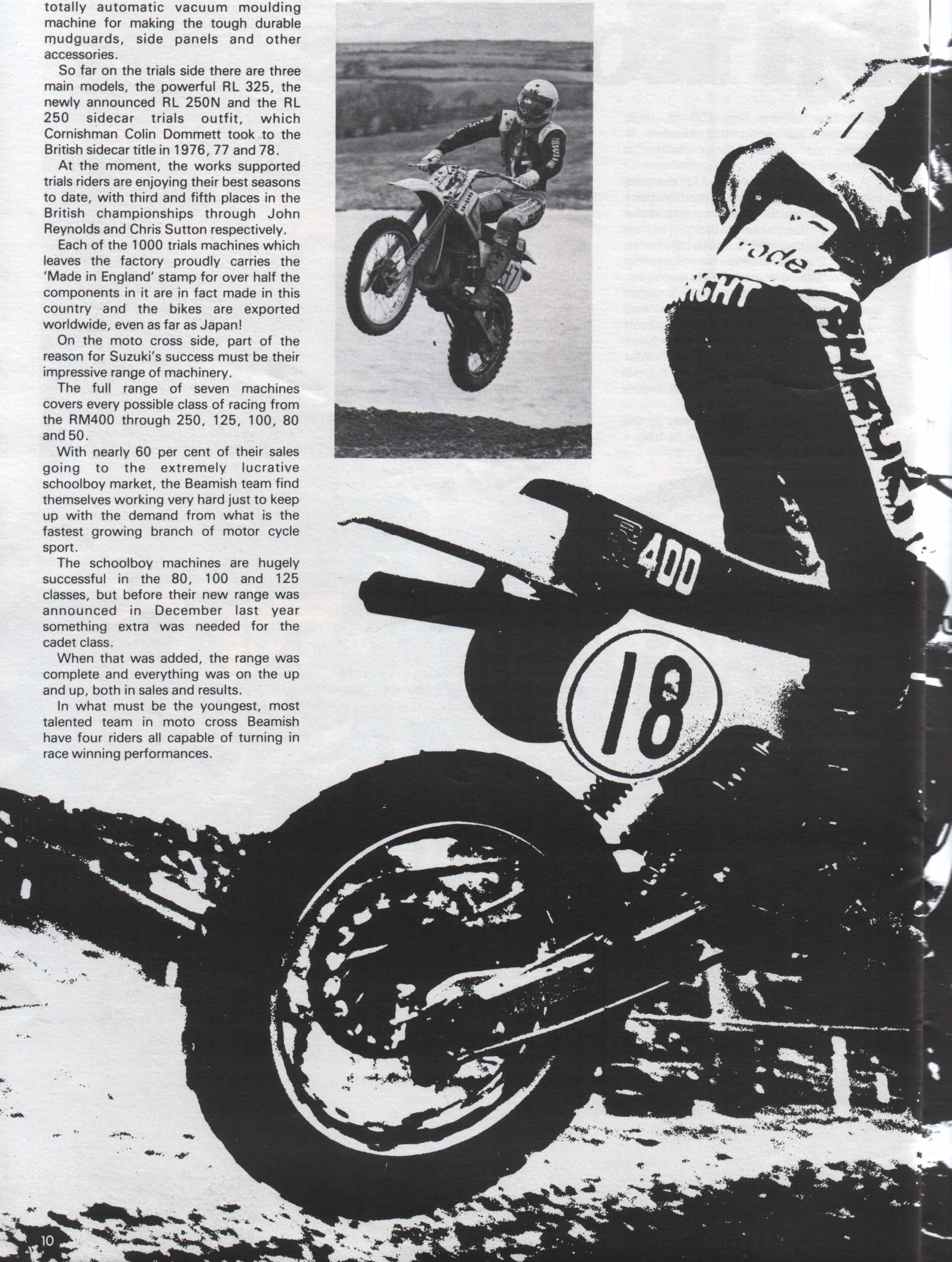
The full range of seven machines covers every possible class of racing from the RM400 through 250, 125, 100, 80 and 50.

