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Lombard RAC Rally Spectator Guide 1982

VAUXHALL-OPEL

The Winning Team

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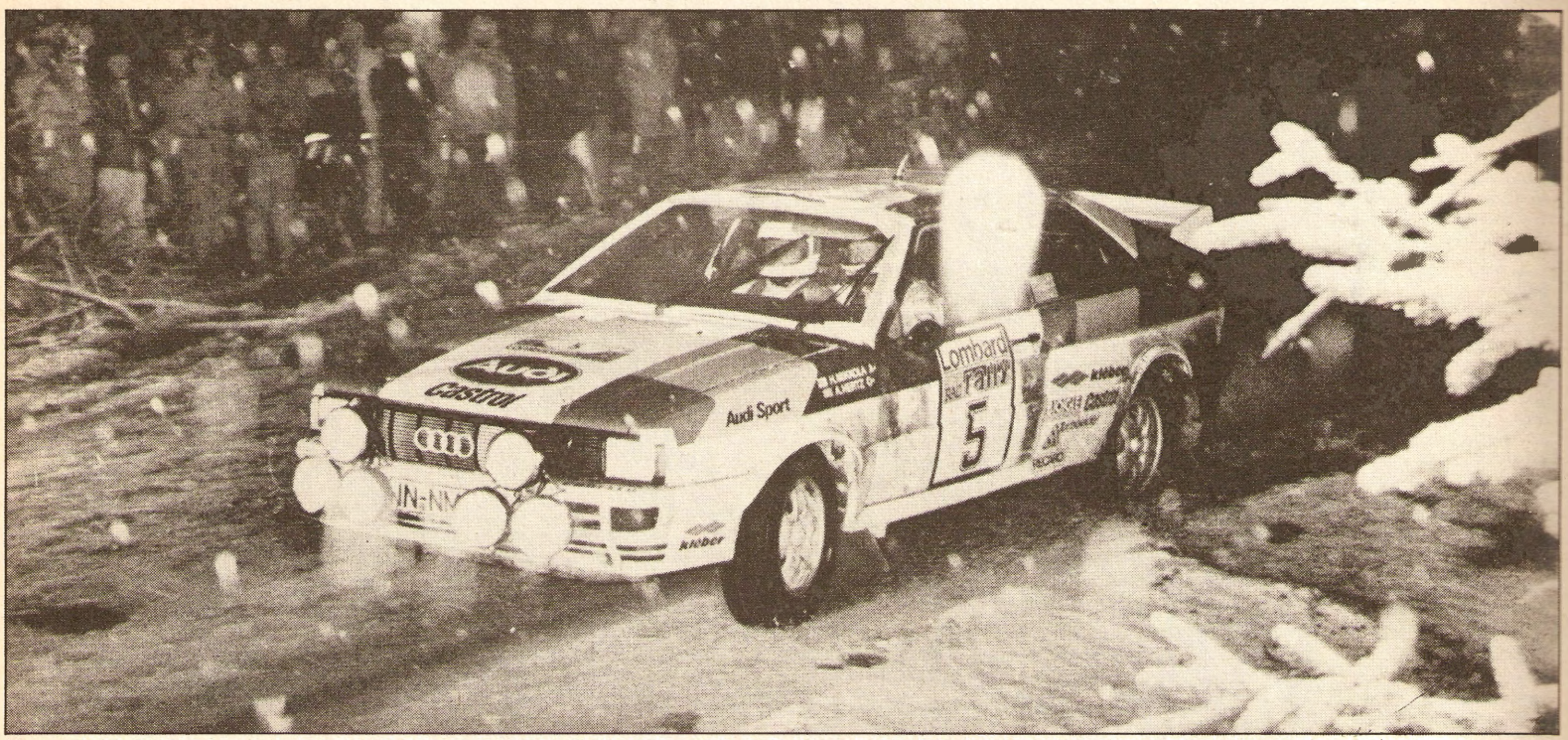
Introduction



Hannu Mikkola was in sensational form last year to take the Audi Quattro to its first victory on the RAC Rally — can they repeat the performance this year?

Finale in the forests

PETER FOUBISTER and KEITH OSWIN outline all you might want to know for this year's running of the 50th RAC Rally.

The Lombard RAC Rally is with us again. The biggest motor sport event in Britain gets under way from York Castle on Sunday for five days of high speed action around the country.

This year the entry is the best ever, with no fewer than 15 A-seeded drivers and 20 B-seeds heading the 150 cars which will start the final round of the 1982 World Rally Championship — a very real contrast to the slim entries which have characterised previous events, including even the Monte Carlo Rally.

Walter Rohrl has already snatched the Drivers' title, repeating his victory in 1980, but that should ensure that there are no team tactics on the event. Still at stake is the prestigious World Championship for Makes, and only two points separate the great German rivals, Audi and Opel.

While these teams must start as clear favourites, there are factory entries from many other major manufacturers. All of them are out to win, whether it is outright victory or simply success in the Groups.

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Last year's event saw the British rally debut of the sensational Audi Quattro, and it scored a fantastic victory, even after Hannu Mikkola managed to roll it in the fog.

This year has seen an epic battle between the much fancied Audi Sport team of Quattros and the 'conventional' Opel Ascona 400 of the Rothmans Opel team. Before the season began there were few who would have predicted anything other than an Audi walkover in both World Championships.

As it has turned out, the Drivers series was clinched on the Ivory Coast rally by Walter Rohrl after a season-long battle that saw the little French girl, Michele Mouton, gradually chip away at the German's advantage.

There was thinly disguised animosity between the two in Africa but the prospect of the final round of the contest being fought out in Britain was dashed when Mouton put the Quattro off on the final section — handing Rohrl his second World title.

Now there will be no quarter given on the RAC Rally as in the Makes championship. Audi come to Britain with a slender two point advantage over the Opel team. Strength in numbers is the name of the game here as Audi field at least six of the four wheel drive 'supercars' against Opel's five Asconas led by the retiring World Champion, Ari Vatanen who will return to the Rothmans team for 1983.

One man who has been involved in the 1982 struggle for the championships is Phil Short, but on the British event his priorities will be to ensure that the event itself runs without a hitch, leaving the teams to fend for themselves.

For his first attempt in charge of the country's premier event, Short has planned a slightly different format — five day's hard labour for the crews and their back-up team, starting in York, the city that was for many years the home of the RAC, and finishing there after a final night thrash through the Yorkshire forests. That is a sting in the tail which is a typical feature of many other World Championship events.

The traditional Sunday spectator stages will remain, however, to cater for the hundreds of thousands of enthusiasts wishing to see the action at close quarters.

There has occasionally been criticism of this format — there were some who used to feel that the crews were not really trying over the 'Mickey Mouse' sections, reserving their effort until the rally moved into the forests where the action really began.

True? Not a bit of it these days. With Mikkola's Quattro starting at number 1, the rest of the field must give it all they have from the start if they are to stay in touch when the Audi starts to use its massive traction advantage in the forests.

The RAC Rally of course is a unique event in the World calendar. Sweden has its snow; Finland those incredible 'yumps'; Greece tests tyres and suspension; Safari and Ivory Coast rallies do the ▶

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Introduction

Finale in the forests

continued

same for the stamina of both cars and drivers, while Portugal invites drivers to run the gauntlet of maniac spectators.

The RAC Rally is the only secret event in the series. It provides one of the longest rallies in the calendar, and throws in the broadest variety of weather that one could ever imagine. As you read this in a remote part of Wales, Scotland or Yorkshire, the chances are that you have already experienced rain, snow, fog, ice, high winds and extreme cold — possibly all in the same day! No other rally in the World Championship can match the challenge to cars and crews.

So who is going to win? Elsewhere in this supplement you can read about the cars and the drivers who will do battle on the stages in search of glory. To win the Lombard RAC Rally is the ambition of all top drivers — whatever they say about the number of nights out of bed! The list of previous winners reads like a 'Who's Who' of the sport. Erik Carlsson, Rauno Aaltonen, Harry Kallstrom, Timo Makinen, Stig Blomqvist, Bjorn Waldegaard, Henri Toivonen, Hannu Mikkola and, of course, our own Roger Clark. Since the beginning of the 1960s, when special stages were used for the first time, Clark is the only British driver to have won the event.

Sadly, he is not entered this year — the end of an era. And the end too of the fantastic run for the Ford Escort RS. With the 1981 World Champion, Ari Vatanen, joining the Rothmans Opel camp for the event, the car's last chance for international success seems to have slipped away. Perhaps Bertie Fisher's famous win in Ulster will go down in history as the car's last international victory.

It would certainly be wrong to suggest that the rally will be a battle between Audi and Opel alone. Markku Alen is already eager to score a victory, and the Lancia should be near the pace of the Audis.

Indeed the team has something of an advantage this year as instead of the usual route north towards Kielder, where four wheel drive will have a real advantage over the rough roads, the route heads south. Alen enjoys the Welsh stages, and the car will be more suited to the smooth forests, perhaps offering the break he needs.

It will be a break too for the Welsh enthusiasts, who have recently been deprived of an opportunity to see all the stars in the opening stages of the rally.

The Toyota Celica could be the dark horse of the event, as while the British ▶

WORLD RALLY CHAMPIONSHIP FOR MAKES

		Monte Carlo Jan 16/23	Portugal March 2/7	Safari Apr 8/12	Corsica May 7/8	Acropolis May 29/Jun 6	New Zealand Jun 23/27	Brazil Aug 10/15	1000 Lakes Aug 28/29	Sanremo Oct 4/9	RAC Rally Nov 20/25	Total
1	Audi	16	18	—	6	18	—	10	18	18		104
2	Opel	18	12	16	12	16	14	(9)	—	14		102
3	Datsun	—	—	18	—	12	12	—	15	—		57
4	Ford	—	12	—	—	8	9	16	10	—		55
5	Toyota	—	16	—	—	—	18	—	—	—		34
6	Renault	10	—	—	18	4	—	—	—	2		34
7	Porsche	14	—	—	14	—	—	—	—	—		28
	Mitsubishi	—	—	8	—	—	—	—	14	6		28
9	Citroën	—	14	—	—	—	—	—	—	9		23
10	Ferrari	—	—	—	16	—	—	—	—	—		16

Audi's service barges provide invaluable support.

WORLD RALLY CHAMPIONSHIP FOR DRIVERS

		Monte Carlo Jan 16/23	Swedish Feb 12/14	Portugal Mar 2/7	Safari Apr 8/12	Corsica May 7/8	Acropolis May 29/Jun 6	New Zealand Jun 23/27	Brazil Aug 10/15	1000 Lakes Aug 28/29	Sanremo Oct 4/9	Ivory Coast Oct 26/31	RAC Rally Nov 20/25	Total points
1	Walter Rohrl (D)	20	12	—	15	10	15	12	15	—	12	20		109
2	Michele Mouton (F)	—	8	20	—	4	20	—	20	—	10	—		82
3	Per Eklund (S)	—	10	15	—	—	—	15	—	—	—	15		55
	Stig Blomqvist (S)	—	20	—	—	—	—	—	—	15	20	—		55
5	Hannu Mikkola (SF)	15	—	—	—	—	—	—	—	20	15	—		50
6	Shekhar Mehta (EAK)	—	—	—	20	—	10	—	—	—	—	—		30
7	Bruno Saby (F)	8	—	—	—	8	—	—	—	—	—	10		26
8	Timo Salonen (SF)	—	—	—	—	—	—	10	—	10	—	—		20
	Henri Toivonen (SF)	—	—	—	—	—	12	—	—	—	8	—		20
	Jean Ragnotti (F)	—	—	—	—	20	—	—	—	—	—	—		20

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NORWICH	(0603) 8020
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YORK	(0904) 8020

WHICH WINNER?	AUDI	CITROEN	COLT	DATSUN	LADA	LANCIA	MAZDA	OPEL	SKODA	TALBOT	TOYOTA	VAUXHALL
Teams												
1982 successes	★★★★★	★★	★	★★★	★	★	★	★★★★	★	★	★★	★★
Driver strength	★★★★	★	★★	★★	★	★★★	★	★★★★★	★★	★★★	★★★	★★★
Financial backing	★★★★★	★★	★★★	★★★★	★	★★★★★	★	★★★★★	★★	★★★	★★★	★★
RAC record	★★★	★	★	★★	★	★★		★★	★	★★★	★★	★★
Preparation	★★★★	★★	★★	★★★	★	★★★★		★★★★★	★★	★★★	★★	★★★
Group potential	★★★★★	★★★★	★★	★★	★★	★★★	★★	★★★★	★★★	★★★	★★★	★★★
Cars												
Power	★★★★	★	★★★	★★	★	★★★★	★★	★★★	★	★★★	★★★	★★★
Weight/lightness	★★	★★★★	★★	★★	★★	★★★★	★★★	★★★	★★★★	★★★★	★★★	★★★
Reliability	★★★	★★★★★	★★★	★★★★	★★★	★★	★★	★★★★★	★★★★	★★★★	★★★	★★★
Drive	★★★★	★★	★★	★★	★★	★★	★★	★★	★★	★★	★★	★★
RAC suitability	★★★★	★★	★★	★★	★	★★★★	★★	★★★★	★★	★★★★	★★★	★★★
Tyres	★★★	★★★★	★★	★★	★	★★★★	★★	★★★★	★★	★★★★	★★★	★★★★

The more stars, the better. Ratings are only given as a rough guide to the product.

Introduction

Finale in the forests
continued

teams have struggled with an uncompetitive car, the official Toyota Team Europe cars which have appeared in New Zealand and Ivory Coast, have been impressive.

True, the competition may have been rather weak on both occasions, but both Waldegaard and Eklund are experienced workers and can be expected to figure, the longer the event proceeds. The Talbot team are actually in a similar position, although their Sunbeam Lotus is a past winner of the rally.

Hopes for a British win rest with Tony Pond, Jimmy McRae, Malcolm Wilson, and Russell Brookes. Pond is the quickest driver, but perhaps it is Wilson who has the greatest chance on the rally.

The advantage of an Audi Quattro is surely enough to push him up the order, although he would dearly have liked a few extra hours behind the wheel. The Cumbrian lad will probably spend most of the first loop simply gaining confidence.

McRae must still be on a high after a super season both at home and abroad, but he is fully aware of his rather poor record on the event. Twelfth is his best, although he was well up the order last year when driveshaft troubles sidelined him.

If McRae has a poor record, then Russell Brookes has quite the opposite. This year he too has recorded some excellent results at home and abroad, and he will be keen to establish that Tony Pond is not the quickest Vauxhall driver.

Above: Keen admirers flock around Henri Toivonen eager for his autograph. Below: Guy Frequelin shows spectacular form at Sutton Park spectator stage last year.

Also in the team is Terry Kaby, but he has had a troubled year and could find it difficult to match his team-mates over five days.

Behind the top drivers lies an entry list that shows the rising standard of rallying. The seeding of this year's rally has caused some controversy, but if anything good has come out of it, then it is the way that the quality of the entry has been extended right down to the 150th car on the road. If you have the time, it will be well worth the wait to see the up and coming stars of the future. The 50th RAC Rally should be the best ever. This supplement will give you all the information you need to enjoy it to the full. . . ■

Briefly . . .

● Sixteen nations are represented by drivers on this year's Lombard RAC. Looking through the entry list prior to any last minute changes, and including reserves, Great Britain has the highest number of entries with a total of 75. Next comes France with 30, Sweden with 16, Finland on 10, Germany, Norway, Russia, Czechoslovakia and Japan with four each, Italy and Monte Carlo with three apiece, Switzerland with two and the US, New Zealand, Austria and Ireland with solitary entries.

● In the car popularity stakes, Ford come out on top with 33 entries. But how times change! The first example of the car that has won the RAC more times than any other appears for Malcolm Wilson at number 17—and even that may not start. You will not find another Ford until the 38th seed, but from there on, the Escort becomes more popular among the ranks of the clubmen.

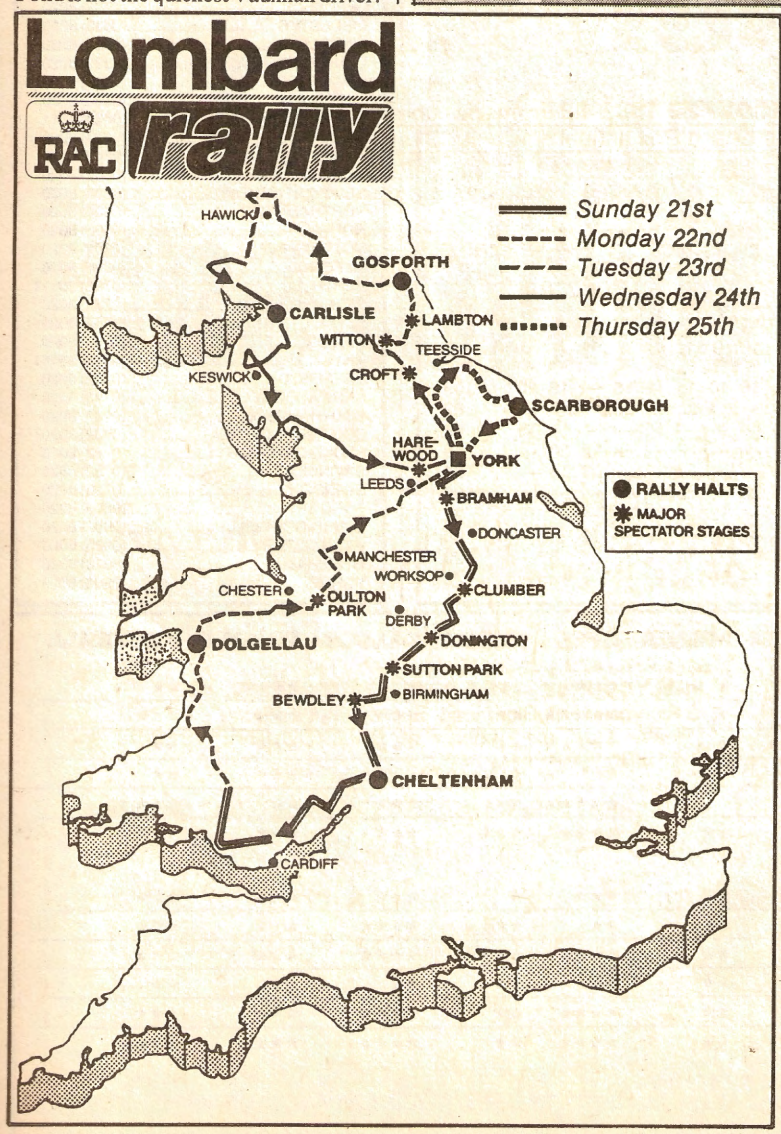
● Altogether, 22 makes of car are entered this year. After Ford, Opel has 26, Talbot 19, Vauxhall 14, Citroen 10, Audi and Datsun eight each, Toyota and Peugeot seven each, Skoda and Lada six each, Colt five, Mazda and VW four each, and one apiece for Lancia, Triumph, Fiat, Renault, BL Mini, BMW, Honda and Subaru.

● The highest number of starters on any RAC Rally was 384 in 1934. And 351 of them finished!

● Lombard's sponsorship goes right through to 1984, while the choice of towns in which to base the rally would seem to be alternating between York, Bath and Chester—anywhere as long as it's not Birmingham!

● Towns wishing to host the rally still regularly approach the RAC, and it must make good commercial sense. Marks and Spencers in Chester actually sold out of sweaters when rally fans snapped them all up and on the rally's first visit to Bath a few years ago, a fur shop sold more coats during the rally than they would normally have done all winter.

Not a sight to be repeated this year, as spectators crowd dangerously onto the course.

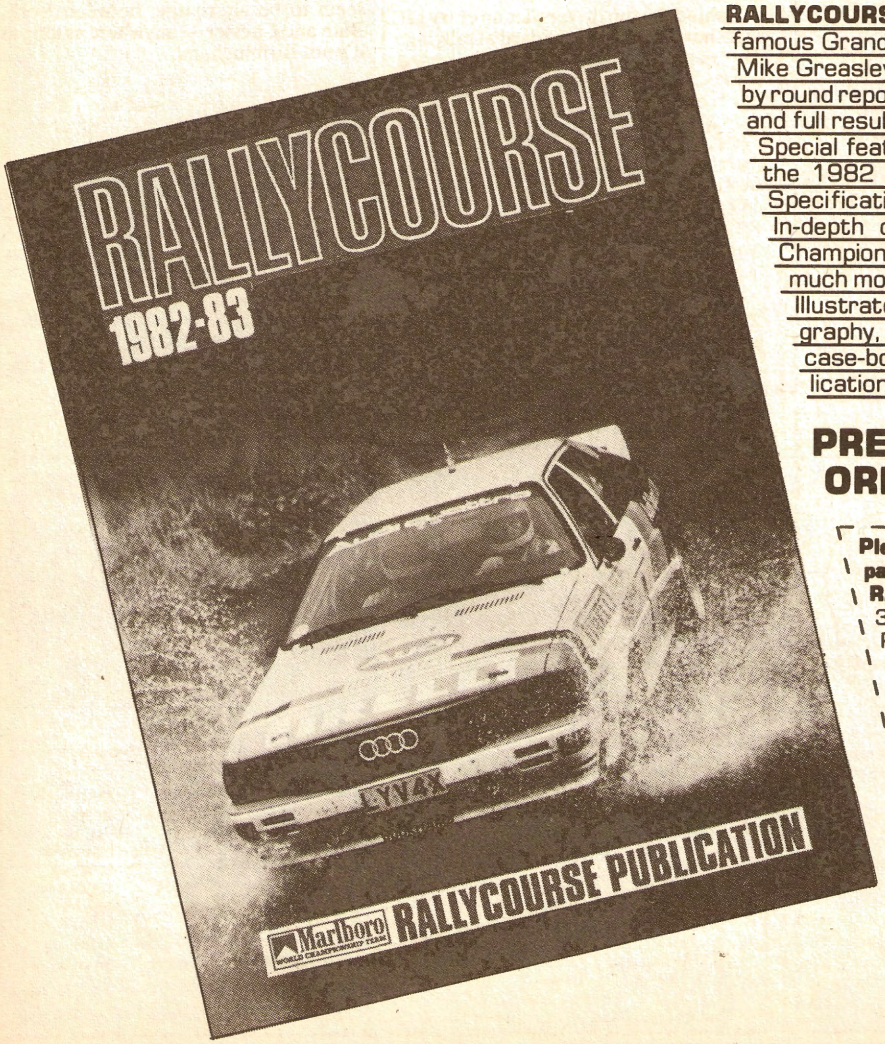


Lombard RAC Rally results 1976-1981

1976	1977	1978	1979	1980	1981
1 Clark	**Waldegaard**	**Mikkola**	**Mikkola**	**Toivonen**	**Mikkola**
2 **Blomqvist**	**Mikkola**	**Waldegaard**	**Brookes**	**Mikkola**	**Vatanen**
3 **Waldegaard**	**Brookes**	**Brookes**	**Salonen**	**Frequelin**	**Blomqvist**
4 Munari	Clark	**Pond**	**Vatanen**	**Brookes**	**Airikkala**
5 Andersson	**Dawson**	**Kullang**	**Alen**	**Kullang**	Ragnotti
6 Coleman	Hamalainen	**Rohrl**	Taylor	Makinen	**Eklund**
7 **Kullang**	Lampinen	Taylor	**Airikkala**	**Pond**	**Nilsson**
8 **Dawson**	**Pond**	**Dawson**	**Rohrl**	Dawson	**Kaby**
9 Culcheth	**Eklund**	**Toivonen**	**Waldegaard**	**Danielsson**	**Kullang**
10 **Danielsson**	**Dawson**	**Danielsson**	Carr	**Hill**	Clark

Bold type indicates drivers entered on this year's event.

COMING YOUR WAY!



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The Entry

Lombard RAC rally

No	Driver/Co-Driver	Country	Entrant	Car	Group/Class
1	Hannu Mikkola/Arne Hertz	SF/S	Audi Sport	Audi Quattro	4/15
2	Ari Vatanen/Terry Harryman	SF/GB	Rothmans Opel Rally Team	Opel Ascona 400	4/15
3	Markku Alen/Illka Kivimaki	SF	Martini and Rossi Ltd	Lancia Martini	8/9
4	Walter Rohrl/Christian Geistdorfer	D	Rothmans Opel Rally Team	Opel Ascona 400	4/15
5	Michele Mouton/Fabrizia Pons	F/I	Audi Sport	Audi Quattro	4/15
6	Stig Blomqvist/Bjorn Cederberg	S	Peugeot Talbot Sport	Talbot Sunbeam Lotus	2/13
7	Henri Toivonen/Fred Gallagher	SF/GB	Rothmans Opel Rally Team	Opel Ascona 400	4/15
8	Bjorn Waldegaard/Hans Thorszelius	S	Team Toyota GB	Toyota Celica	4/14
9	Tony Pond/Rob Arthur	GB	Blydenstein Racing Ltd	Vauxhall Chevette HSR	4/15
10	Pentti Airikkala/Juha Piironen	SF	Team Ralliart	Lancer 2000 Turbo	4/15
11	Jimmy McRae/Ian Grindrod	GB	Rothmans Opel Rally Team	Opel Ascona 400	4/15
12	Timo Salonen/Seppo Harjanne	SF	Team Nissan Europe	Datsun Violet GT	4/14
13	Guy Frequelin/Jean-Francois Fauchille	F	Peugeot Talbot	Talbot Sunbeam Lotus	2/13
14	Per Eklund/Dave Whittock	S/GB	Team Toyota GB	Toyota Celica	4/14
15	Anders Kullang/Bruno Berglund	S	Team Ralliart	Lancer 2000 Turbo	4/14
16					
17	Malcolm Wilson/Mike Greasley	GB	Audi Sport	Audi Quattro	4/14
18	Russell Brookes/Mike Broad	GB	Andrews Heat for Hire	Vauxhall Chevette HSR	4/15
19	Terry Kaby/Mike Nicholson	GB	Blydenstein Racing Ltd	Vauxhall Chevette HSR	4/15
20	Bjorn Johansson/Sven-Erik Andersson	S	Opel Team Sweden	Opel Ascona 400	4/15
21	John Buffum/Neil Wilson	US/GB	John Buffum	Audi Quattro	4/15
22	Rod Millen/Bryan Harris	NZ/GB	TWR Mazda Motorsport	Mazda RX-7	2/13
23	Andy Dawson/Kevin Gormley	GB	Team Nissan Europe	Nissan Silvia Turbo	2/13
24	Harald Demuth/Arwed Fischer	D	Audi Sport	Audi Quattro	4/15
25					
26	Leif Asterhag/Benny Mellander	S	Leif Asterhag	Toyota Celica	4/14
27	Lasse Lampi/Pentti Kuukkala	SF	Lasse Lampi	Audi Quattro	4/15
28	Alain Coppier/Josepha Laloz	F/GB	Alain Coppier	Citroen Visa	B/7
29	John Haugland/Jan Olof Bohlin	N/S	Skoda (Great Britain) Ltd	Skoda 120 LS	2/10
30	S Vukovich/A Svingevits	SU	V/O Autoexport	Lada 2105	B8
31	Svatopluk Kvajzar/Jan Soukup	CS	Skoda (Great Britain) Ltd	Skoda 120LS	A/3
32	H Okhu/T Diener	SU	V/O Autoexport	Lada 2105	B8
33	Vaclav Blahna/Pavel Schovanek	CS	Vaclav Blahna	Skoda 130RS	2/10
34	Gerhard Kalnay/Monika Eckardt	A/D	Skoda (Great Britain) Ltd	Skoda 130RS	2/10
35	Juichi Kojimoto/Peter Tilbury	J/GB	Juichi Kojimoto	Nissan 910 Turbo	2/13
36					
37					
38	Ole Edvin Grandberg/Martin Schanche	N	Ole Edvin Grandberg	Ford Escort RS	4/14
39	Mike Stuart/Andy Kay	GB	Pace Petroleum Team	Ford Escort RS	4/14
40	Soren Nilsson/Anders Olsson	S	Soren Nilsson	Nissan 160 GT	4/14
41	Lars Hogstrom/Bertil Nilsson	S	Lars Hogstrom	Ford Escort RS	4/14
42	George Hill/Ron Varley	GB	The Martin Group/GM Dealersport	Vauxhall Chevette HS	4/15
43	Bill Dobie/George Dean	GB	GM Dealersport	Opel Ascona 400	4/15
44	John Brown/Andrew Bodman	GB	DJB Engineering Ltd	Ford Escort RS	4/14
45	Stig Andervang/Roger Pehrsson	S	Stig Andervang	Ford Escort RS	4/14
46					
47	Erkki Pitkanen/Steve Fellows	SF/GB	Erkki Pitkanen	Datsun Violet GT	4/14
48	Ian Cathcart/Derek Tucker	GB	Ian Cathcart	Opel Ascona 400	4/15
49					
50	Mike Jackson/Mick Dent	GB	Mike Jackson	Ford Escort RS	4/14
51	Terry Pankhurst/Roger Freeman	GB	K Billows	Ford Escort RS	4/14
52	Fred Henderson/Rodney Spokes	GB	GM Dealersport/Cars and Car Conversions	Vauxhall Chevette HS	4/15
53	Russell Gooding/Rodger Jenkins	GB	Catnic Steel Lintels	Vauxhall Chevette	4/15
54					
55	Ian Dunham/Stephen Davis	GB	Ian Dunham	Triumph TR7 V8	4/15
56	Ron Hudson/Les Edwards	GB	Ron Hudson	Audi Quattro	4/15
57	Bob Jelley/Adrian Cooke	GB	Bob Jelley	Vauxhall Chevette HSR	4/15
58	David Thompson/Kenneth Bills	GB	David Thompson	Vauxhall Chevette HS	2/13
59	Michael Tregoning/Roger Langford	GB	The Isis Group	Ford Escort RS	4/14
60	Mats Jonsson/Johnny Johansson	S	Mats Jonsson	Opel Ascona	2/12
61	Peter Geitel/Michael Wood	SF/GB	Peter Geitel	Datsun Violet GT	2/12
62	Chris Lord/John Millington	GB	Griflex/Barkston/Century Oils/Lucas	Talbot Sunbeam Lotus	2/13
63	Martin Freestone/John Gittins	GB	Martin Freestone	Ford Escort RS2000	2/12
64	Francois Chauche/Thierry Barjour	F	Concessionaires Peugeot France	Peugeot 104ZS	2/11
65	Rene Defour/Bernard Chenez	F	Concessionaires Peugeot France	Peugeot 104ZS	2/11
66	Lars-Erik Torph/Samuel Bernadsson	S	Lars-Erik Torph	Opel Ascona 1900SR	2/12
67	David Macdonald/Mike Thompson	GB	Mike Thompson	Toyota Celica	2/12
68	Alain Viano/Dominique Lecorre	F	Alain Viano	Talbot Sunbeam	2/13
69	Susanne Kottulinsky/Lotta Wennberg	S	Suzanne Kottulinsky	Opel Ascona	2/12
70	Henri Guyonnet-Duperat/Pierre Regnard	F	Henri Guyonnet-Duperat	Talbot Sunbeam Lotus	2/13
71	Jean Louis Le-Dentu/Gerard Abbes	F	Jean Louis Le-Dentu	Talbot Sunbeam	2/13
72	Philippe Gobert/Jean-Francois Favodon	F	Philippe Gobert	Fiat 131	2/12
73	Jean Michel Gauclere/Max Chazot	F	Jean Michel Gauclere	Opel Ascona 2000	A/5
74	V Moskovskih/A Girdauskas	SU	V/O Autoexport	Lada 2105	2/11
76					
77	Alex Jackson/Terry Thorp	GB	AGJ Motors for Vauxhall	Opel Kadett	N/2
78	John Stevens/Malcolm McGhee	GB	John F. Stevens	Mazda 626	4/14
79	Christian Rigollet/Michel Rathelot	F	Christian Rigollet	Talbot Sunbeam	2/13
80	V Uyboyy/A Timust	SU	V/O Autoexport	Lada 2105	B/8
81					
82					
83	Howard Lapsley/Vince Pashley	GB	International Rally Drivers Club	BMW320	2/12

ROLAND GUMPERT AUDI

"I hope that Hannu will win, but after all his bad luck this year, I can only hope. I don't mind where our cars finish as long as they are in the top five. First, second, third, fourth or fifth will do."

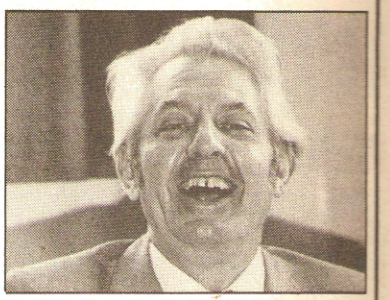
TONY FALL OPEL

"Vatanen will win — put your money on him now. He is driving a proper car at last. I have nothing against the Ford Escort but it is an old design and it is so long since the factory was really involved."

NINI RUSSO LANCIA

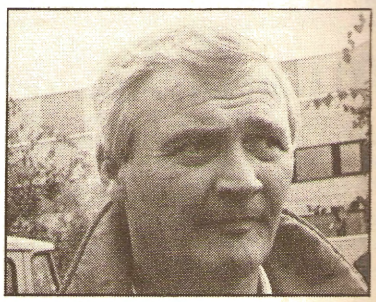
"It will be a very fast rally. The winner will come from Mikkola, Rohrl, Alen or Vatanen. These drivers know the English forests and they have the best cars for the rally."

84	Louise Aitken/Ellen Morgan	GB	M.C.D. Services	Ford Escort RS2000	B/8
85	Steve Green/Steve Bond	GB	Steve Green	Ford Escort RS2000	B/8
86	David Mann/Simon Warner	GB	David Mann	Ford Escort RS2000	B/8
87	Mark Lovell/Peter Davis	GB	Passey & Porter Ltd	Ford Escort RS2000	B/8
88	Francois Colomb/Alain Truchet	F	Alain Truchet	Sunbeam Lotus	B/9
89	Christian Haneuse/Richard Imbert	MC	Christian Haneuse	Ford Escort	B/8
90	Robert Sewell/Peter Russell	GB	Croydon & District Motor Club	Talbot Sunbeam Lotus	B/9
91	Christian Durche/Jean Bernard Vieu	F	Christian Dorche	Citroen Visa	B/7
92	John Weatherley/Rick Smith	GB	Citroen Cars Ltd	Citroen Visa	B/7
93	Olivier Tabatoni/Michel Cadier	F	Olivier Tabatoni	Citroen Visa	B/7
94	Roger Raous/Oatruce Fine	F	Roger Raous	Citroen Visa	B/7
95					
96	Andre Segolen/Gerard D'Aboville	F	Andre Segolen	Citroen Visa	B/7
97					
98	Dominique Mucherie/Jean-Claude Duhamel	F	Dominique Mucherie	Citroen Visa	B/7
99	Patrick Bornhauser/TBN	F	Patrick Bornhauser	Citroen Visa	B/7
100					
101	Bror Danielsson/TBN	S	Tony Maslen International Rally Services Ltd	Mazda RX7	A/6
102	Russell Close/Dave Wilford	GB	GM Dealer Sport/AGJ Motors for Vauxhall	Opel Manta GTE	A/5
103	Juha Kankkunen/Rolf Mesterton	SF	Intereconomics DY	Opel Manta GTE	A/5
104	Mikael Ericsson/TBN	S	Audi Sport Sweden	Audi Coupé	A/6
105	Jean-Luc Rancon/Bernard Martin D'Ondoz	F	Jean-Luc Rancon	Ford Escort RS2000	A/5
106	Gert Blomqvist/Magnus Andersson	S	Gert Blomqvist	Opel Kadett	A/5
107	James Sutherland/Mark Atkinson	GB	James Sutherland	Ford Escort	A/5
108	George Gass/Stuart Dytham	GB	Grange Motors/G.M. Dealer Sport	Opel Ascona 2000	A/5
109	Clifford Spencer/David James	GB	C.C. Racing Developments	Nissan Bluebird Turbo	A/6
110	Peter Swire/Kevin Savage	GB	Peter Swire	Opel Ascona 2.0SR	A/5
111					
112	Alan Johnston/Bobby Willis	GB	Alan Johnston	Ford Escort RS2000	A/5
113	Jean Claude Walti/Jean Claude Schertenlier	CH	Jean Claude Walti	Opel 2000	A/5
114	Rob Head/Marilyn Tricker	GB	Team CSMA with Britannia Rescue	Ford Escort RS2000	A/5
115	Michel Barrezat/Philippe Eckert	CH	Scuderia Tajdyn	Opel Kadett GTE	A/5
116	David Oliver/Andy Barnard	GB	GM Dealersport	Opel Manta GTE	A/5
117	Steve Jenner/Michael Dawson	GB	Steve Jenner	Ford Escort RS2000	A/5
118	Herve Malbert/Vincent Clapeau	F	Herve Malbert	Opel Kadett GTE	A/5
119	Jean-Pierre Richelmi/Sylviane Richelmi	MC	Jean-Pierre Richelmi	Opel Ascona 2.0 SR	A/5
120	'Tchine'/Patricia Triveru	I	Auguste Turuani	Opel Ascona 2000 SR	A/5
121	Sejsuke Ohba/Yasuo Kusakabe	J	Seisuke Ohba	Lancer 1800 Turbo	A/6
122	Lars Sandling/Bjorn Lie	N	Lars Sandling	Honda Accord	2/11
123					
124	Nicky Porter/Robin Rutherford	GB	Autospray Darlington/Oakley for Colt Cars	Colt Lancer	2/11
125	Wenche Knudtzen/Ulla Stuck	N/D	Konela Norge Bil A/S	Lada 1600	B/8
126	Gordon Jarvis/Kim Bannister	GB	Gordon Jarvis	Talbot Sunbeam	2/11
127	Toshiaki Endo/Satoshi Hayashi	J	Toshiaki Endo	Subaru	2/12
128	David Clarkson/Noel Murphy	GB	David Clarkson	Talbot Sunbeam	2/11
129	Redmond Barry/Andrew Gardiner	IR/GB	Redmond Barry	Talbot Sunbeam	2/10
130	Roger Hancock/TBN	GB	Team CSMA with Britannia Rescue	Toyota Starlet	2/10
131	Gavin Cox/Nigel Harris	GB	GM Dealer Sport	Vauxhall Chevette	2/10
132	John Williams/Tony Phillips	GB	Middlesex AC	Opel Kadett GTE	A/5
133	Michio Nakamoto/Toshiaki Fukui	J	Michio Nakamoto	Nissan Sunny B-310	2/10
134					
135	Brian Wiggins/Tony Shepherd	GB	SOS Motor Distributors/Carlton Garage	Vauxhall Astra	A/4
136	Bob Sutcliffe/Ian Whitley	GB	Bob Sutcliffe	Talbot Avenger	A/4
137	Jos Way/Andy Graham	GB	Andy R Graham	Talbot Sunbeam TI	A/4
138	Philip Atkinson/Bob Berry	GB	Dukeries MC Ltd	Talbot Sunbeam TI	A/4
139	Geoff Stewart/Peter Murray	GB	National Breakdown	Mazda 323 1500GT	A/4
140	Pierre Pagani/Philippe Seclier	F	Pierre Pagani	Peugeot 104ZS	A/4
141	Claude Fache/Joelle Bajeat Fache	F	Claude Fache	VW Scirocco GLI	A/4
142	Horst Honrath/Karl Meditz	D	Horst Honrath	VW Golf	A/4
143					
144	Jean-Philippe France/Guy Henri Pasquier	F	Jean-Philippe France	Peugeot 104ZS	A/4
145	Jacques Dubert/Jean-Claude Mauisset	F	Jacques Dubert	Peugeot 104ZS	A/4
146	Claude Haumant/Anni Pratesi	F	Claude Haumant	Peugeot 104ZS	A/4
147	Harry Hockly/Alistair Roberts	GB	Demon Tweeks/GM Dealersport	Vauxhall Astra	A/3
148	Ian Harrison/Jeremy Hough	GB	GM Dealersport	Vauxhall Astra	A/3
149	Neil Calvert/Kathleen Barber	GB	Neil Calvert	Ford Escort	A/3
150	Jan Trajbold/Jaroslav Palivec	CS	Ustredni Automotoklub CSSR	Skoda 120 LS	A/3
151	Terry Cree/Tony Gelder	GB	Terry Cree	Ford Escort	A/3
152	Steven Easton/Hugh Edwards	GB	GM Dealersport	Vauxhall Astra	A/3
153	Ladislav Krecek/Borivoj Motl	CS	Skoda (Great Britain) Ltd	Skoda 120 LS	A/3
154	Patrick Anderson/Ian Paul	GB	P.H. Anderson/Qverprint Packaging Ltd	Ford Escort XR3	N/2
155	Les Dalton/Richard Bellamy-Brown	GB	Les Dalton	BL Mini	N/1



DES O'DELL — TALBOT

"It has got to be another Audi victory. They will have to go a bit but they have strength in depth. The last day will be very interesting and I predict that Stig will get himself into the top three."