With nearly 60 per cent of their sales going to the extremely lucrative schoolboy market, the Beamish team find themselves working very hard just to keep up with the demand from what is the fastest growing branch of motor cycle sport.

The schoolboy machines are hugely successful in the 80, 100 and 125 classes, but before their new range was announced in December last year something extra was needed for the cadet class.

When that was added, the range was complete and everything was on the up and up, both in sales and results.

In what must be the youngest, most talented team in moto cross Beamish have four riders all capable of turning in race winning performances.





Graham's eldest son, Steven is aiming for the Grands Prix next year and is at present lying fourth in the British Championship table, a position which if he holds it to the end of the year, should guarantee a ride in the world championships next year.

Johnathan Wright, a protege of Moto Cross star John Banks is only 20 years, like team mate Steven Beamish and has a very spectacular riding style.

Steven's cousin, Bill Aldridge is the oldest member of the team at 22 years old and like the other two, is employed by the Beamish organisation, preparing his bikes during the week between meetings.

The newest member is last year's under 19 champion Dave Watson, who joined them from Montesa recently, and had his first outing on an RM 400 at the British Grand Prix at Farleigh.

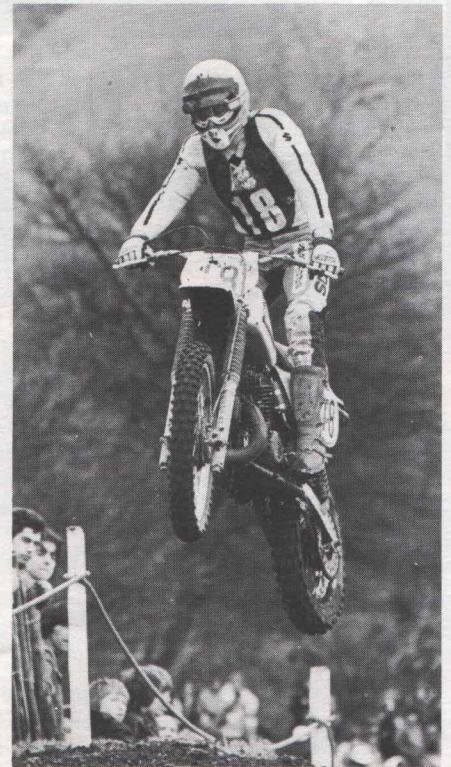
In addition to the works riders, the Beamish organisation support three more riders in the support series, seven in the trials championship and two leading enduro competitors.

All aspects of the family business come together in the development of the off road motorcycle side of things.

For on part of the 500 acres owned by Beamish Farms Ltd., there is a test track capable of stretching any machines to the full, and at the moment, two stages of a three stage £1,000,000 showroom and office complex have been built — naturally enough by Beamish Builders Ltd.

With in the region of 100 dealers nationwide, and a store of spares for machines going back to 1972, the job of remembering all the details are locating spares is to be done by a new £20,000 computer.

As if to prove his undoubted ability, Steven Beamish became the first Briton to beat current world 500 cc champion



Graham Noyce in this country, this year.

At the Ken Hall Trophy meeting on Bank Holiday Monday, the 20 years old Suzuki ace lead the first of the two leg races all the way after a superb start.

In the second leg he was holding a substantial lead when he fell, but there to take over the lead, and hold it to the chequered flag was his team mate Dave Watson, scoring his first major victory for the Beamish Suzuki team.

Re-mounting to hold on to third place gave Beamish enough points to take the overall victory.

Top left: Billy Aldridge in action. Top right: High flying Jonathan Wright.

Previous pages: Top: Billy Aldridge at work on his Suzuki. Below: Steven Beamish checking his engine.