OVE ANDERSSON — TOYOTA

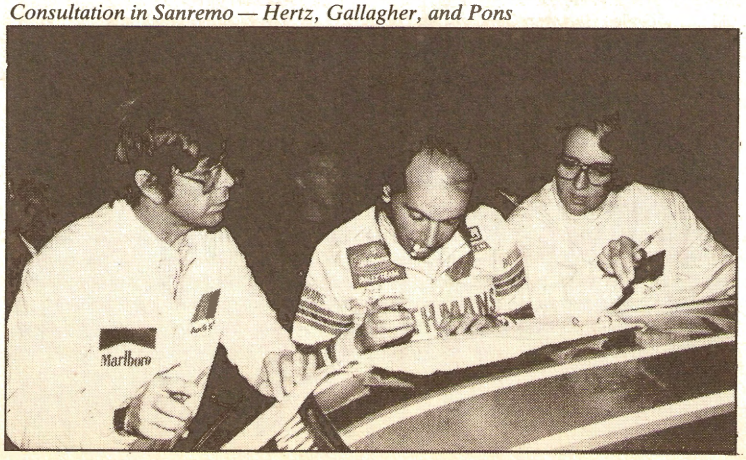
"It has to be a Quattro. I don't like making predictions but the Audi is really a rather superior car, isn't it . . . ?"

BILL BLYDENSTEIN — G.M.

"My money is on Tony Pond or Russell Brookes. It will all depend on how quickly they can get ahead of the Quattros. Again it will be a 'them and us' situation but our cars will be prepared as never before. Watch out for Terry Kaby as well — he is hungry for an international win and could be a dark horse."

Christian Geistdorfer — Champion

Consultation in Sanremo — Hertz, Gallagher, and Pons



Terry Harryman —Vatanen's partner

Team Guide

Introducing the celebrities

An in depth look at the personalities who will contest the Lombard RAC Rally, plus a guide to their teams and the cars.

Audi

After a year of chasing points in the World Rally Championship for Manufacturers, Audi approach the final round in a relatively happy position at the top of the table. But they are only a couple of points ahead of rivals Opel and they only just eased ahead last month in Sanremo. It has been a tough year with some hard lessons.

The master plan which should have seen number one driver Hannu Mikkola on his way to a World Championship was soon wrecked, and instead Michele Mouton suddenly found herself in contention. With Michele's three wins in Portugal, Greece and Brazil, Hannu's success in Finland – plus a double contribution from Stig Blomqvist in Sweden and Sanremo – no-one can deny that the four-wheel-drive turbocharged Quattro is the quickest gravel rally car in the world.

And that is what the RAC is all about: forest special stages, often covered in mud, sometimes in ice and snow. This is ideal territory for the car, and for Mikkola, but do not forget that the Finn spent some time on his roof last year, escaping with a minimum loss of time, and that Michele ended her event down a snowy bank.

At the time Hannu admitted that the car did not react as quickly as a conventional rally weapon. Improvements this year have seen increased response, but all year drivers have had the luxury of pace notes on events. Such information is strictly outlawed in this country, and the British forests hold many sudden hazards which require instant reaction from the driver and his car.

Apart from Mikkola and Mouton, official backing comes from Harald Demuth, while Malcolm Wilson will have his first international drive with the Pirelli-supported Audi Sport UK team. The advantage the car holds should see Wilson leading the home challenge for the Lucas £50,000 award to a home driver winning the event outright.

Further Quattro drivers include American champion-elect John Buffum, who will run BF Goodrich rubber, and young Finn Lasse Lampi, who recently took a first time out home win with his car. *The* team to beat, particularly since they can only now win the Manufacturers championship.

AUDI QUATTRO
Group 4, 2144cc, 5 cylinders, 330bhp at 6500rpm, 42Kgm at 3500rpm, 2 valves/cylinder, SOHC, compression ratio 6.3:1, Pierburg fuel injection, KKK turbocharger, 5 speed gearbox, 1190Kgm, 4404mm, Kleber tyres. Team manager; Reinhard Rhode.

Opel

These are nervous times for the Russelsheim-based operation. Rothmans Opel Rally Team leader Walter Rohrl has now won the 1982 Drivers' Championship. Until October they had also led the Manufacturers' series, but now Opel hold only an outside hope of gaining that title.

Team boss Tony Fall accepted that the odds were against him even before the year started. But he felt that experience and the reliability of the Ascona 400 would help their cause.

After a win in Monte Carlo, Rohrl embarked on a truly exceptional run of consistent drives in Sweden, on the Safari, through Greece, the island of Corsica and even New Zealand. He should have had the latest Manta 400 at his disposal by the middle of the year, but such were the demands of an all-out assault on the World Championship that any new projects were drastically delayed.

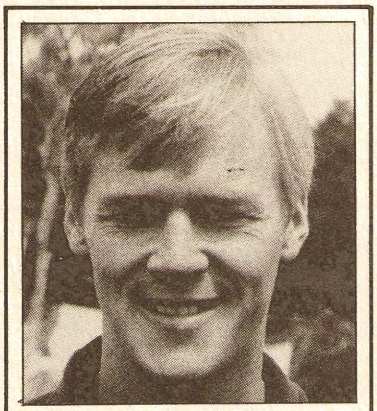
It was indeed an enormous change for Fall's small outfit which in 1981 withdrew from regular World Championship appearances when Publimmo failed to maintain their financial backing. A year ago, the only leading runner in an Ascona 400 on the RAC was Scotsman Jimmy McRae.

Now McRae is one of four top line drivers, alongside current World Champion Ari Vatanen, Rohrl, and Vatanen's 1982 team-mate in the British series, Henri Toivonen. In terms of drivers, it is certainly the strongest team, and the all-important service back-up is second to none.

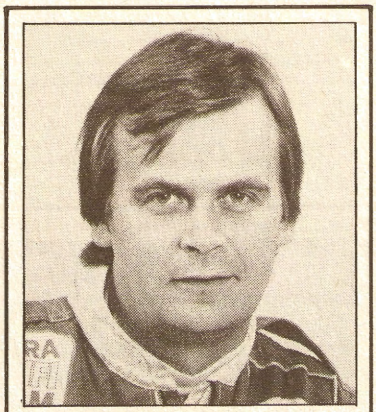
With the drivers series tied up it will be flat out for the Manufacturers series. They all know the technical handicap with which they start. It will ensure that through the British forests, the red, white and blue Asconas provide some of the most spectacular action seen anywhere in the 1982 world series.

OPEL ASCONA 400
Group 4, 2420cc, 4 cylinders, 255bhp at 7000rpm, 28Kgm at 5500rpm, 4 valves/cylinder, TOHC, compression ratio 10.5:1, twin 48DCOE Weber carburettors, 5 speed gear box, 1040Kgm, 4320mm, Michelin tyres. Team manager; Tony Fall.

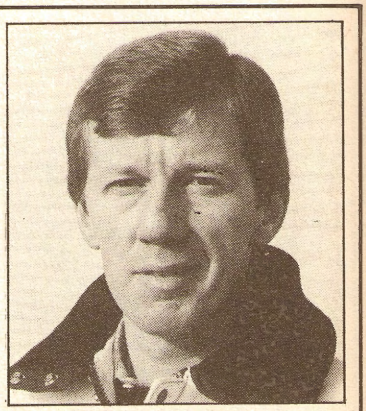
1 HANNU MIKKOLA
Audi Quattro
Aged 40 . . . Finnish . . . Three time winner of the RAC, in 1978, 1979, and 1981 . . . dominated British 'forest' internationals this year . . . world championship efforts wrecked through dreadful luck . . . only one world series win so far in 1982 on 1000 Lakes . . . second in Monte Carlo and Sanremo . . . friendly, one of the nice guys . . . must start as favourite.



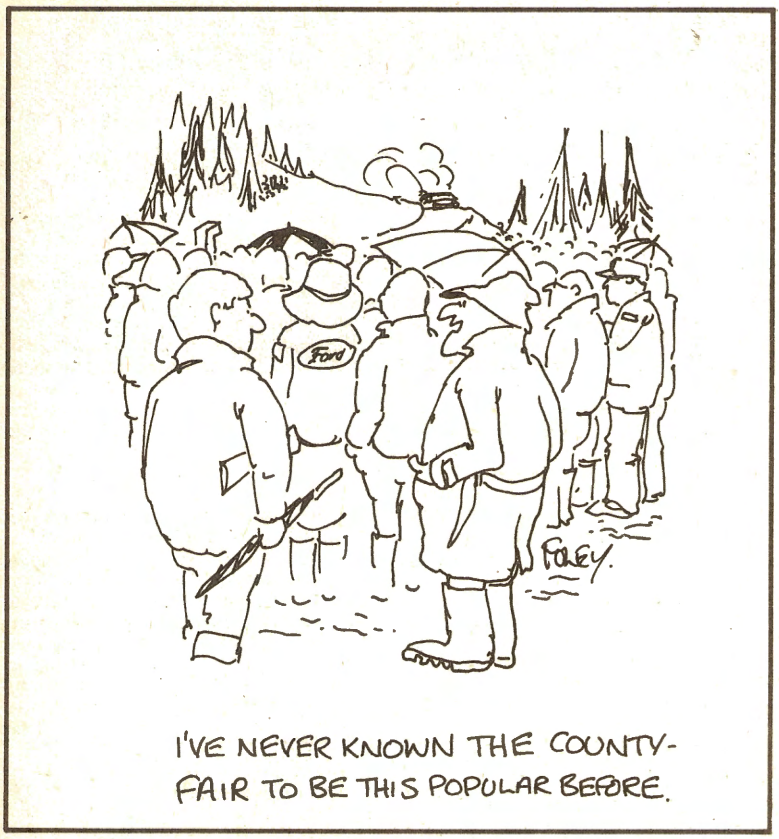
2 ARI VATANEN
Opel Ascona 400
Aged 30 . . . Finnish . . . 1981 World Rally Champion . . . limited appearances this year, but always spectacular . . . Driving an Opel Ascona 400 for the first time after seven years in Ford Escorts . . . will he be quicker than Opel's regular drivers Rohrl, Toivonen, and McRae? . . . a happy family man, who enjoys his job . . . and is sure to delight the fans.



3 MARKKU ALEN
Lancia Martini Rally
Aged 31 . . . Finnish . . . Thoroughly dedicated to winning and already convinced he can make his mark this year . . . desperately wants to win the RAC after years of trying in the Stratos, he is the "Italian" Finn, nervous, excitable . . . Lancia Rally seems to have overcome chassis problems and was the only real threat to the Audis in Sanremo.



4 WALTER ROHRL
Opel Ascona 400
Aged 35 . . . German . . . Leader in the World Rally Championship but only outright win in Monte Carlo . . . ideally matched with the Opel in terms of conscientious reliability . . . unlikely to attack till late in the event . . . a calculating mind coupled with remarkable ability at times . . . often misquoted in the Press but cannot cope when beaten by a woman . . .



Talbot

From a hectic full-blooded attack on the 1981 series – which eventually earned Des O'Dell's team the Manufacturers World Championship – the team opted for a low profile in 1982. The link to form Peugeot Talbot Sport obviously affected decisions, as did the end of the production Sunbeams.

So as the French worked on the four-wheel-drive Peugeot which will represent the conglomerate in the future, Talbot fought for a programme to maintain a sporting involvement. It included some rounds of the British series for Stig Blomqvist, plus the occasional Rallysprint appearance.

The Swede took third place on the Welsh International, and was one of the stars of the Scottish Rally in June before the engine blew. The outings proved that the twitchy Sunbeam was still in the same ball park, and so the car which won the Bath-based 1980 Rally makes a last appearance with two Talbot regulars, Blomqvist and Guy Frequelin.

Both are thorough professionals, but it seems unlikely that they will match the outright speed of the latest generation rally cars. Then, of course, they may outlast some of them . . .

TALBOT SUNBEAM LOTUS

Group 2, 2174cc, 4-cylinders, 250bhp at 7000rpm, 25.6Kgm at 6000rpm, 4 valves/cylinder, TOHC, compression ratio 11.3:1, 2 twin choke 48mm Dellortos carburettors, 5 speed ZF gearbox, 1015Kgm, 3830mm, Michelin tyres. Team manager; Des O'Dell.

Lancia

For many enthusiasts around the RAC Rally, the star of the show will be the Lancia Rally Martini (see page 42) entered by the factory for Markku Alen. The first of the 'new generation' rally cars, this sleek little racer maintains all the traditions first set by its predecessor, the Stratos.

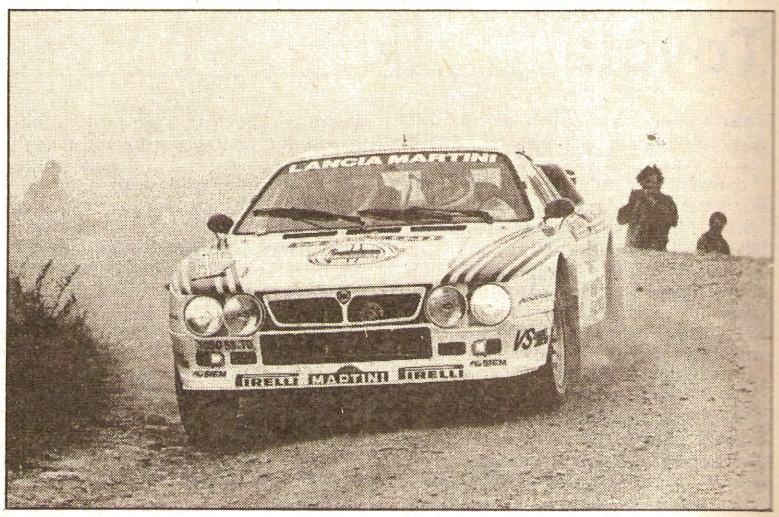
The configuration remains the same, with two seats and the engine over the rear wheels, but it is more powerful, lighter, and styled by Pininfarina? Following its international debut in the middle of this year, the car has undergone considerable improvement.

On the recent Sanremo Rally, Alen was the only driver to stay in touch with the Quattros over the gravel stages, and held second place before the engine blew. In an effort to improve reliability, the team dropped power output to about 280 bhp and promptly ran out easy winners of the last round of the British National Championship in Wales last month.

With Alen and test driver Giorgio Pianta on hand, the car then spent several days testing in Wales to establish an ideal suspension specification, and give Pirelli an idea of what to expect. Certainly the car must be expected to feature on Sunday, and Markku will be anxious to take advantage of the smooth Welsh forests. From there on he could easily upset the Audi versus Opel struggle, but will the car take the pace?

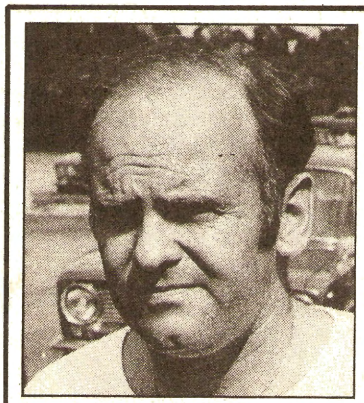
LANCIA RALLY 037

Group B, 1995cc, 4 cylinders, 280bhp at 8000rpm, 250lbs/ft at 7000rpm, 4 valves/cylinder, compression ratio 8:1, Bosch fuel injection, 5 speed ZF gearbox, 960Kgm, 3890mm, Pirelli tyres. Team manager; Nini Russo.



5 MICHELE MOUTON
Audi Quattro

Aged 31 . . . French . . . Beaten by Rohrl for the World title . . . victories in Portugal, Greece, and Brazil this year . . . steady style seems to suit the Quattro, but she is also able to absorb lots of pressure . . . an attractive Mademoiselle as determined to win as any man . . . was third last year until last night accident . . . will attack from the start.



6 STIG BLOMQVIST
Talbot Sunbeam Lotus

Aged 36 . . . Swedish . . . A real all-rounder . . . world championship wins for Audi in Sweden and Sanremo, second in Finland but contracted to Talbot for British events . . . star performer on the Scottish Rally in June . . . enjoys the Talbot spirit . . . likely to figure in the results after the second day . . . not known for his amazing wit and repartee . . . a bit quiet.

7 HENRI TOIVONEN
Opel Ascona 400

Aged 26 . . . Finnish . . . Latest addition to the Flying Finns . . . a super star of the future . . . son of rallying ace Pauli Toivonen . . . 1980 RAC winner in Talbot . . . lean time this year but second in British Open series and always totally committed . . . spectacular . . . married earlier this year . . . a friendly humorous character with a great future.

8 BJORN WALDEGAARD
Toyota Celica

Aged 39 . . . Swedish . . . World Rally Champion in 1979 . . . as many major rally wins as anyone, but overlooked rather since joining Toyota . . . won Welsh Rally for Audi . . . won New Zealand Rally for Toyota in June . . . little other form . . . the talent is still there, but is the fire? RAC Rally winner in 1977 with Ford.

Team Guide

Toyota

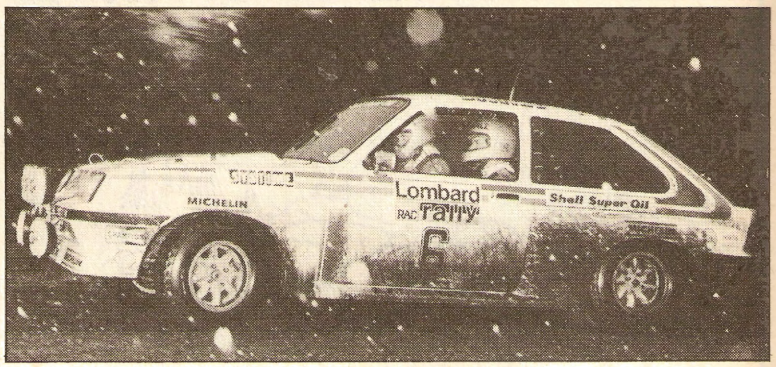
The company has been involved in world class rallying for a long time, and in recent years Ove Andersson has been responsible for running Toyota Team Europe from his German headquarters. The old Celica had a reputation for being heavy and underpowered, so the team were delighted to announce a new lighter, faster Celica in the middle of this year.

They were ecstatic when Bjorn Waldergaard and Per Eklund ran away to a one-two debut win on the Motogard Rally in New Zealand. Maybe the Audis had retired, but still they beat Walter Rohrl's Opel. The official cars also impressed in the recent Ivory Coast event and so they arrive in Britain for the first race as something of an unknown quantitiy. The drivers are easier to rate: in addition to the performances in the southern hemisphere, both have worked well at other times this year.

Waldegaard took a runaway win on the Welsh Rally (in an Audi Quattro) while Eklund has campaigned a Celica built by the little Toyota Team GB. While the Swede gave everything, the car (now out of service) proved unreliable and slow.

TOYOTA CELICA

Group 4, 1998cc, 4 cylinders, 245 bhp at 7000rpm, 25Kgm at 5500rpm, 4 valves/cylinder, TOHC, compression ratio 12:1, twin 48DCOE Weber carburettors, Toyota 5 speed gear box, 1100Kgm, 4330mm, Pirelli tyres. Team manager; Ove Andersson.



Vauxhall

It is extremely pleasing to see a British team enter a three-car effort with three British drivers. How nice it would be if the Chevettes thrashed a few of the foreigners this time round.

This year has not been a very easy period for the Blydenstein Racing effort, and the funds have been lacking on occasion. The GM Dealersport team ran two fine drivers, Russell Brookes and Terry Kaby, in the Open Championship this year but were obviously delighted to accomodate Tony Pond as well for the RAC. To match the additional car, there has been a big effort to ensure the cars are in tip-top condition.

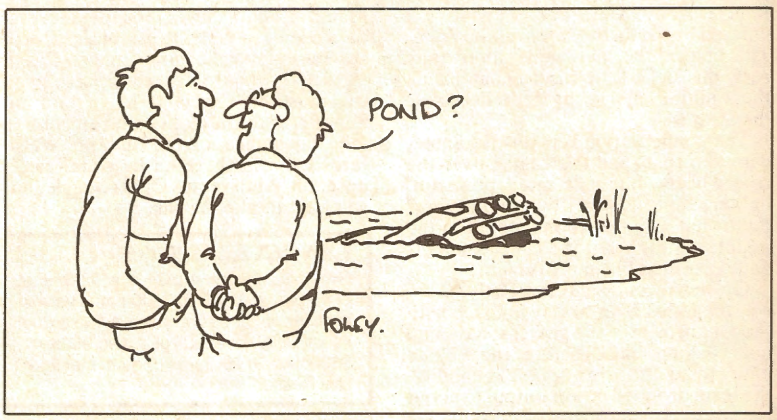
The three men do offer a real threat on the event, although varying degrees of luck will be required for a top result.

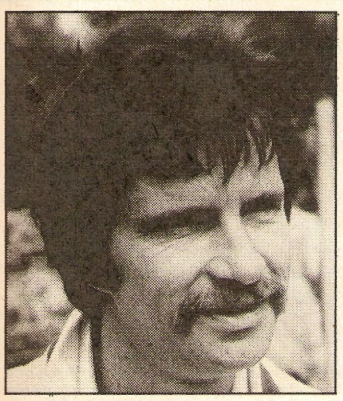
While the cars have been mechanically perfect all year, they have not kept up with progress made by most of the other teams.

Instead of finding a little more torque, a couple of extra brake horsepower the team had found that the 2300cc engine was actually producing less power that it used to. Happily that has been rectified for the RAC, and the cars – driven by Pond with *Daily Mail* support and Brookes with his usual Andrews Heat for Hire livery – will be closer to the 245bhp mark for their final Group 4 appearance.

VAUXHALL CHEVETTE HSR

Group 4, 2279cc, 4 cylinders, 245bhp at 7000rpm, 190lbs/ft at 6000rpm, 4 valves/cylinder, TOHC, compression ratio 11:1, twin 48mm Dellorto carburettors, 5 speed Getrag gearbox, 1050Kgm, 3993mm, Michelin tyres. Team manager; Bill Blydenstein.





9 TONY POND
Vauxhall Chevette HSR

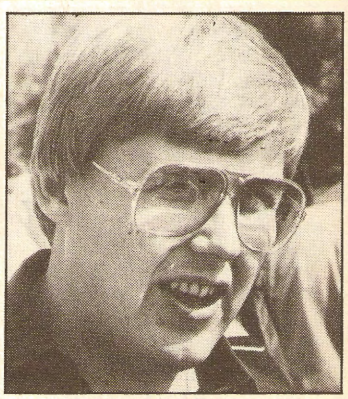
Aged 37 . . . British . . . Fastest, bravest British driver . . . enjoys driving the Chevette; making his first rally appearance in Britain this year . . . Datsun driver on some world championship events this season but little success . . . deserves a serious year in the world championship . . . needs to do well and must attack.

10 PENTTI AIRIKKALA
Colt Lancer Turbo

Aged 37 . . . Finnish . . . Supremely talented when in the mood . . . and best when the chips are down . . . Several years in official teams including Vauxhall and Rothmans/Ford . . . but ignored in 1982 until signing Colt contract . . . fine third in 1000 Lakes . . . confident . . . eager to win a works seat for 1983 and willing to do battle . . based in Britain.

11 JIMMY McRAE
Opel Ascona 400

Aged 39 . . . British . . . Winner of British Open championship . . . took popular hat trick on Circuit of Ireland, plus win on Manx International . . . second in European Rally Championship after a hectic season chasing points . . . impressive World showing on Acropolis Rally with sixth place . . . eager to move into world scene . . . plus points are stamina and consistency.



12 TIMO SALONEN
Datsun Violet GT

Aged 31 . . . Finnish . . . Still favourite with the Datsun team . . . at his best in slippery tricky conditions . . . little form this year except fourth in New Zealand . . . retired on Safari and Acropolis . . . sticking to the proven Datsun Violet GT which is still quicker than latest products . . . third on RAC in 1979 . . . quiet, unlikely driver.

Citroën

The Citroën effort on the RAC Rally is split. Some French entries are chasing the extremely lucrative Visa Trophée Challenge, and there is a home car entered by Citroën GB and driven by John Weatherley. The French manufacturer was swift in announcing a car to comply to the new competition vehicle regulations, and, although team manager Guy Verrier opted for a 1300cc machine, he also aimed for a specification which offered reliability.

The result has been incredible performances at all levels of the sport, headed by three of the lightweight-plastic-cars finishing in the top ten of the Portuguese round of the World series. Elsewhere, reliability has helped to produce fine results, although they have not yet faced such tough opposition as that gathered for the RAC.

There will be plenty opposition from within the family. John Weatherley will be keen to see his Chris Sclater prepared car ahead of the French rivals. This year he easily won the 1300cc class in the Pace/AUTOSPORT Championship, finished second in the same class in the Open series, and sees the RAC as the final challenge. The Visa is not particularly powerful, but its progress through stages is not unlike that of the old front-wheel-drive Saab 96. It even falls over just like the Saabs used to . . .

CITROËN VISA
Group B, 1219cc, four cylinders, 105bhp at 6500rpm, 87lbs ft at 5000rpm, two valves per cylinder, SOHC, compression ratio 9.3:1, twin Weber 40 DCOE carburettors, five speed Citroën gearbox, 3704mm, 695kgs, Michelin tyres. Team manager: John Atkinson.

Colt

The Japanese are meticulous people, and so while Colt drivers Pentti Airikkala and Anders Kullang will drive their hearts out for five days it is likely that the engineers will be interested in gaining more experience of rallying. The Lancer Turbo arrived in World Championship rallying over a year ago, and with only occasional appearances the team are now looking for a direction.

After last year's event they returned to Japan hoping to update their car. In particular they moved into the world of electronic chips to control many of the car's vital functions, and found more power and trimmed some weight.

Then they returned in August on the 1000 Lakes where an inspired performance by Pentti Airikkala rather flattered the car. It was still overweight and lacking real power, both of which showed in Sanremo when Anders Kullang could manage only seventh place.

The cars do seem to exhibit some traditional Japanese traits, including good reliability.

There was a chance that the team would enter a third car, but Andrew Cowan – who has been with the team for some time – did not get the drive. Instead they were looking for a young hero to set the world on fire for a day or two. When they could not find one they stuck to a two car team . . .

COLT LANCER TURBO
Group 4, 2796cc, 4 cylinders, 280bhp at 7000rpm, 33.7Kgm at 5000rpm, 2 valves/cylinder, SOHC, compression ratio 7.6:1, Bosch fuel injection, 1040Kgm, 4220mm, Advan tyres. Team manager; Iwao Kimata.

DATSUN VIOLET
Group 4, 1975cc, 4 cylinders, 22Kgm at 5600rpm, 4 valves/cylinder, TOHC, compression ratio, 11.5:1, twin Solex carburettors, 5 speed gear box, 1040Kgm, 4080mm, Dunlop tyres. Team manager; Andy Dawson.

NISSAN SILVIA TURBO
Group 2, 2418cc, 4 cylinders, 34Kgm at 4800rpm, 2 valves/cylinder, SOHC, 7.1:1 compression ratio, Bosch fuel injection, 5 speed gearbox, 1110Kgm, 4400mm, Dunlop tyres. Team manager; Andy Dawson.

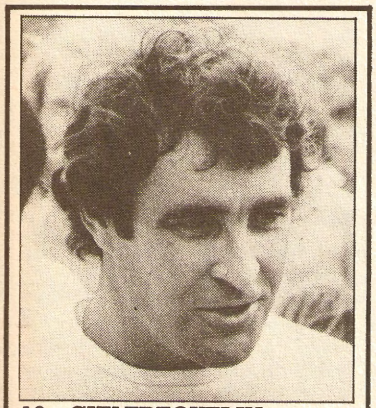
Datsun

Just two 'official' cars are entered from Team Nissan Europe to challenge the might of the major works efforts. Andy Dawson's Milton Keynes based operation will field a Datsun Violet for Finland's Timo Salonen, while 'the boss' will have the task of getting the Nissan Silvia Turbo to the finish, a prospect that he does not relish.

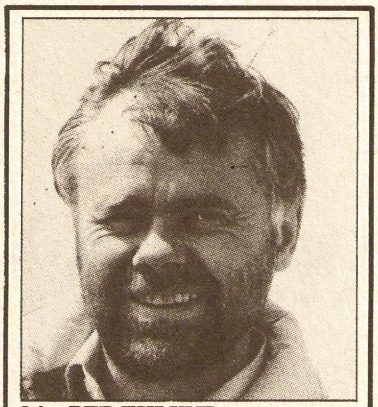
Salonen, however, offers the team a reasonable chance for a top placing. Despite a poor year by his standards, the Finn was fourth in New Zealand. He was third on the 1979 RAC Rally and is always at his best in the slippery conditions virtually guaranteed on the RAC!

For Dawson, the problems will be greater. The Silvia Turbo is still under development, and despite his efforts throughout the year Dawson has yet to solve the problem of the sudden 'kick' that the turbo gives as the car is mid-way through a corner: hardly a prospect to inspire confidence.

Nevertheless, the Japanese cars are renowned for their reliability and, although they will doubtless be down on power against the more fancied runners, Salonen could still score points if the going gets rough.

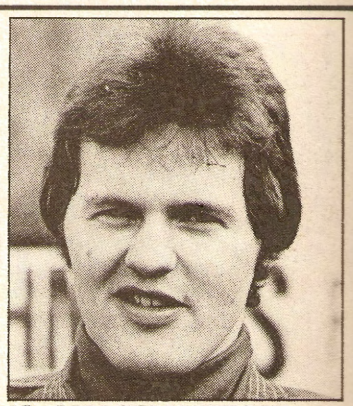


13 GUY FREQUELIN
Talbot Sunbeam Lotus
Aged 37 . . . French . . . Great all round race and rally driver . . . second in 1981 Drivers World Championship . . . helped earn Talbot Manufacturers title . . . but uneasy under real pressure during 1981 . . . starred in 1980 RAC with third place on first visit . . . likely to enjoy the event and shadow team mate Blomqvist in a move upfield as the days go by.



14 PER EKLUND
Toyota Celica
Aged 36 . . . Swedish . . . Immensely experienced driver . . . loves the sport . . . world series appearances this year with Saab, Toyota, VW, and even a Porsche . . . second to team mate Waldegaard in New Zealand . . . dismal year with British Toyota team but won't let that upset him. . . poor record on RAC and unlikely to get a lot better.

15 ANDERS KULLANG
Colt Lancer Turbo
Aged 39 . . . Swedish . . . Talented driver . . . was instrumental in giving the Opel Ascona 400 its early successes . . . switched to Colt last year and faded . . . now has the benefit of latest car but was frustrated in Sanremo by lack of speed . . . repeat experience likely in Britain . . . great sense of humour . . . another of the sport's characters.



17 MALCOLM WILSON
Audi Quattro
Aged 26 . . . British . . . The biggest break ever in this youngster's long career . . . dominated the Tour of Cumbria with the Quattro until last minute slip . . . needs to finnish well; certainly has the best chance of all the Britons . . . found new maturity this year after high pressure time with Rothmans in 1981 . . . still set on moving to world circus .

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Team Guide

Skoda

The little Czechoslovakian team has often been overlooked on the RAC Rally despite having the record of winning their class on every event that they have tackled. The leading driver for 1982 is their long standing team member, Norwegian John Haugland. He, along with Svatopluk Kvaizar and Ladislav Krecek, will drive Estelle 120LS cars on the event, while there will be further support from a group of the older 130RS Skodas, a total of six cars to try and take their tenth class win.

If the team is clearly out of the running for overall honours, there is little doubt that they will be fighting for their honour with every ounce of their competitive spirit. For the future, the Skoda company is planning to develop a Group B car, with the intention of making their mark at the sport's highest level. This is not a decision that has been taken lightly, and it would not be surprising if several Czech eyes were taking careful note of the progress of the Lancia Rally during the events!

SKODA 120LS

Group 2, 1174cc, 4 cylinders, 105bhp at 6500rpm, 2 valves/cylinder, pushrod engine, compression ratio 9.5:1, single 45DCOE Weber carburettor, 4 speed gearbox, 790Kgm, 3931mm, Barum tyres. Team manager; Bill Hunt.

Lada

The Lada team has entered six of their 1600cc cars for the event, led by the Russian crew of Vukovich and Svingevitis. The cars have little form on the rally, but this year has seen a very successful challenge running in Britain, and there will have been plenty of discussion of the best way to run the cars on the RAC.

The machines will be the 2105cc versions, but there is a 1600cc car on the event in the hands of Norwegian lady Wenche Knudtzen.

Although they are in different classes and engine capacities, there should be an interesting battle in prospect between the Russian cars and the Czech Skodas.

LADA 2105

Group 2, 1598cc, 4 cylinders, 160bhp at 7000rpm, 2 valves/cylinder, SOHC, compression ratio 11.5:1, twin 45DCOE Weber carburettors, 4 speed gear box, 930Kgm, 3840mm, Pirelli tyres. Team manager; Stasis Brundza.

CAN YOU TELL ME WHICH CAR CHRIS SERLE IS DRIVING?

MEDIA COVERAGE

Television

BBC

Grandstand on Saturday November 20 will include a 15mins programme on 50 years of the RAC, with action from the very first event in 1932, and starring Erik Carlsson and Russell Brookes. Murray Walker presents the programme.

ITV

World of Sport will screen their full report of the event on Saturday November 27, which should be up to 30mins long. Barrie Hinchliffe's excellent team should ensure that if you miss the live action, you can still enjoy the spectacle.

Radio

BBC

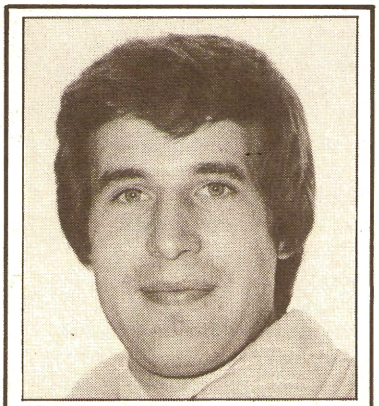
Sunday November 21; Radio 2 will have reports at 12.02; 15.02; 16.30; and 19.02. Monday to Wednesday: Radio 2 reports each day at 12.02pm.

IRN

No detals of broadcasts were available at the time of going to press, but independent stations will carry regular updates with their news headlines on the hour.

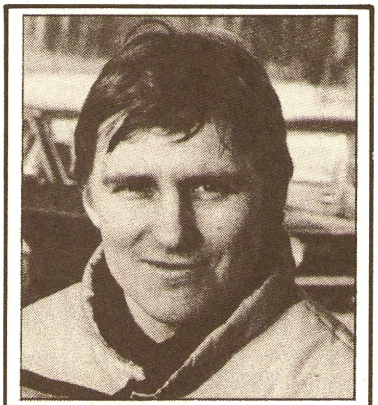
18 RUSSELL BROOKES
Vauxhall Chevette HSR

Aged 34 . . . British . . . One of his best seasons for some time including successes in Britain and abroad . . . second on Circuit of Ireland and Manx . . . inspired drive on 1000 Lakes gave him sixth place . . . happy to rejoin 'official' team after running own Talbots in 1980 . . . works hard for the sport and his long term sponsors, Andrews . . . good RAC record.



19 TERRY KABY
Vauxhall Chevette HSR

Aged 31 . . . British . . . Regularly surprises some experts with determined driving . . . particularly quick on asphalt and eager to gain foreign experience . . . disappointing year however, mostly the result of mechanical failures in the Open series . . . capable of producing the surprise of the event if he gets a chance . . . quiet but willing to fight.



20 BJORN JOHANSSON
Opel Ascona 400

Aged 30 . . . Swedish . . . Dedicated Opel youngster, and always quick especially in home country . . . poor finishing record on RAC, and in world championship events this year . . . a friendly rally enthusiast, with good long distance experience including backing Rohrl in the Ivory Coast last month . . . Top six if he is lucky but another knocking at the door.

Lombard RAC rally

STOP PRESS

Because of printing schedules, this Lombard RAC Rally preview went to press a week ago.

For up to the minute news and any late changes to the entry or spectator information, see *Special Stage* in the main issue.

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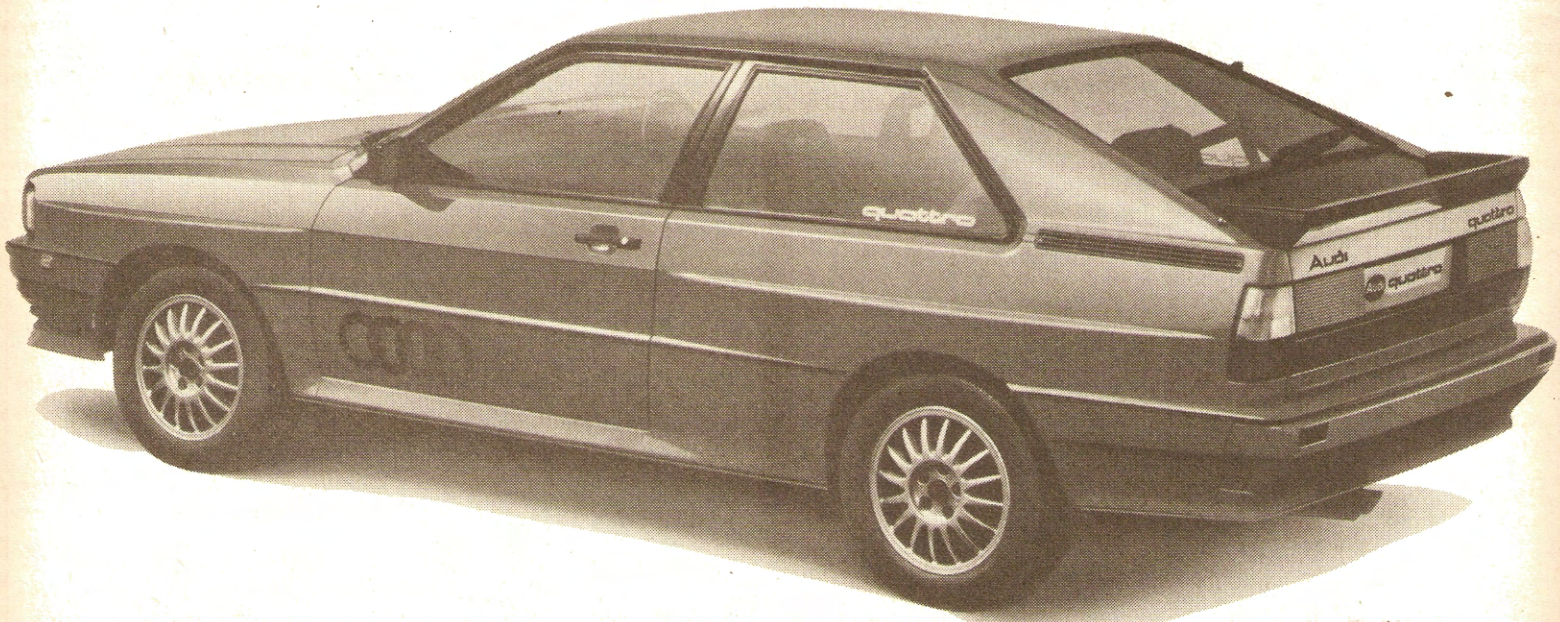

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The RAC's golden 50

The RAC Rally's 50th birthday prompted GRAHAM ROBSON to compile a pictorial history of the best rally in the world.

If only Lt-Col Loughborough, winner of that first RAC Rally of 1932, could visit the start of the 1982 event, he would be absolutely mystified. In those 50 years, unlike Grand Prix racing, rallying has changed completely. What, at first, was a gentle trundle around Britain, with the crew fighting to keep awake, and with a few sea-side driving tests to find a result, has now become an ultra-fast, ultra-specialised, and completely professional sport.

The first eight events, held in the 1939s, were more social than competitive, and even the original 'International' RACs of the 1950s were very little tougher. It was only with the introduction of special stages in the 1960s that the event was transformed, and only in the 1970s did 'Big Business' take over.

Forget the 1930s — for those events had no sporting significance. When the event was revived in 1951 (it took so long for things like petrol rationing to be abolished), it was still a 'driving test' rally, the innovation being that these tests were scattered around the route. Even so, competitors were still given a choice of start points, there was no seeding, and a knowledge of Ordnance Survey maps and six-figure references was essential. As the 1950s progressed, secret night navigation routes were also introduced — it was no wonder that foreigners queued up not to enter!

Before the first partially-transformed RAC was held in 1959 (the first time that Jack Kemsley took control of the organisation) the stars were Ian Appleyard, who won twice, Godfrey Imhof, Johnny Wallwork, Jimmy Ray and Peter Harper. Appleyard and Harper, of course, could also hold their own in European rallies, the others were really British specialists.

Transformation took three years. Moving from a spring to an autumn date, the 1959 rally was a no-sleep marathon (three days and nights without rest . . .), but still with tests and some navigation, the 1960 rally introduced closed-road tests in Scotland, while the 1961 event introduced us to forests.

For the next ten years, the RAC was dominated by Scandinavians, who were so much faster in the forests, at first, that it was embarrassing. Erik Carlsson won three times in his two-stroke shrieking Saabs, Tom Trana twice in upright-looking Volvos, then Rauno Aaltonen, Bengt Soderstrom, Simo Lampinen, Harry Kallstrom (twice) and Stig Blomqvist all kept the Nordic ball rolling.