Family Affair





A burst tyre on the Halewood Stages Rally could have spelled disaster for one rally team this season. Travelling at about 90 mph, their Vauxhall Chevette left the road, spun round and crashed backwards into the trees that line the roads of the Eppynt ranges. At first sight, the car was a sorry mess. At the very least, a new bodyshell would be required. But it takes more than that to keep a good rally team down. The car has been straightened out, it will rally again this year and that accident is now just yet another story in the rallying saga of Derek and Terry Evans.

The Evans brothers are no strangers to problems. Running their rally team from the family business in Shropshire, they have often had to pitch their underpowered cars against faster machinery run on bigger budgets. Now it seems that the faith of backers Vincent Greenhous (Shrewsbury) and Team Castrol is finally being justified. Despite the problems, Derek Evans lies in second place in the BTRDA Rally Championship for drivers, with brother Terry holding a similar place in the co-drivers' series. With two rounds to go, and everything to play for, the brothers have a very real chance of outright victory in this national level championship.

The 'Evans equipe' is very much a family affair. Derek and Terry's father has been their encouragement and guiding light in motorsport and it is still 'Dad' who builds and services all their rally cars.

The two boys, Terry is the older and always navigates, have always rallied together; to the point now where Terry reckons that he can read his driver's mind. It seemed a natural progression of the family involvement in the sport. That family involvement has spread slightly. Since 1976, Vincent Greenhous have been backing the team, firstly with a Vauxhall Magnum and latterly with the Vauxhall Chevette. Backing from Team Castrol came at about the same time but, as Terry Evans is quick to point out, the family garage stocked Castrol products long before that.

It was in 1973 that the Evans family decided to go rallying, converting an old road car into a Mk1 Escort rally machine. Although the bodywork was patchy and the engine frankly underpowered, results came almost immediately. On a Dursley Hi-Fi rally the team started on the back, at 109, and finished 16th. In more exalted company, on the Arkell Rally, they started at 111, and finished third. The Evans brothers had made their mark.

Over the next couple of years, they continued to show well on local events. The Arkell became something of a ritual outing and, in 1974, when the rally was first a round of the Castrol/Autosport championship, the brothers were leading at the lunch halt. In the afternoon they eased off and were overtaken, finishing third once again. By 1976, faced with the prospect of once again being beaten by more powerful and more modern Mk2 Escorts, the decision was taken to change cars.

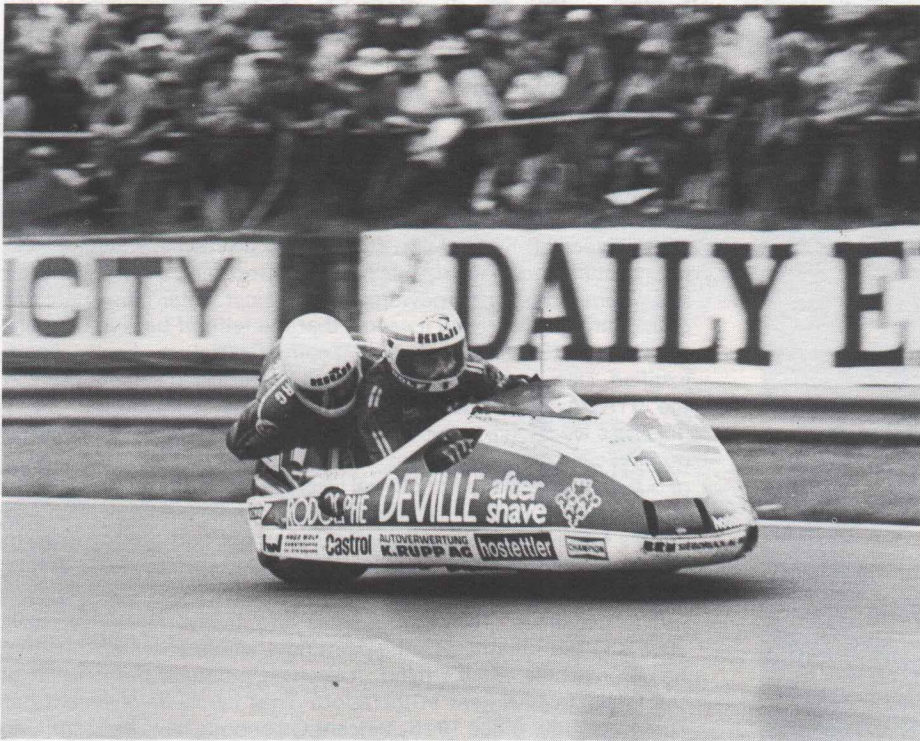
With the backing of Greenhous, it was decided to give a Vauxhall Magnum a trial run for one year. A 2.3-litre single-cam engine was fitted and the boys were back in business.