But British cars and British drivers were getting faster all the time. In the 1970s, Roger Clark won twice — in 1972 and 1976, both times in Escorts — while *the* RAC rally car of that decade was the 'works' Escort, in one form or another. From 1972 to 1979, Ford won eight times on the run.

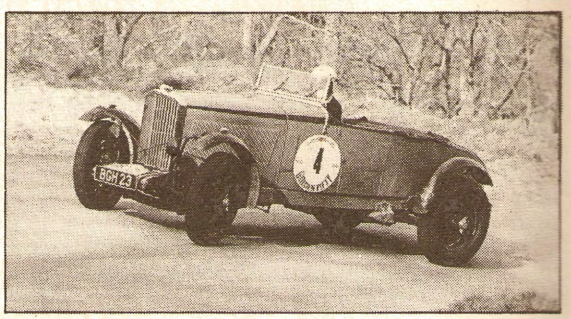
What made the 1970s events so outstanding was not only the entry they received (there were *always* more world-class drivers than in any other World Championship event), but because of the generous and professional sponsorship they received from Lombard. Lombard (and Lombank before them) had supported the rally since the 1950s, but took over completely, and therefore inspired a new title, the Lombard-RAC Rally, in 1974.

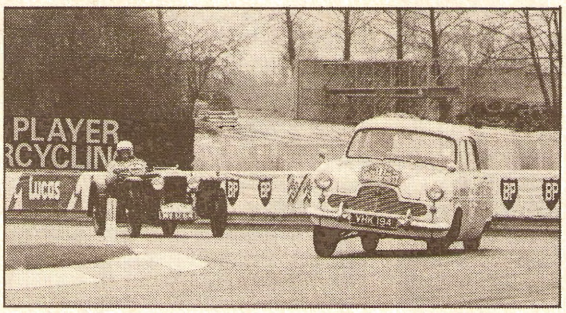
In recent years, the general layout of the event has changed very little, with unpractised forestry stages making up much of the high-speed mileage. Jack Kemsley brought in Jim Porter to tighten up the organisation in 1972, and it was not long before the now-traditional 'Stately home' or 'show-business' stages came to open the event for the benefit of the media on the first day.

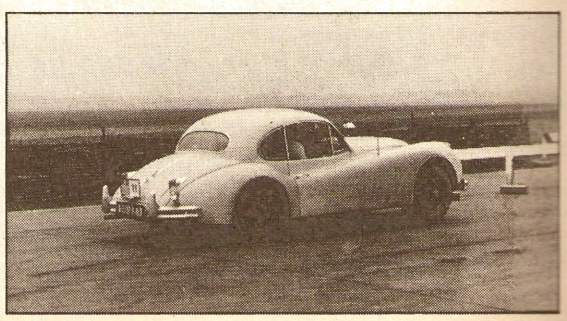
Cars have come, and cars have gone, but the same sort of machine was prominent until recently. In the 1960s it was all about Minis, Cortinas, Volvos and Saabs, while in the 1970s the Saabs were confronted by Escorts, Fiat-Abarths, Toyotas and the wonderful Lancia Stratos. All were relatively simple, rugged, easy to fettle.

The superstar drivers at the end of the 1960s included Timo Makinen, Roger Clark, Bjorn Waldegaard, Hannu Mikkola and Stig Blomqvist. Markku Alen has arrived since then, while Timo and Roger have effectively retired, but it is still a very familiar scene. Only the sensational four-wheel-drive Audi Quattro has arrived to break the mould, and kill off the traditions.

What will the rest of the 1980s be like?

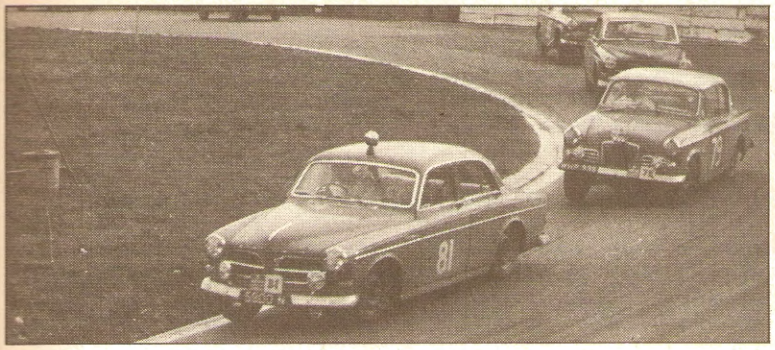


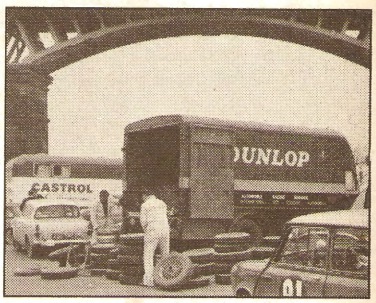




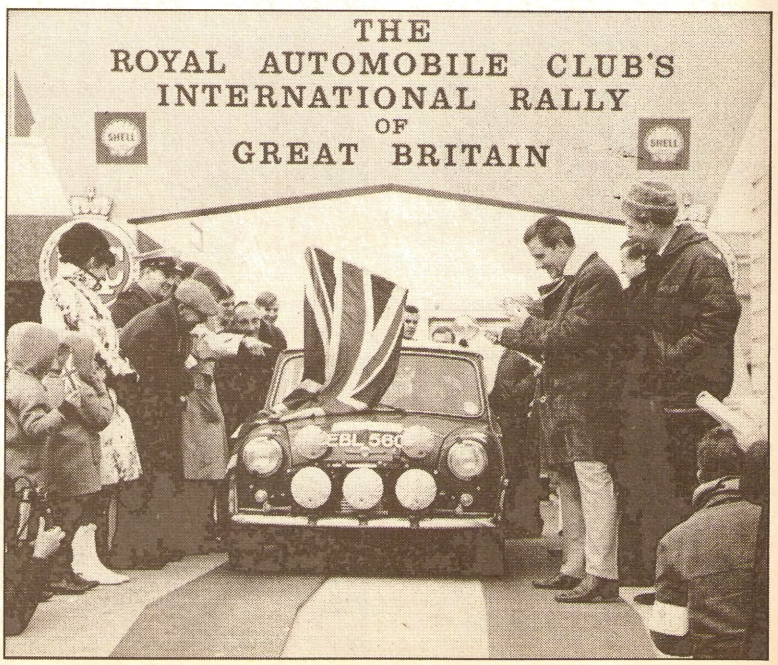
The early days (clockwise from above). This Singer Le Mans won the team prize in 1936. One of the original cars — David Hescroff's 1927 AC Montlhery Sports. This Talbot 105 once lapped Brooklands at 130mph. The Blackpool promenade driving test was a traditional feature. Ian Appleyard in action on the 1956 event. The winning BMC team in 1956. The early events were often tackled by the Zephyrs. This is Roger Bell's 1953 Monte winning replica.

Yesterday's Cars





Top left: The Crystal Palace circuit race in 1959. Small picture, left: Anglia in 1954, while (right) Gerry Burgess won the event. Top right: Pat Moss on the 1960 skid pan. Middle right: The Saab team in 1963. Middle left: Gunnar Andersson's Volvo, PV544, in 1961. Above: The 1961 winner, Erik Carlsson, starts the event from Blackpool. Small pictures, left: Rosemary Smith's Alpine on Dodds Wood in 1962. Right: Service at Scarborough. Right: Tom Trana winning in 1963. Far right: Paddy Hopkirk is flagged away by Graham Hill in 1965.



LADA CARS

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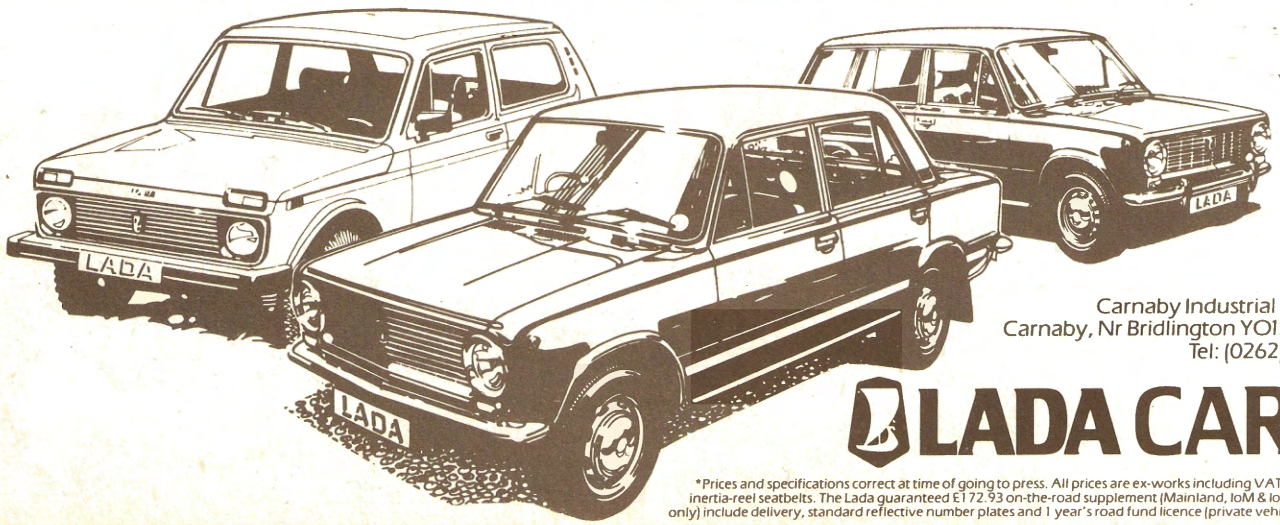

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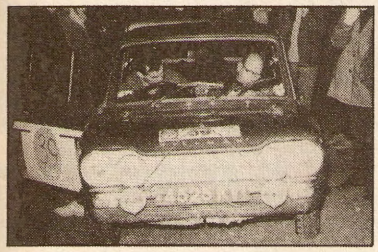
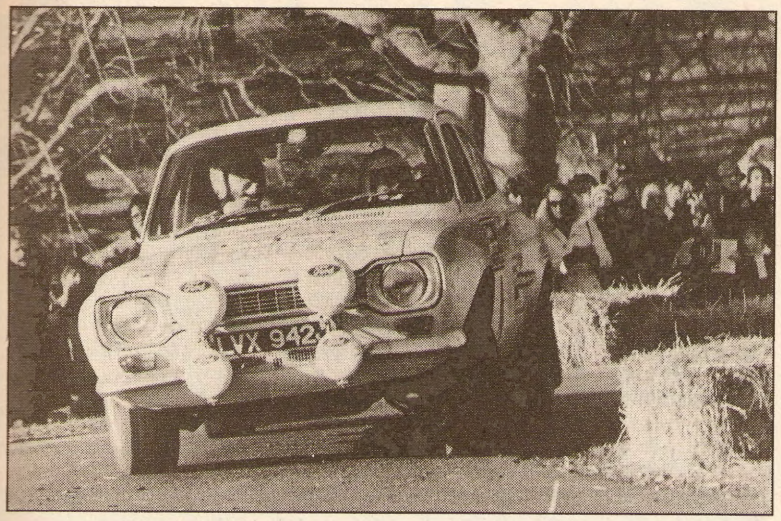
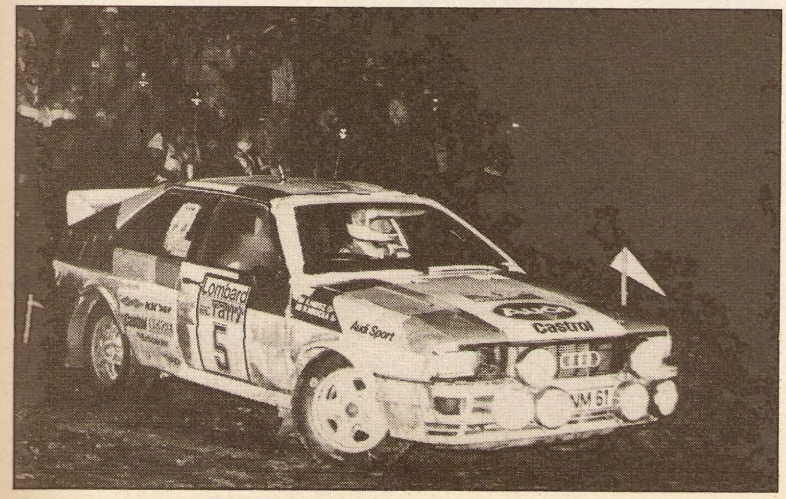


Top left: Roger Clark in a Rover in 1965. Small pictures, clockwise from top left: Job sharing in 1965. Makinen's first Escort, in 1968. Paddy Hopkirk in 1969. Lampinen/Davenport winning in 1968. Top right: Tony Fall in the 1969 snow. Middle right: Lampinen and Davenport again. Above: Saab's last victory came from Stig Blomqvist in 1971. Small picture, left: The Renault Alpine's first visit was in 1970. Small right: The first works Ascona. Right: Waldegaard in 1974. Far right: Colin Malkin struggling in 1975.

Yesterday's Cars





Top and middle left: Roger Clark won twice, in 1972 and 1976. Top right: Brian Culcheth in 1974. Terry Kaby in his Mini days. Middle right: John Taylor's best performance was in 1978. Small pictures, left: Lancia minus bodywork in1 975. Right: Waldegaard was clear favourite — and obliged — in 1977. Above: The end of the Escort years — Toivonen in 1980. Right: Hannu Mikkola gave the Quattro its RAC debut last year and rewrote the record books in the process.

Facing page

Stig Blomqvist gave Saab the last of their many victories with a fine win on the 1971 event, the first of the *Daily Mirror* sponsored rallies. The following year saw Roger Clark's first victory and, with Lombard now firmly settled in, he repeated the feat in 1976. His famous red Cossack Escort is pictured at Sutton Park.

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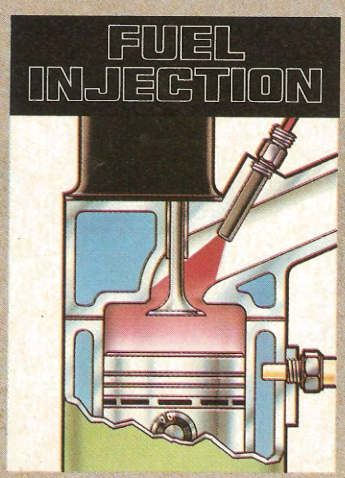

XR3: in its short life this potent Escort has already established itself as the epitome of the high efficiency hatchback.

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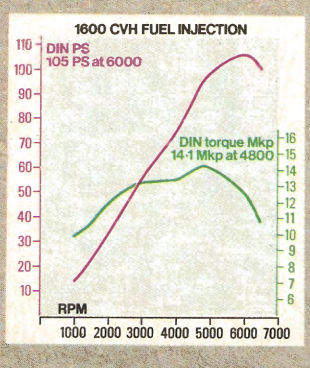
While the revised suspension will help you maintain quicker average speeds on the long and winding road without breaking any limits.

Sensational though they are, however, the bare figures don't tell the whole story. It isn't just the quantity of performance that counts. It's the quality with which it is delivered.

The XR3 with fuel injection is smoother, quieter and more flexible than ever.



Now for the inevitable question. "What'll she do to the gallon mister?" In formal language the answer is, "44.1 mpg at a constant 56 mph."† Put more informally, "considering how fast it is, it's quite incredibly frugal." Another advantage of fuel injection.

Apart from that the XR3 has hardly changed. Except that we've re-trimmed the seats in Monza cloth (aptly named, that), there's a new XR3i badge on the back (something other motorists will probably see quite often) and, unavoidably, there's a new price. It hasn't shot up much though. A new XR3i will cost from £6,030.*

Why not arrange a test drive with your local dealer. You'll find, once again, that Ford gives you more.

†Government fuel consumption test figures mpg (litres/100km): Constant 56 mph (90kmh) 44.1 (6.4); Constant 75 mph (120kmh) 34.9 (8.1); Urban Cycle 26.6 (10.6). ††Ford test figures.
*Maximum price at time of going to press. XR3i illustrated with alloy wheels is £6,155.
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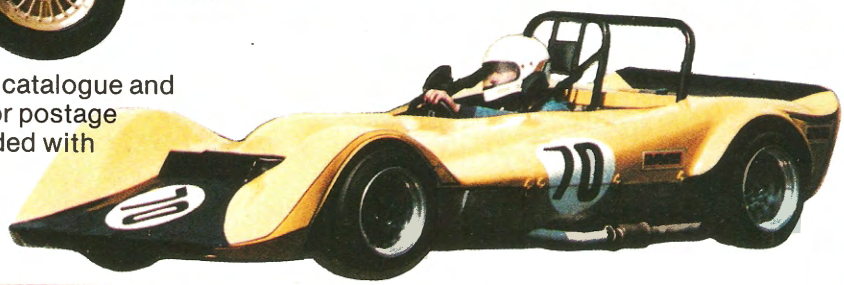

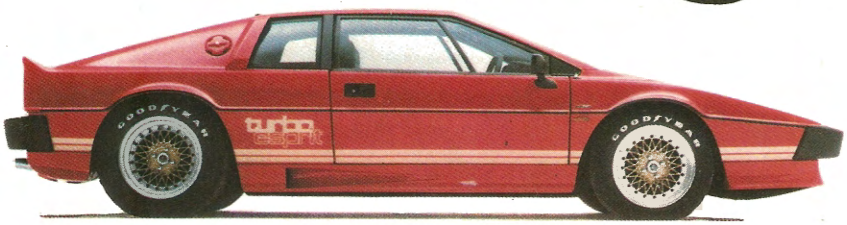

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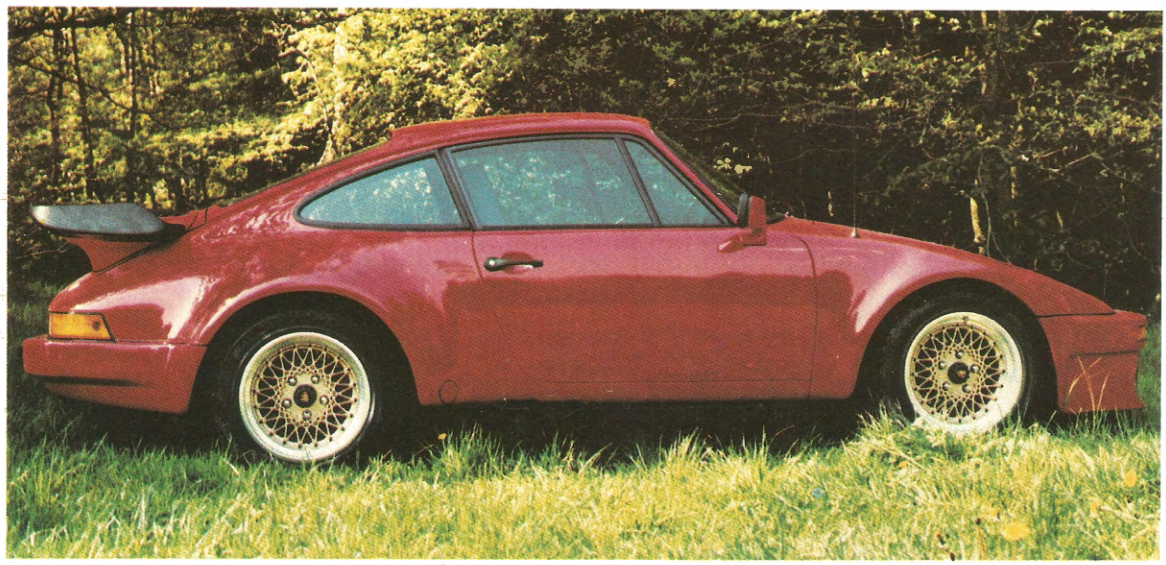

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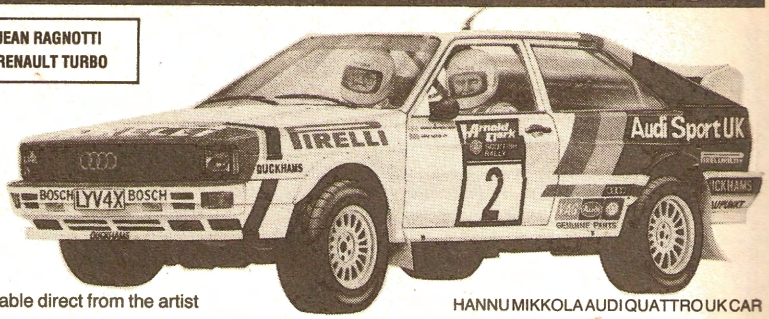

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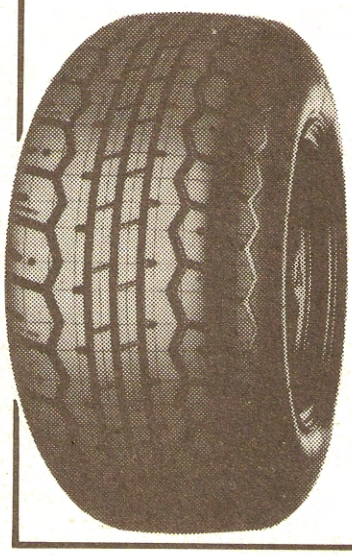

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Although it was his most disappointing result, third in New Zealand gave Rohrl an important edge over Mouton on the way to the title.

King of the road

Walter Rohrl, the new World Rally Champion talks about his championship year, considers his chances on the RAC Rally and looks to his future with Lancia.

After such a hectic year all round the world, it is a nice feeling to come to the final round of the World Championship here in Britain as the new Champion. It has been difficult, but I cannot say that I would have been happy if a woman had beaten me, although I do respect Michele very much. I have known her for a long time.

There has not really been time to enjoy this year. There was really too much pressure and always I had to fight to get a good result. Never once was I able to say, "Now it is my rally."

I think it has been a very professional year for me and for the whole team. We have made no mistakes, and I have driven on all events as you must do if you want to be World Champion. Without the mechanical problem in Portugal we would have had no trouble all year.

I suppose New Zealand was the biggest disappointment of the whole year, when I was beaten by two Toyotas after the Audis dropped out. I decided that if I lost the World Championship, that would be the reason. I don't know why I was beaten; perhaps my form was not so good because I was trying hard.

In the middle of this year, there was a big campaign against me. So from that point I was sure that the only answer to beat this campaign was to be World Champion. Otherwise, I thought, I would be killed as a driver. That was the only motivation for me, although personally it was not important that I win the title again.

The campaign started in the German press and one journalist wrote things that were not even in my head. And of course the public believe it, because it is written in a newspaper.

So in Brazil I decided that I would go flat out, even if I destroyed the car in the process. That was the first time I did this, because normally I go carefully. But if I did not try, then people would say I was too slow. The results this year have shown my tactics to be right, because it is much more clever to take second place and 15 points without risk than to drive flat out and take risks all the time.

The Ivory Coast win brought Rohrl his second World Rally Championship.

Stamina

The World Championship includes many hard events, and the RAC means we drive very far without rest. I have been happier this year because the organisers seem to be getting back to giving the drivers longer rests. Maybe it is just that I am getting older.

Remember that even five years ago the driver had a simpler machine, and that was the reason we had to go three days and three nights. But today we do not have rally cars. We have racing cars, and I think that such a car and a tired man is a dangerous combination. I think that we have to come back to a maximum of 20 hours at one stretch.

Before an event I do not try to get any extra sleep — it is just a matter of continuing your normal life. Of course, I take part in many sports, so maybe I can ski at home or go running.

During an event which is long and hard I usually eat only simple things perhaps a cheese sandwich and biscuits. Nothing heavy at all. I drink only water or juice.

All the rallies this year have included a rest halt every 20 hours or so, so really it was quite good and I never felt that I was getting very tired.

Christian Geistdorfer, my co-driver, never gets involved with driving. I do all the driving.

RAC

I suppose I have been to the RAC Rally quite a few times, and you know when I started coming to this rally it was the greatest rally in the world, something very special. I don't know why, but perhaps it was because I had a good result that year: I was lying second in 1973 when I retired.

When I started my career properly, I was getting more and more used to pace notes, and that meant getting worse on secret rallies.

Looking forward to the RAC, I know it is a fantastic, famous race, with so many spectators and very good organisation, but I am afraid to do the RAC. Standing on the start of every stage, my heart beats fast and I hope that there is not a bad corner where I will have a big accident.

I think the opening day's stages are actually quite nice, because it is important to show the spectators what rallying is all about, and if I remember correctly the Welsh stages are good. Smooth and twisty.

Even if I only hear the word "Kielder," I shake. Every time I have been to Kielder I was always 1½min slower than everyone else on each stage. I was afraid to put the car into fifth gear, waiting for fire breaks and brows all the time. And there is another one near York that I don't like. Dalby . . . oooh, it is so fast.

I think I would quite like it if there was ice on the roads. I remember there was a lot last time I was here. But it must be ice which you can see — not black ice. I don't mind fog, but only if I have notes. It would be very different on the RAC without notes . . .

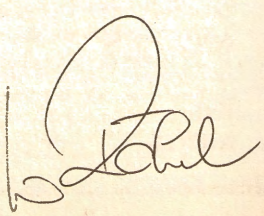
The Opel will be a good car for the event, and it has been fantastic all year . . . next to the Audi, of course. But my car has good handling and plenty of torque, which is important on secret stages. I feel a little sorry for Christian, however, as he has worked so hard all year and now he just has to sit there. On a normal rally he has no time to be afraid, but without pace notes he has time to worry.

The future

I remember I said at the beginning of this year that I would retire at the end of the season, but now I have a programme of only five events for Lancia next year and already I feel that it will be a bit of a holiday. A little bit of retirement. Compared to this year it will be easy and I will do the rallies I enjoy.

I went to Lancia recently to see the car, but I only saw it for about one hour. Of course, they tried to show me that the Lancia Rally is safe, and I hope that it is true because my first event back with Lancia will be the Monte Carlo Rally. It will be a nice programme.

But before all that I must turn my attention to the RAC Rally. All the other drivers in the Rothmans team have been in this country quite a lot this year, and so I must be the slowest of us all. Perhaps I can get in the top five to help the others if they hit trouble, but I am sure it will be impossible for me to win. Still, I will do my best and you never know what will happen by the time we all get back to York on Thursday . . . ■



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Insight

Rally Running

SIMON SMALL talks to those at Belgrave Square concerned with the organisational difficulties of running the RAC Rally.

Just have a think about all the things we take for granted. Now put that thought into the context of the RAC Rally. Even as competitors we probably only give a cursory thought to the marshals who greet us at stage starts and finishes. In fact, it is probably true that the organisers of any big event only really come under consideration if and when things start to go wrong. That aspect of organising a major world championship rally is an occupational hazard and while Jim Porter would never admit to even considering the possibility of a hitch on the RAC Rally, there is little doubt that the thought must lurk somewhere in the back of his mind.

Jim Porter's reputation was made as Roger Clark's regular co-driver, and it must be one of the sport's great tragedies that he was never able to partner Roger on the RAC, because of his organisational duties. But Jim is a very philosophical man and although he must have felt a few pangs in 1972 and 1976, it's a sure thing that he has gained considerable satisfaction and not a little enjoyment out of organising the RAC Rally.

Porter's association with the rally started, co-incidently, in 1972 when Dean Delamont reckoned that a current competitor was needed on the organising team to provide insight into the requirements of competitors on Britain's most important motor sport event. Interestingly enough, the RAC has now gone full circle in this respect, because this year Jim has been aided by Phil Short, for exactly the same reasons that Delamont brought Porter in ten years ago.

In 50 years of course, the organisational requirements of running the RAC Rally have changed considerably. Even in the '60s, it represented a very big job for Belgrave Square. Since then, and particularly over the past 10 years, the task has become more systematic, but cannot lapse into 'routine' because the logistics of running a four or five day event over nearly 2,000 miles of England, Scotland and Wales simply will not allow it.

When Porter came in during 1972, the route for that year was already planned and Jim was concerned only with the mechanics of making the rally happen. The following year, he became assistant clerk of the course and began building the rally into what we know today as being one of the slickest events on the world scene. The success of the RAC is reflected by the fact that the world's car manufacturers and the sport's top drivers place such emphasis on competing here.

The biggest change though, came in 1974, when Lombard took over as major sponsors. Although they have never tried to influence the route of the rally Lombard introduced a commercialism that hadn't been seen before, and Jim suddenly had to turn his hand to advertising, liaison with the sponsors and the general presentation of all aspects of the rally.

The Lombard RAC Rally doesn't just 'happen' — it unfolds over a full year so that, for example, the start and finish town for the 1983 event has already been fixed and arrangements are pretty well advanced for 1984.

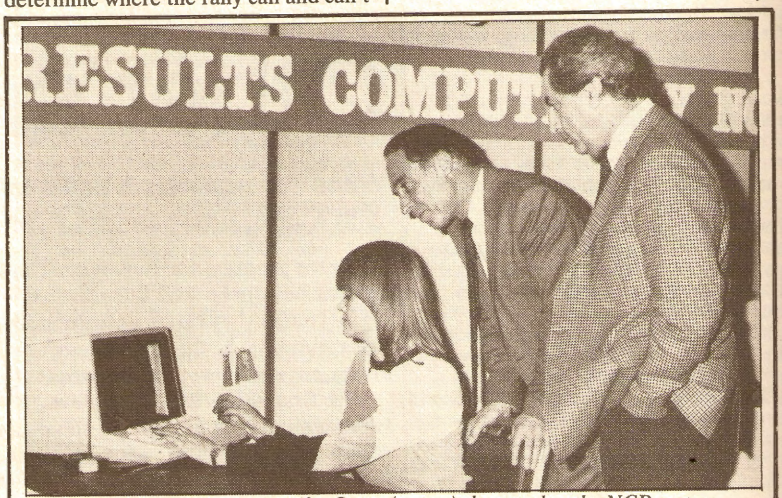
So when Hannu Mikkola drove onto the finish ramp last year in Chester, Jim Porter already had a good idea of the route for this year's rally. "I always tried to produce an initial route around Christmas time" says Porter. "Just map work, nothing definite, but a framework from which we can come up with some firm intentions. This time it's been down to Phil Short."

Talking to Porter, you very quickly notice that his answers and comments are very carefully considered and despite being softly spoken, the confidence and coolness that he exudes, leaves the listener in no doubt that all the problems of the RAC Rally are tackled in the same methodical manner. There are certain criteria when considering this initial route: "In a continuing effort to find a tighter, shorter event, with high stage mileage and lower road mileage, we are obviously limited in our choice of territory. However, because the rally means so much to so many people, we obviously want to achieve as wide a coverage as possible."

Once that initial route outline has been mapped, nine or ten 'regional organisers' take on the job of arranging stages and fixing link sections in their areas. These people are vital, and are usually connected with the RAC or a regional committee of some sort. They are also chosen because of their good connections within their own localities — they will know key representatives of the police, the forestry commission and other land owners. They will largely determine where the rally can and can't go.

By June, the route is pretty well fixed. While Jim has become increasingly bogged down by the need to provide the disseminate information to all and sundry, in July he must find the time to drive the route and make the road book. Parts of the route will be re-written and other route details will be considered such as timing, controls, service points, results points and so on. But the road book is not yet anywhere near completion. "There are always some changes to incorporate, especially where forestry work is concerned, so we leave the road book as late as possible," says Jim.

The RAC uses a freelance artist to produce all the graphics for the road book — a job that takes about three weeks with some 2,000 tulip diagrams to be drawn, plus maps of hotels, service areas and so on. Finally, the road book is scheduled for printing at the end of October.



Neil MacFarlane, the Minister for Sport (centre), learns abut the NCR system.

Fast answers

Without results at the end of the event, the RAC Rally would fall heavily at the final hurdle. For some years now, it has been common practice on most rallies to employ a computerised results service of some sort, but as the largest event in the country, the RAC poses problems which only a sophisticated machine and efficient programme can cope with.

NCR is entrusted with the task on the RAC, their team headed up by their Central Software Services Manager, an attractive lady called Sue Clarke from Skipton in Yorkshire. Sue has been with NCR in London for seven years and coincidently, had a vague connection with rallying through her father, who knew Roger Clark many years ago.

The company's involvement with rallying started with the Mintex in 1976, when an NCR user in Hull had some links with the organisers. The RAC heard about the service and made some approaches regarding assistance on the RAC Rally itself. Sue takes up the story: "A software company called, I think, Harland Data Systems was handling the work, but they couldn't really devote the time and manpower to the job so NCR took over completely."

Sue has now rewritten the system for producing results over the last five years, so that now, only fine tuning is required to keep up with the demands of the rally organisers, the press and the public. Processing information is now faster and very accurate with programme allowing access to all manner of information.

Sue explained that it was difficult to get right first time, particularly as any problems which crop up have to be sorted immediately. This requires a very flexible approach. Changes have been implemented for this year to allow for further expansion. For example, the programme now allows up to 150 road and special stage sections whereas it was previously limited to 93. And because of the new group and class classifications, extra digits have been added to cope with the increased number of classes. Similarly, times used to be recorded in minutes and seconds, whereas this year, times will appear in hours, minutes and seconds.

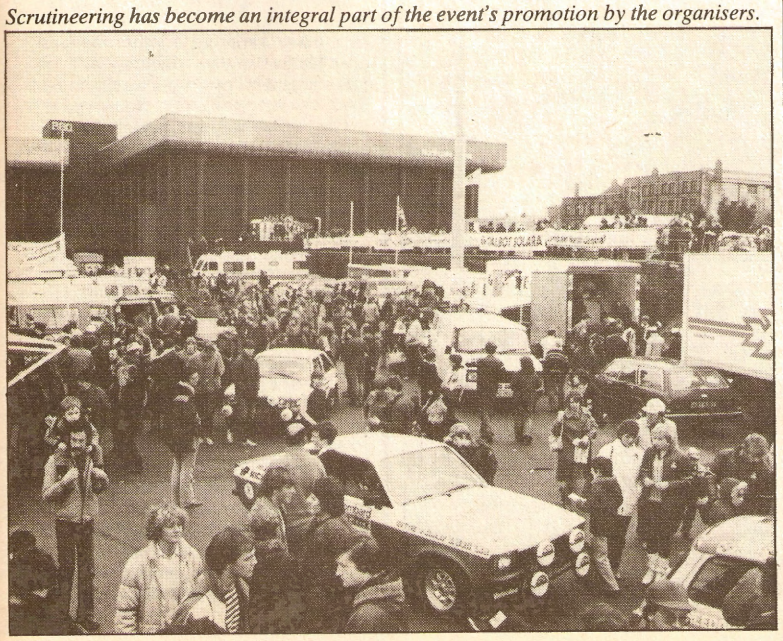
Over the years of course, the hardware has changed too. It used to be the case that the job could be performed very adequately on a relatively old (in computer terms) machine. A very powerful mini computer is now employed — called a 190/20 and valued at about £120,000. Additionally, 15 VDUs will be in use (in 1977 it was four) and two engineers will be on site at all times — just in case — although Sue Clarke confidently expects that they will not be required to spring into action.

In all cases, the NCR people have tended to be over cautious, doubling up on most things so that results will continue to be produced even if something should go wrong in the 'front line'.

For Sue Clarke, her work on the RAC Rally commences with some initial discussions around March and April. In June, she will have visited the HQ hotel to determine the site of the computer installation and to check out any unforseen hitches. Come November, and the whole system is ready to roll.

Only one problem has been experienced in the past, and that was when a machine shut down after overheating in Chester one year. A few open windows soon had everything back to normal, but even so, it's safe to assume that Sue and her team will be just as nervous as the competitors when the rally gets under way in York.

Scrutineering has become an integral part of the event's promotion by the organisers.



Rally Running
continued

But that's not all of course. There are regulations to be produced and all types of documents and promotional literature to prepare. The RAC incurs a print bill for the rally of something like £25,000 — and that does not include the road book. Some 10,000 marshals have to be notified and allotted duties, nearly 6,000 stage arrows are produced and hotels, garages and countless other people and organisations have to be contacted.

And then, during the last few weeks before the start of the rally, the entry is seeded. "That's an absolute nightmare," says Porter. "We normally ask several experts, probably knowledgeable rally journalists, to come in to help us. It's relatively easy to get through the A and B seed drivers, but those further down the field are very difficult to sort, and of course, it doesn't matter what expert help or which computer ratings we use, we can never, ever please everybody."

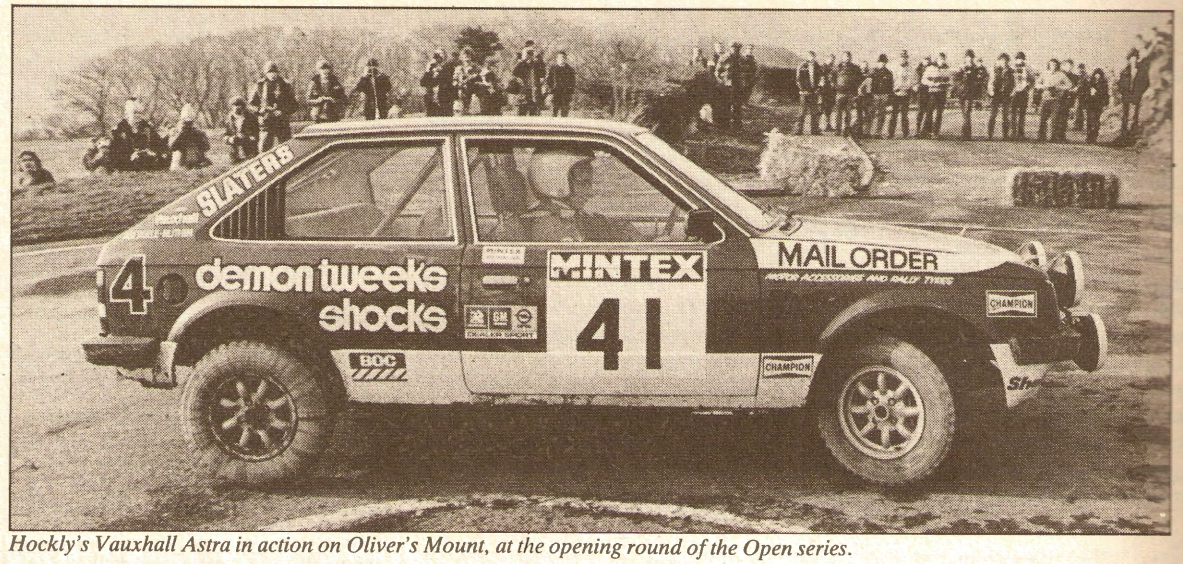
This year, the Lombard RAC Rally has attracted 167 entries — two fewer than last year. But 15 A graded drivers are scheduled to appear, and that is one more than in 1981. In terms of graded drivers, this is the best entry on any championship rally this year. Don't forget also, that it is still one of the cheapest world rallies to tackle, principally because no recce is necessary, travel is cheap and there are no expensive tyre choices to be made.

Turning away from the organisation of the rally proper, there are other key elements in the total mix. Ann Bradshaw is responsible for all press liaison surrounding and during the rally. Strong media interest starts around the beginning of September, and apart from supplying information to journalists from magazines, newspapers, radio and TV from all over the world, Ann has to distinguish between those journalists who are bona fide and those spurious characters who simply like to feel part of the scene. Some 1,000 press passes are eventually issued, while on the rally itself, Ann is aided by Nick Brittan who is responsible for the Lombard aspect of the rally, and a nucleus of about 10 press office staff who are competent and dedicated regulars each November.

Lombard promote the rally through their nationwide chain of offices and dealer showrooms where Lombard finance is used. They even used the theme of the RAC Rally as a central part of their motor show stand this year.

NCR, who supply the hardware and software for the computerised results service (about which, there is more elsewhere) also come in for praise from Jim Porter. For example, when entries were seeded this year, NCR had produced a properly seeded and detailed print-out within three hours, and entry lists were printed and being distributed less than three days later. In Chester last year, when results were finalised at around 11pm, NCR worked on into the night to produce 700 books of results comprising 30 pages each, for distribution the following morning. Linked very much with NCR on the rally, although not commercially, is Nashua who provide all the copying facilities not only at the rally HQ, but also out in the field via their local representatives.

There is no doubt that Jim Porter and his able and dedicated band of organisers, have got into the groove of making the rally organisation look simple and straight forward. Of course, it's never like that. Isn't it strange that by taking the organisation for granted, we are probably paying Jim and his team, the best possible complement? ■



Hockly's Vauxhall Astra in action on Oliver's Mount, at the opening round of the Open series.

Other side of the coin

While the super stars battle for glory, the clubmen will be aiming for a class victory, coping with rough, rutted roads. JOHN HORTON talked to some of the real heroes.

While the progress and fortunes of Russell Brookes, Terry Kaby and Malcolm Patrick have been well documented — as is often the case with any team's 'front runners' — rarely does the story of the efforts, sacrifices, and the sheer determination of the 'privateeer' make the headlines. Russell Close, Ian Harrison, and Harry Hockly are three such 'privateers'.

The first thing that is obvious, is that they go rallying because it is a fundamental part of their personalities: It is not an excuse to get away from family responsibilities or digging the garden! They all have a level of determination that overcomes budget deficiencies, makes up for lack of outright horse-power and compensates for the many economies they have to make. They all agree that without the enthusiasm of their respective service crews, they would never even make the start ramp.