The Magnum was heavy and unwieldy but it was strong and it was giving the team plenty of experience. They finished equal first on the Cheltenham Stages, won the Hi-Fi and finished tenth on the Gwynedd, showing sufficient speed for DTV to take an interest. In the middle of 1977, the Evans brothers took delivery of a Chevette HS. Not any old Chevette, but in fact, the first rally Chevette ever built. Father lent a hand again and converted the old single-cam engine to fit the new shell, the first time that such a combination had been tried and the rest of the year was spent in development.

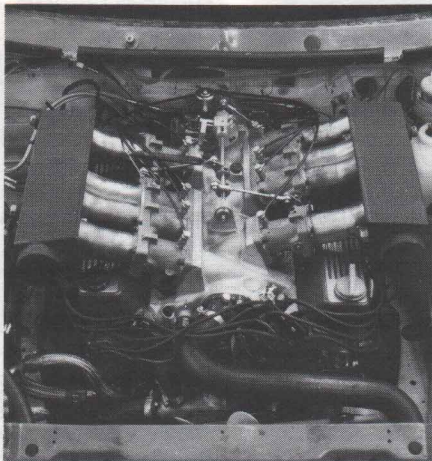
For the 1978 and 1979 seasons, the target has been the BTRDA championship, on which fortunes have been mixed. From a position of joint leaders at the mid-point in 1978, the brothers dropped back to sixth place by the end of last season. Early high points were a second on the Dukeries and a second on the Plains but the later part of the year was a chapter of disasters.

This year has been better. Outright wins on the South-west Stages and the Bro Myrddin; a second place on the Border and a moral second on the Plains (though a servicing infringement led to exclusion from the results); seventh on the Hadrian and sixth on the Dukeries.

"We start each rally from fresh," says Terry. "We try to forget what happened last time out. We know we are still underpowered with only 175 bhp, but we know the engine is reliable. After three years it's still on only its second set of pistons — tell that to Castrol."



Top: Biland in his B2A outfit; Centre: Triumph's fuel injection TR7 engine; Bottom: The TT winning BMW CSL.



Two titles for Castrol

Castrol crews dominated the two sidecar road racing world championships and it was a clean sweep for Switzerland.

In the B2A, or conventional world championships, reigning title holder Rolf Biland and Kurt Waltisperg took the title with three wins, one second and a third placing.

In addition to competing in B2A, Biland drove his immaculate LCR Yamaha outfit in the B2B championships, and won every race in which he finished.

But engine problems at Silverstone, and a crash in practice for Holland gave the title to the consistent Swiss pairing of Bruno Holzer and Karl Meirhans, who also drove one of the beautiful LCR outfits.

They took the title without ever winning a race, second places at every GP where a B2B event was held, were enough to present them with the title.

Italian TT Victory

Silverstone played host to the 13th, and penultimate round of the 1979 European Touring Car Championship which saw the experienced Italian pairing of Martino Finotto and Carlo Facetti take a well deserved win.

Their Italian entered BMW led for all but 15 of the 107 laps of the Pentax RAC Tourist Trophy Race as the leading challengers were forced out with mechanical problems or through crashes.

They have been battling all year with the Luigi Equipe and the BMW Italia Scuderia and before the Silverstone race it was Luigi entry which led the series by 14 points.