"We started preparing our car just five weeks before the Mintex," said Russell Close. "The first Group A Manta had its problems. No one had any past experience to go on. However, our experience with the Kadett GT/E that I used in the 1980 ANECCC Championship did help to an extent. The Manta just seemed longer, wider and a lot bigger!

"Robert Wilkinson, my mechanic, and his crew (Patrick Turnbull, Charles Humphrey and John Dolan) worked five nights a week, unpaid, just for the pleasure of taking on such a challenge. For them to see the first Manta GT/E Group A car in the UK was enough reward."

Russell's Manta had covered 28,000 miles and was almost two years old when he bought it from Alex Jackson, the Managing Director of AGJ Motors, Pontefract. Alex, an accomplished and competitive driver in his own right, was keen to see Russell in a current GM Model, rather than his reliable but dated Kadett GT/E.

The decision was taken to obtain the best engine possible. Basic car suspension, handling and brakes were more than adequate to take an increase in engine performance. ENEM in Sweden have considerable experience with Group A Opel engines, so the car's 2000cc engine was sent away to be rebuilt in Sweden and have a Bosch fuel-injection system fitted. The result, a free revving engine, good torque and power figures with (now obvious) reliability Russell Close was now ready to start the season.

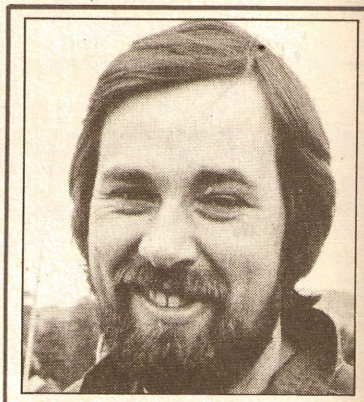
In contrast, Harry Hockly chose a car with a proven track record with very little modification needed to convert it into full Group A specification. It was not a difficult decision for him to agree terms with Brian Wiggins for the latter's 1300cc Astra which had won its class in the 1981 Rothmans RAC Open Rally Championship. Harry, a past-master with small capacity, front wheel drive cars, saw the move to GM as the next logical step in his motorsport career.

"The Mini had served us well in both the *Rally Sport* Championship and the Austin Mini Challenge (both of which were won by Harry). However, I felt the team now had the experience to aim for the Open Championship. Alistair Roberts, my co-driver, manager (and sometimes conscience!) and I decided for a relatively small car, but one with some pedigree. We don't have the resources, the time, or the means to develop a car ourselves, even with help from a manufacturer. So the Astra fitted the bill."

While Harry was looking into the 'nuts and bolts' of the Astra, Alistair was already onto GM Dealer Sport to see if they could support their efforts in the Open Series. Agreement had already been reached with Demon Tweeks, the accessory and tyre concern owned and managed by Alan Minshaw to cover many of the running costs.

The final jigsaw piece fell into place when Slaters, the main Vauxhall-Opel dealers in Abergele and Ruthin offered assistance and fulfilled GM Dealer Sport's terms that each team supported by them should have an active involvement with their local GM Dealer.

There is always an exception that proves the rule! Ian Harrison's Open Championship class winning Kadett had been thrashed by a London rep for the best part of 40,000 miles before Melvyn Hodgson of Boleyn Car Sales parted with the car for a "less than bottom-book



RUSSELL CLOSE

"Starting at 102 there is no way we can be competitive overall. If all the 2-litre Group A cars are kept together, then we are all at the same disadvantage. It's not just a class win I'm looking for on the RAC, it's the opportunity to have a go at the drivers of the more powerful Group 4 cars just to show them that driving ability does count for something. However, with all these chaps seeded in the mid 50s we've got no chance.

"I would have hoped that being Group A Champion would have meant someting – apparently not. Pyschologically, if you're seeded at a good number, it gives you some extra confidence. Starting near the back doesn't help at all.

"The only glimmer of hope is that this year's event is a night longer and I have what has turned out to be a reliable car, so we are confident that it will maintain its pace to the finish. We can only hope that cars that are not so well prepared, will begin to feel the strain.

"I'm looking forward to the RAC. It's not easy, but the satisfaction of finishing does make it all worth while. I'll start counting the cost when we get home!"

rice".

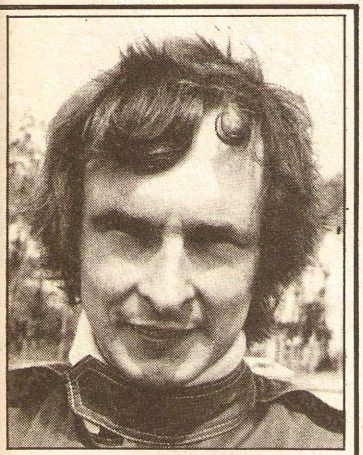
Ian's pre-Mintex preparation consisted of fitting a roll cage, sump guard, auxiliary lights, seat belts and changing the oil! He signed a Shell Oil contract in scrutineering.

Service crews are a vital life-line on events. Russell Close and Harry Hockly have regular teams who understand the ways of both the car and its driver. Ian recruits on an event-to-event basis. Of the two people in his service crew on the Scottish, one still had to take his driving test! On the Circuit of Ireland, both Russell and Harry had three men in their service van. Again proving the exception, Ian went without any service whatsoever, carrying all his spares in the back of his rally car.

"It's only 500 miles of stages, a 1300cc car should be able to do that without a major rebuild," says Ian who dismisses the challenge of the Circuit with comparative ease. "I've done the last three years without service — this year we even managed to help another competitor out with the loan of an alternator I had in my boot!"

As far as results go, Ian took the lead in the 1300cc category with a class win on the Mintex, Harry finished 4th and Russell won Group A outright and finished 12th overall — not a bad start.

By the Welsh, Ian's lead had increased and Russell now had two Group A wins to his credit. However, Harry's form and luck had returned and he was to win the 1300cc class on the next three events. By the time the championship reached the Isle of Man, Russell's name was on the RAC Group A trophy. Another class win on the Arnold Clark Scottish Rally had decided that.



HARRY HOCKLY

"If it wasn't for the fact that we have an obligation to our sponsors we would have withdrawn our entry. Mind you, where we are seeded, all the spectators will have gone home when we finally arrive! All we can do is our best, and hope to come away with a class win, which hopefully will be of value to our sponsors. "Anyway, we're still looking forward to the event. It's got prestige, and it's always a good thing to show a good RAC result, class or otherwise, to a potential sponsor. It's the most challenging event in the year. The Mintex has its snow. The Welsh is usually wet and the Scottish is rough in places – the RAC can sometimes have all those elements in just five days! We're also out to prove a point with Ian Harrison. We've had a great year competing against him, but its about time we settled who is the best driver!

"The RAC means more time off work for the two of us, and time away from home. This year's event looks like being a tough one, and we've got some strong opposition in the class. Winning will be so much more satisfying!"

The ultimate cost-cutter. Harrison's Opel won the international 1300cc class this year, sometimes without a service crew to help.

Harrison and Hockly — now enjoying the reputation of being *the* men to beat in Class 1 — were only five points apart. The last round of the championship was to decide the outcome of the class.

Harry, without his usual co-driver, was partnered by Graham Evens, who normally co-ordinated the service for the team. Ian was, as usual, with Martin Robinson, but with respect, Martin's pace-note experience was limited. After an 80mph 'off', the event looked over for Ian. He came into service knowing that there was no replacement steering rack in his service van. Necessity being the mother of incentive, in this case, a one-sided conversation with John Horton of GM Dealer Sport saw Horton's Kadett Estate get a 'modified' rack and Ian out of a problem. Both gave their all for three days before the event went to Hockly and the championship to Harrison.

For Russell Close it was an event best forgotten. An 'off', a slipping clutch and other niggling problems were not a fitting end, for a Group A champion. "We would have liked to finish the year on a higher note, but by then budgets were thin, and the car was beginning to feel the strain. At our level we try and make components and tyres last as long as possible. 'Preventative maintenance' is a luxury to us."

Russell Close and Ian Harrison are both self-employed in the motor trade. Russell has a Garage and Ian a rolling road tuning business. It helps. "If I took into account my telephone bill, time spent on organising my rallying — collecting parts and working on the car — then even I would have to rethink and justify the expenses. Being self-employed does give a false picture when it comes to the real cost of rallying — even at my level. I am, however, fortunate in that Martin Robinson has put in £1,200 of his own money towards event expenses. We share any prize money equally, but it's not enough to make any real impression on our expenses. On one event, when money was getting short, our service crew slept in the van; we didn't ask them to, they are just that keen. After an event, they usually drive home to save the expense of another night's accommodation."

Russell Close is more fortunate. "Even though I spend what seems to be hours on the phone organising our events, my car has to wait until all our commercial business has been finished before it comes into the workshop.

"George Tindall, who has co-driven for me on all the Open rounds, looks after all the paperwork in his spare time and like our service team he pays his own hotel and meal bills. They even buy their own team clothing. Shell have helped us with mechanics' overalls and lubricants. Like Ian, many of my expenses are 'lost' in the business. If the stores gave me a bill every time we ordered a part for the Manta and if I made out a time card for my time spent on rallying, I would have to consider even more economies. It's easy to ignore expenses when you don't see an individual invoice or statement."

Harry Hockly is a surveyor for a Double Glazing firm. Travelling in the day job to job does not allow easy access to a telephone. The onus for arrangements falls, as it has done for the past six years, onto the shoulders of his co-driver, Alistair Roberts.

"I spend about 10 hours each week working for our rally team. This includes arranging film shows, talks and the like for local Youth clubs, young farmers and Motor Clubs. The weekend before an event I get together with Graham Evans to plan the service schedules.

"Harry and my brother Martin, who prepare the Astra in their spare time, give as much as 15 to 20 hours per week on the rally car and other jobs, the latter to supplement the money available for our rally programme.

"Our service crew is no exception. They pay their own hotel and meal bills. Their involvement, in their minds, justifies the expense. They're a rare breed.

This obvious commitment from their service crews must be fundamental to the successes of all three drivers.

What is also evident and complementary to all these three drivers is that, despite a lack of finance, they all try to approach their rallying in a professional manner. ■

The Opel Manta GTE of Russell Close has dominated the 1982 Group A championship. Can they do it again on the RAC?

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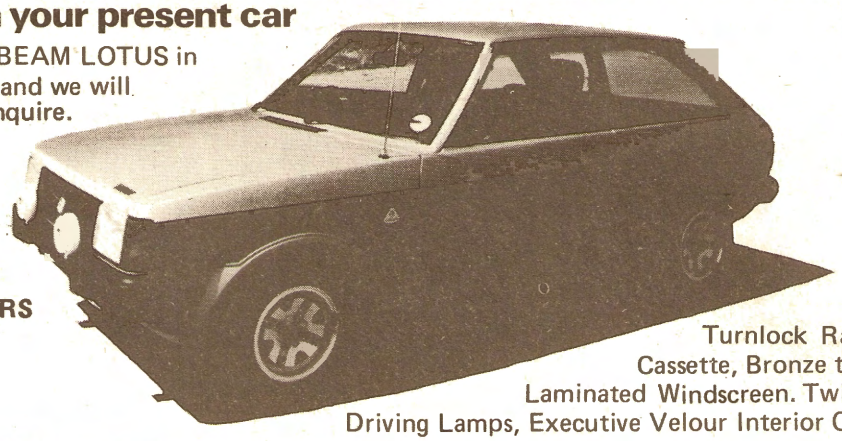

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Star of the show

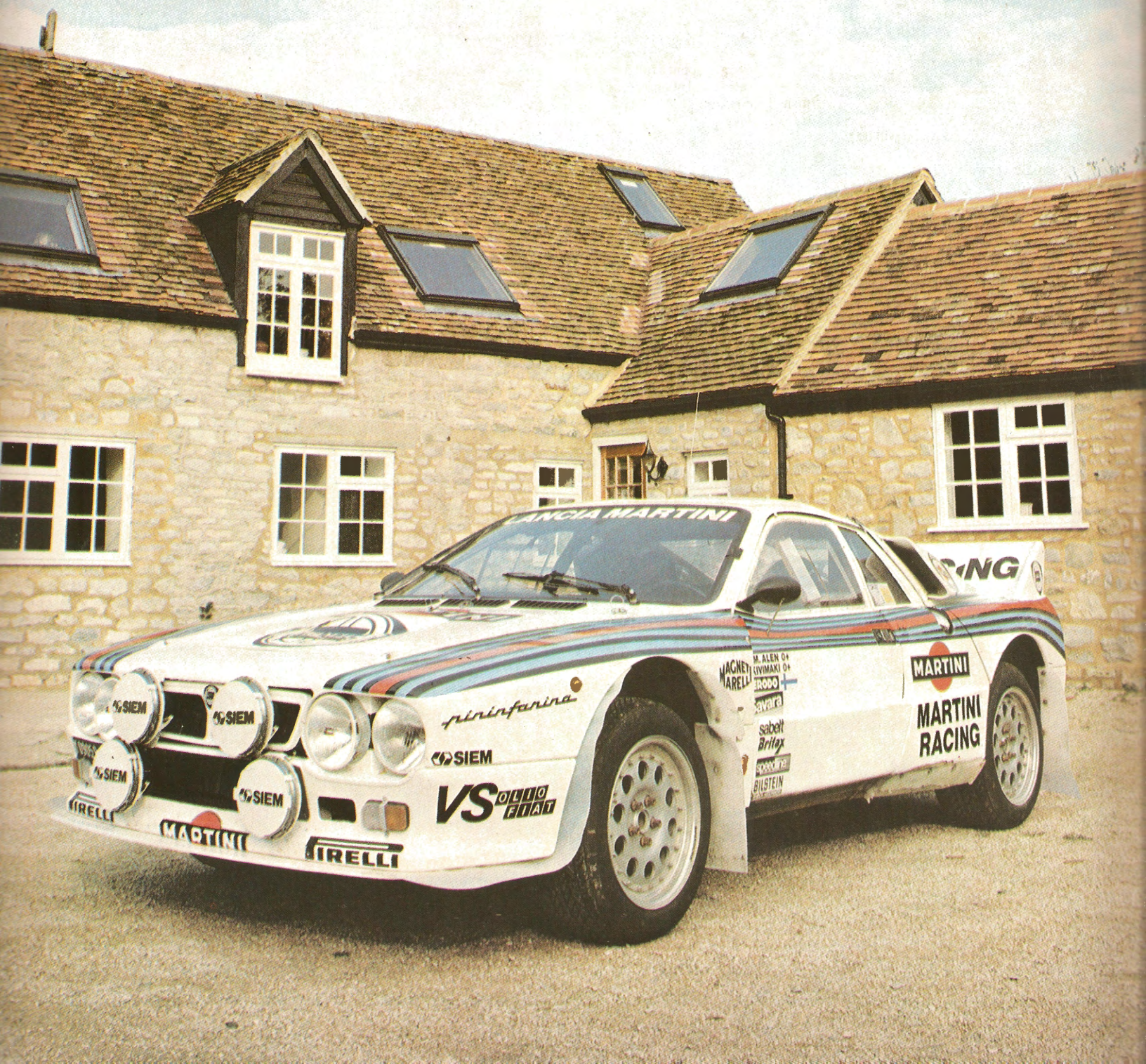
PETER FOUBISTER takes a look at the Martini Lancia team as they prepare for the RAC Rally.

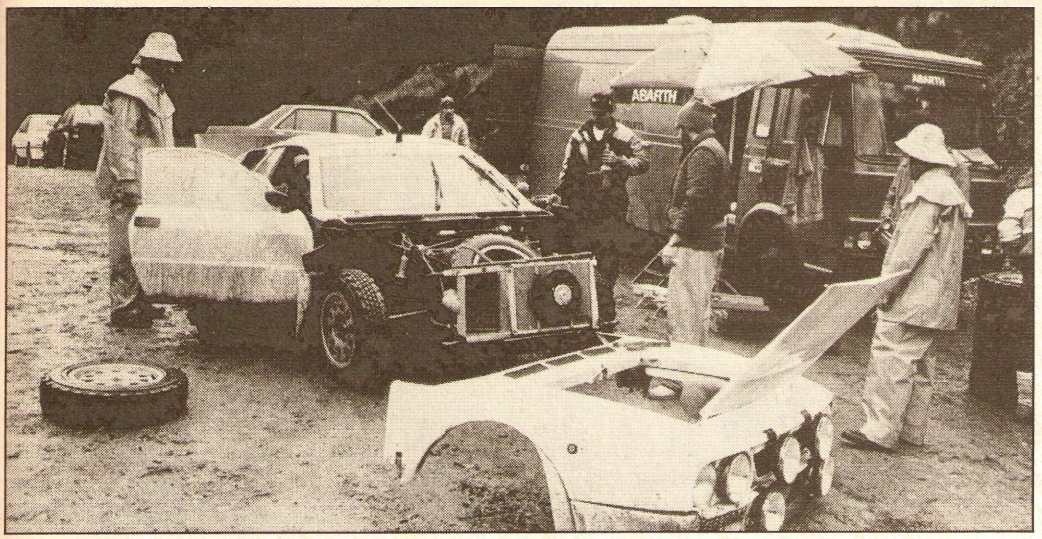
There is no doubt about the Star of the Show on the forthcoming Lombard RAC Rally. The apparently effortless speed of the opening Audi Quattro, followed by the rather more hurried progress of the following Opel, will only be the supporting act, a warm-up for the arrival of the latest Italian masterpiece — the Lancia Rally Martini.

Even before the little racer is in sight, spectators will sense something special. The distinctive shrill note of the supercharged 2-litre motor will be the first clue with Finnish ace Markku Alen eager to use every ounce of the 280bhp plus. Soon the car will be in view, the low sleek projectile a very real contrast to the saloons which have passed before.

It may look twitchy — perhaps even a bit of a handful at times — but it is sure to impress in terms of sheer acceleration and drama. As it blasts into the distance, the onlookers will be left with the memory. Some will be astounded by its size, others by its speed. Some will shake their heads, remembering the wobbling Kevlar bodywork and the claustrophobic capsule which holds the crew.

For this is the car which Lancia hope will follow in the footsteps of that old favourite, the Stratos. Perhaps the new car does not boast the Ferrari engine of its forerunner, but it certainly retains the style. That Italian touch, created through dedication, sheer hard work, and a very large quantity of infectious enthusiasm. Whatever the project may be, whether it is a blood red single-seater from Maranello, or the rally equivalent from Turin, the Italians love the sport in a passionate, all-consuming manner.





The very first evolution car has served as the development vehicle this year. Here it is stripped, ready for action.

Consider that after the go-ahead in the spring of 1980, it took the Lancia technicians just over nine months to build the first car. A year later they were on their way to completion of the 200 units required for homologation into Group B, and last July they introduced the evolution car. This is the machine which will carry Italian hopes for the future, making its British *international* debut this week.

Perhaps it won't win, or maybe it will be too fragile. Lancia themselves are aware of the odds against success. A single car vesus the rest of the world — including half a dozen Quattros, five Ascona 400s and the odd World Champion.

But in their typical, totally committed fashion, they have tried to ensure that the lone runner gets the best possible chance. One month ago, the team took their first *ever* win with the car on the final round of the Pace/AUTOSPORT National Championship. As everyone else headed home, the key members of the Lancia equipe stayed in rain-soaked Wales for a hectic testing exercise. Giorgio Pianta and Markku Alen both completed many difficult miles, eager to establish the optimum suspension settings for the car and the most suitable rubber, for the Pirelli technicians were also trapped in Wales.

Markku was openly delighted about the chance to prepare properly for a rally he dearly wants to win. Away from the forest and the fast pulse of his rally car, he is a very different character. The intense concentration is gone from his face and as he relaxes in an armchair, there emerged a different person from the man who grips the steering wheel as if it were his life supply.

There is a strong Italian influence in his speech; his accent and quick, barked comments merging into the background chatter of the Turin team. His nine years with the Fiat/Lancia combine is something of which he is evidently proud, and even with the confirmation that he must play second fiddle to Walter Rohrl in 1983 he remains happy with his lot.

"I started with the first Lancia in Sardinia this year, but you know it was like a Group 1 car. Like a Mirafiori, as I had 220, 230 horsepower, but now with this evolution car you feel you go. It is fantastic, although already I have lost some horsepower. On the 1000 Lakes I had maybe 315bhp, but on the RAC I will have a maximum of 290, maybe a little bit less, because this is a long rally.

"Everyone is a little bit nervous after what happened in the 1000 Lakes and Sanremo, because it was the same engine problem. I do not know exactly, but Pianta will know. He knows all things technical!"