The winning BMW CSL clocked a speed of 103.98 and Facetti was credited with the fastest lap of the race, a speed of 107.88 mph.

TR7 Triumphs!

There seems to be no stopping the triple American rally star John Buffum who is rather pleased with his new V8 engined TR7.

By his own admission he is having his most competitive year to date, and has so far claimed wins in five rallies, the most recent being the 24 Hours of Mexico event.

Three of this year's victories have been with last year's TR7 and two with the new V8 powered version, so it seems that he is in with a very good chance of claiming victory in the three Stateside rally championships.

Our photograph shows the power unit of the TR7, fitted with a new fuel injection system, developed by a West German firm.

Initial test bed figures show an improvement in power of some 25bhp at 5,500 rpm, the normal carb version turning out over 285bhp.



MOTOR CLUB DIARY

Here is the latest round of fixtures from around the motor clubs. It is always advisable to check with the clubs concerned that the details of their events haven't changed.

If you represent a motor or motor cycle club and still haven't sent details of your forthcoming events there is still time. Address your letters to The Editor, Team Castrol News, Julian Berrisford Partnership Ltd, 128 Caversham Road, Reading, Berks. RG1 8BG.

ALFA ROMEO OWNERS CLUB

October 20 Sprint meeting at Waterbeach.

ANDREAS RACING ASSOCIATION LTD

October 6 Motor cycle road race meeting, Jurby Airfield, Isle of Man.

AUTO 66 CLUB

October 13/14 World Records week-end, Elvington Airfield.

BELFAST AND DMC

October 6 Wills Embassy motorcycle road race final, Kirkistown, Northern Ireland.

BANTAM RACING CLUB

October 20 Motorcycle road race meeting, Lydden circuit, Kent.

BLACKMORE VALE MCC

October 7 Dick Farquharson national motor cycle trials.

BRITISH DRAG RACING AND HOT ROD ASSOCIATION

October 13/14 Santa Pod.

November 3/4 Santa Pod.

DARLEY MOOR MCC

October 7 Motorcycle road races; Darley Moor circuit.

HASTINGS 1066 ESCC LTD

October 20 Car Hill Climb, Bodiam Sussex

LONGTON AND DISTRICT MCC

October 13 Car Sprint Meeting at Oulton Park circuit.

NEW ERA MCC

October 6 Motorcycle Road Races, Croft Circuit, Darlington.

PETERBOROUGH MC

October 13 Car race meeting at Silverstone circuit.

PEMBROKESHIRE MCC

October 7 Rallycross event at Talbenny, North Wales.

PORTSMOUTH MCRC

October 28 Portsmouth City Airport motorcycle grass track meeting.

October 14 British Sidecar Cross Championship, 6th Round, Ladies Mile, Portsmouth.

SCOTTISH LAND ROVER OWNERS CLUB

October 14 Club trial.

October 28 Club trial.

SEVEN FIFTY MOTOR CLUB

October 13 Race meeting, Silverstone.

October 20 Race meeting, Silverstone.

SNETTERTON COMBINE

Motorcycle Road Race meeting, Snetterton circuit, Norfolk.

SOUTH BIRMINGHAM MCC

October 21 Greensmith Trial — Round of the British Sidecar Trials Championship.

WELSH BORDER CAR CLUB LTD

November 4 Club rally.

CASTROL RALLYSPORT BTRDA RALLYCROSS CHAMPIONSHIP

October 7 Round 8: Talbenny, Pembrokeshire MC

October 28 Round 9: Snetterton, West Suffolk MC Ltd.

CASTROL AUTOSPORT NATIONAL RALLY CHAMPIONSHIP

October 13 Round 8: Castrol '79 Rally, Wolverhampton and South Staffs CC.

November 3 Round 9: Focol Wydean Stages, Forest of Dean MC.



Martyn Griffiths (2.2 Pilbeam Hart)
Current leader RAC Hillclimb Championship