Pianta, of course, is Giorgio Pianta, the man who has been the figure at the centre of development of all Fiat/Lancia rally cars for years. Through the days of the Stratos and the Abarth 131, Pianta has been a consistent factor, right up to the latest Rally Martini. Not that he always spends his time alone on the test track, as his enthusiasm for the sport has found him in the driving seat of many cars. Only two weeks after the Welsh session he was in Kyalami driving a Porsche in the 9 Hours Endurance race.

In Wales the pleasures of competition were far from his mind, and even before Alen arrived Pianta had already spent a full day seeking the ideal settings for the car. It had not gone well at times, and although the rain continued and darkness came, the team only ended their day's work when Pianta agreed that progress had at last been made.

The arrival of Markku and long term co-driver 'Kiki' prompted a rapid technical exchange between the drivers, followed by an instant change of atmosphere. It was time for dinner.

The lack of pasta on the menu apparently came as something of a relief to most of the party, while Markku's evening was made when he discovered Mateus Rosé on the wine list.

"I drink mostly water," explained the Finn, "but this wine I like. In Portugal last year I asked for Matoos, and they say no. Only for export. Crazy."

With the conversation chopping from excitable Italian to more deliberate English, and even the odd rapid exchange of Finnish between the two stars, Pianta held court over dinner.

Anecdotes and adventures from the past kept the atmosphere relaxed, with liberal amounts of hand waving when words grew insufficient. After several hours, the party adjourned — all still perfectly sober, but on an Italian high.

By breakfast, the Welsh weather had dragged up its wettest, windiest morning of the decade. Pianta would stay for a few hours, but once satisfied with the technicalities he left for Heathrow and a quick flight home.

Now it was Alen's turn to do some work with a truck full of the latest Pirelli product of varying compounds, sizes and construction. Even before we arrived at the forest site, the Finn's mood was changing slightly, as the adrenalin started to flow more freely.

"On good gravel, this car has incredibly good handling, but on the Pace Rally there was a little bit of bumpy road where this car is not very good. All the time it jumps at the back and it is not such a nice feeling.

"But, you know, driving this car makes you a little nervous. It is not dangerous, but in the 131 you go maybe a little bit over the edge of the road, while this car is a bit like a race car. Nervous."

"But is it safe?" I asked.

"You do not have an engine in front, but I do not *think* that I will have an accident, and this is my job." There is a pause.

"If I think that I will have an accident, then I would go home. If it is coming then it is coming. Maybe I will cross the road and someone will kill me, you cannot win if you think like that and it would be better if I take a pension. OK, this car is a little bit dangerous . . ."

▶

Markku Alen fills the cockpit of the Lancia . . . he spent several hours testing tyres.

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Profile

Star of the show
continued

Quickly, he turns his attention to more positive matters. Before he left, Pianta had a few quiet words, winding the driver up a few stops. Enough to boost him a little for the day's work.

"Last year I came to the RAC with the Stratos. It was an old car and I had no testing, not many spare parts. I was a bit like a private driver, but this time it is an official team.

"When I came to the Pace Rally it was one year since I started a secret rally without pace notes. I said, 'Kikki, I know nothing about what is coming around the bend. Maybe it will be a big problem and everyone will be one minute faster than me. How is my speed, is it OK?'

"And Kiki said, 'No, it is good you go a little bit more slowly now!'

"So it was good for the RAC that I knew a little about how fast everyone was going and it is also important that all drivers do some rallies without pace notes. Reflex driving I like.

"And I want to win this RAC Rally and Monte Carlo, these are the two I want to win very, very much. Here you have something special about secret stages, and really nice spectators. They like the sport, just as in Italy. For me, that is important."

But the RAC has never been one of Markku's favourite stamping grounds, and despite several furious attacks with the Stratos, his best result actually came in 1974 when he finished third in the inevitable Escort RS.

The disappointments over the years have left a few memories, but he does see the opening stages on Sunday as a serious part of the rally.

"OK, they are Mickey Mouse, but it is very easy to lose maybe 2 mins with a little mistake. I like Wales best, but also Dalby because it is very, very fast.

"I don't know why, but I have had many problems in Kielder, so this year I will go flat out in that forest — I will not remember that we are in Kielder, and of course it comes after three days so I have a little practice before we arrive."

But while the great Northumberland forest is an area which has often wrecked Alen's hopes of success, it is where the Audi Quattro must surely dominate again. The mention of the name is enough.

"The Audi has destroyed rallies, it is so good. I hope this Lancia can take a bit of a fight with the Audi, but if the Lancia does not beat it then no other car could win, unless it was also four-wheel-drive."

The disappointments of the 1982 season, with numerous retirements because of mechanical failure, have done nothing to dampen Alen's enthusiasm, neither for his vocation, nor his long association with Lancia.

The deal for 1983 includes only four World Championship rallies, so the only option is to find another team to back the Lancia outings. "Because, you know, I want to be World Champion in 1983." ■

The soaking Welsh forest roads provided typical RAC conditions. Inset: Giorgio Pianta.

SERGIO LIMONE
Designer

"We started with two or three solutions for our new rally car in the spring of 1980. These were to use the Ritmo built like the Renault 5 Turbo, or there was a Lancia Delta, or the Monte Carlo.

"I preferred the Monte Carlo because it is necessary to have a *fast* car, and we got a decision in the spring to go with this car. Until that point I was a 131 man, and I followed the Abarth on events after 1978 until I started with this new car.

"We had the first car ready the day before Christmas in 1980. We worked all 1981 on the rally car and also the production car and produced six prototypes. One rally test car; one for homologation; the third a roadgoing Rally; the fourth was for crash testing; the fifth a tarmac rally car; and the sixth for the interior work.

"We actually started producing frames in September 1981 with the exterior designed by Pininfarina. The first car with my body was an 'orrible body, really terrible. Like English old car; I am not a stylist . . .

"Pininfarina started in March 1981 and we went to the wind tunnel where we saw errors and proposed little changes. They did it quickly and were ready for production when we had the frames in October. Very quick, it was really terrible we were so busy. One of the biggest problems for the road car and the rally car was noise, so we worked with a special double glazing — very light but good to hold the noise.

"We started building engines in December that year, and finished on March 30 for the Homolgation Commission. After that we started building the 20 cars and FISA came, I think, on either July 26 or 27 to see the cars. It was a crazy time, but, you know, we are Latin people. It was really just like a circus, although when the inspector chose a car he drove it. Finished, homologation complete.

"Before that, though, Markku had started making some races in a normal car with carburettor which had about 250bhp depending on the race. First race was Costa Smeralda then we had one car in Elba, two cars in Corsica with accident of Bettega, and two cars in Acropolis.

"The first big rally for the evolution car was Madeira, and after that 1000 Lakes. The real difference is that on the engine we have fuel injection, and a different type of compressor with an open intake.

"In Acropolis we broke the engine mounts, and the wheel hub. Now we have reinforced the hub, homologated it. Is OK.

"The car was very good for the 1000 Lakes and before we went to Helsinki in July to do a little testing with Markku. He was very satisfied.

"Now we have some problem with engine on 1000 Lakes and Sanremo: it's an oil and conrod problem, I think, but I don't really follow the engine. For me the engine is an accessory, not so important. Maybe the best system would be to use Cosworth engine!

"It is better now that we are following the car trying to improve it; to produce a *fast* car. I think the reports about the safety of the car are not a big problem because we have done the crash tests with very good results.

Limone — the mind behind the project.

"The car is very strong because the Pininfarina bodyshell is derived from the Monte Carlo. It's very rigid because the Monte Carlo was born as a standard car. We did two crash tests: the first one with a static car — was good — enough for homologation — but not for us, and we have improved it.

"Bettega's accident is immaterial because he finished at 120 kph against a wall. I think every car would finish badly.

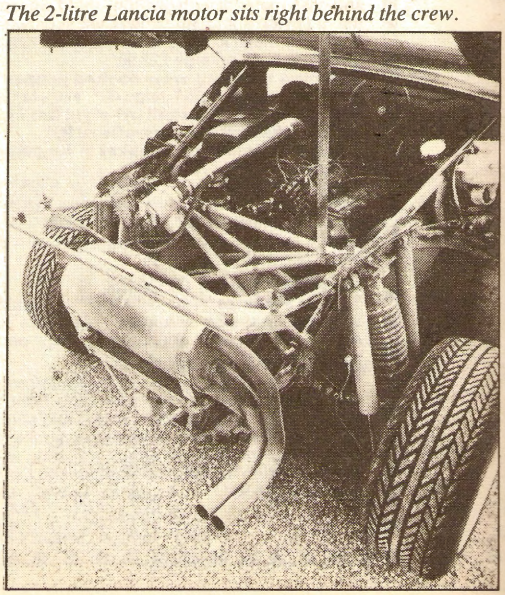
"The new rules in Group B have added some problems for us, because we can only use 10in wheel rims. A Stratos had up to 13.5in, so now we have had a lot of camber development and the car has a set of different points for the suspension.

"You may modify the camber very easily, and that is important for the tyre, to reduce the wear so the rubber can work.

"I have not had enough time to think about four-wheel-drive, but for me the four-wheel-drive production Lancia Delta is not a serious car. For me the rally car should be like Formula 1 with a difference. The front-drive should be optional. For example, on Sanremo you would do all tarmac stages with only rear-wheel-drive. Then when you go to the gravel you would use front-wheel-drive as well. This is my idea, but I am sure it would be very expensive to produce a Group B car like that.

"You need 200 production cars and after that 20 for rally use. I think that it is better to improve this car because so you saw on Sanremo it is very *fast*."

The 2-litre Lancia motor sits right behind the crew.



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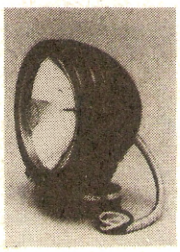

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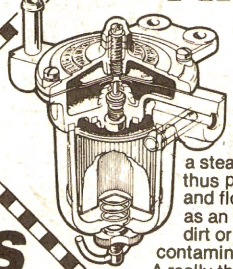

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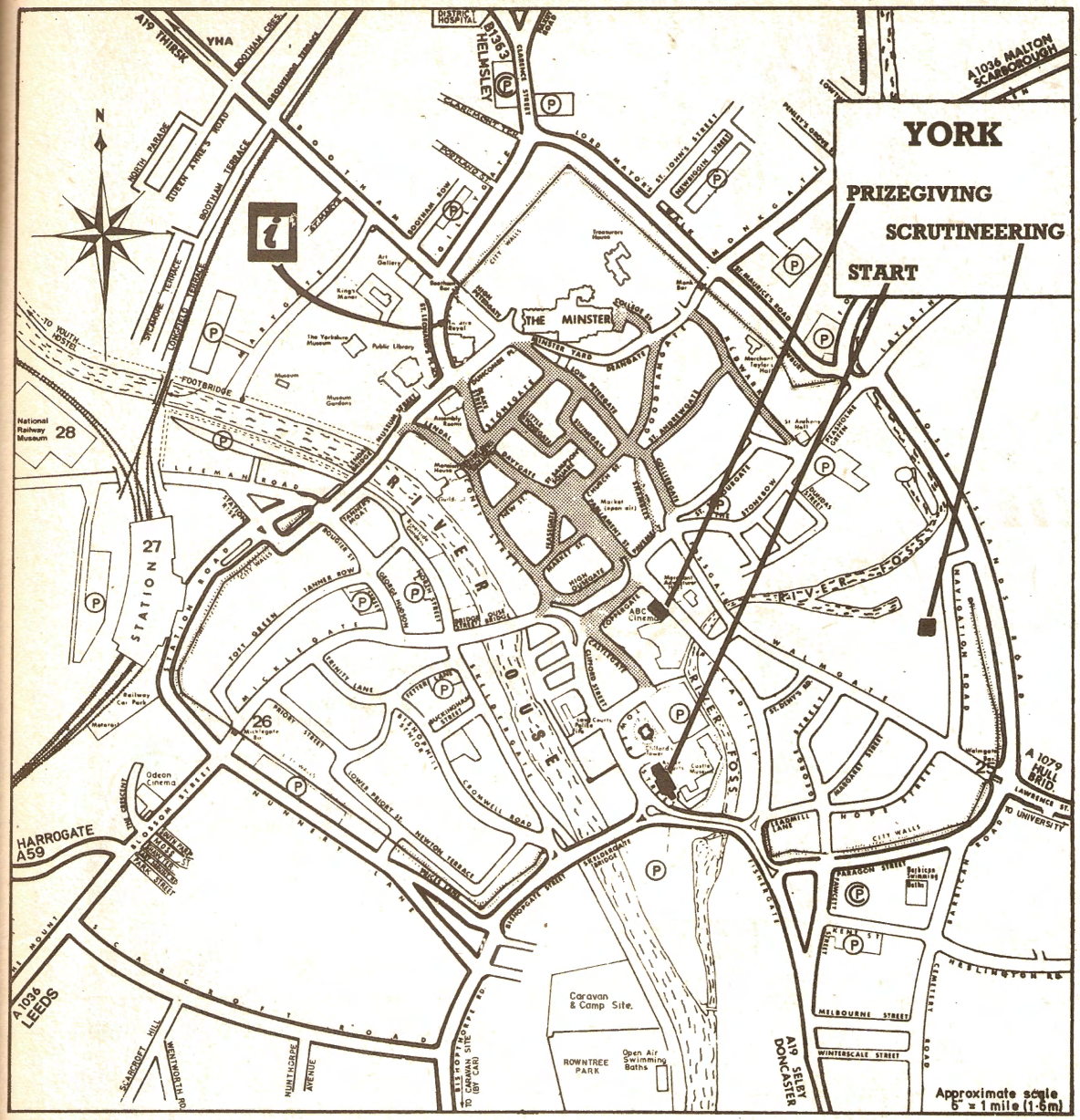
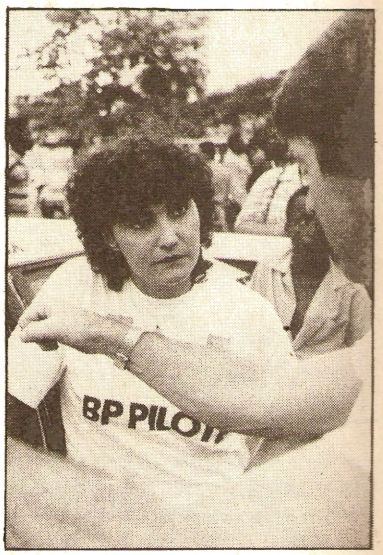


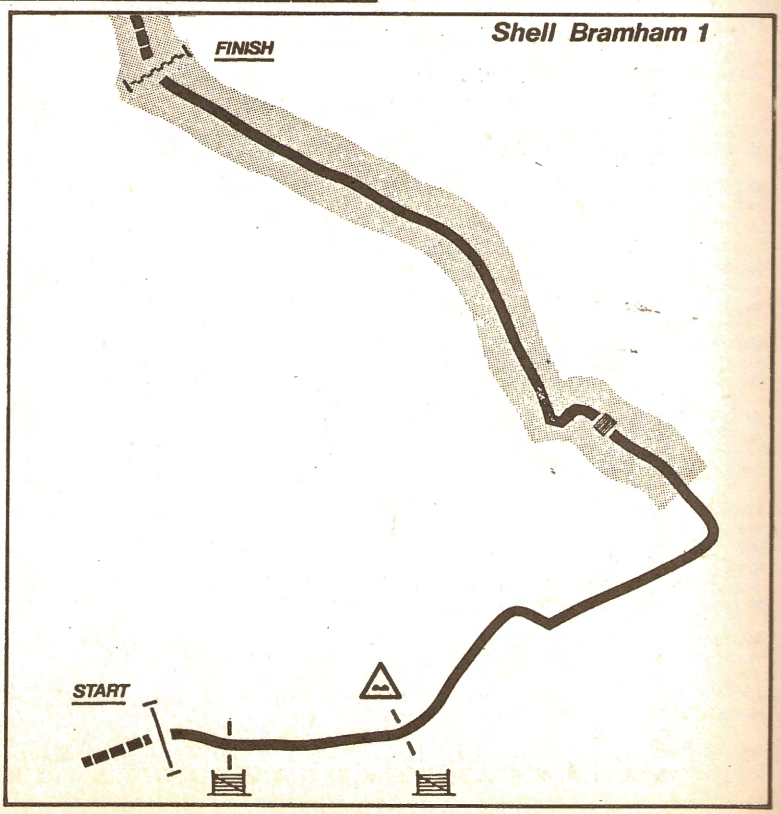
Old rivalries are renewed on the RAC while (below) preparations are made for the world's greatest rally.



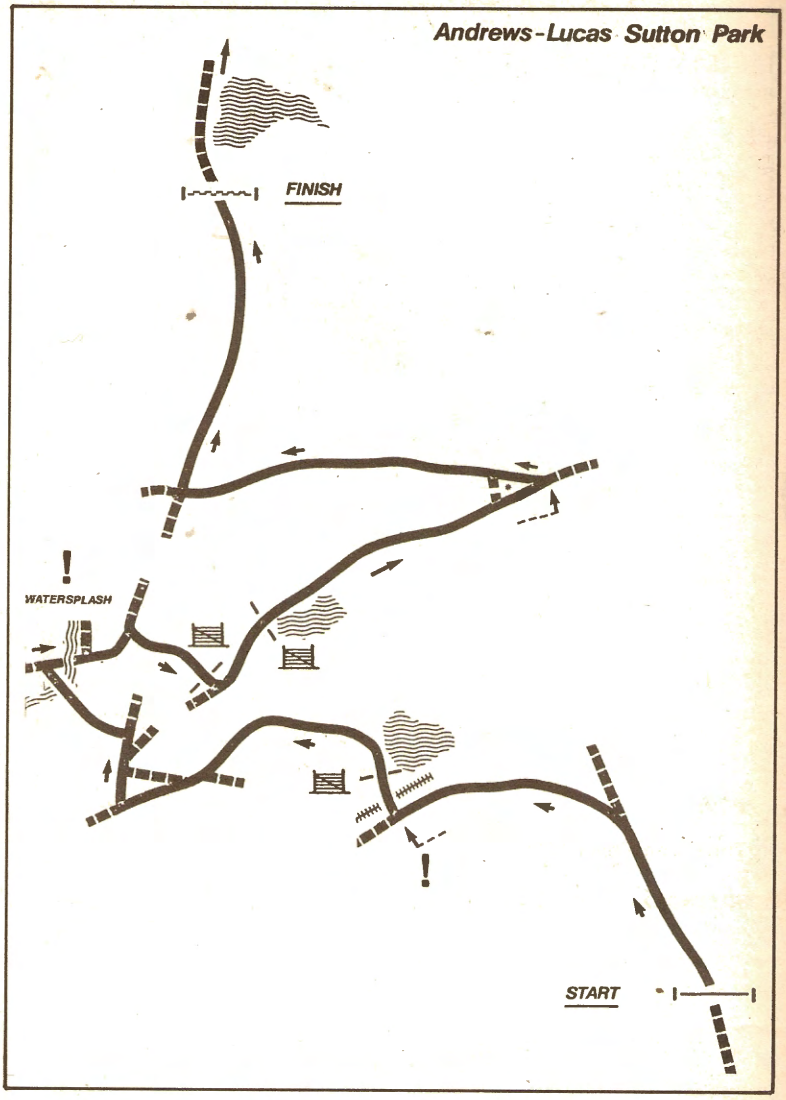
SATURDAY, November 20

SCRUTINEERING: The only chance to see all the cars and competitors at an undercover location. **Times:** There will be five sessions beginning at 10.00am (including Opel and Skoda), 11.45am (Toyota, Vauxhall and Citroen), 1.30pm (Lancia, Mazda and Datsun), 3.15pm (Audi, Lada) and 5.00pm (Talbot and Mitsubishi). **Location:** Pullman Bus Company Garage, Navigation Road, York. Scrutineering will be sign posted from all major roads into the city. Parking is available in Foss Islands Road and Paragon Street Car Park. **Admission:** £1 for adults and 25p for children.

Henri Toivonen leaves the start of last year's rally in Chester.



Spectator Guide



SUNDAY, November 21

START: The backdrop for this year's Rally Start will be York Castle. Probably the only chance to see all the cars before they battle their way around the country. **Time of first car:** 9.00am. The Minister for Sport, Neil MacFarlane MP will flag the first of the 150 cars away. **Parking:** George's Field Car Park, situated near the river.

SHELL BRAMHAM 1: A tarmac and gravel stage at one of the north's most picturesque stately homes. **Time of first car:** 9.20am. **Location:** 10 miles east of Leeds. Follow signs from A64 or A1. **Admission:** £2.50 for adults. Children and parking are free.

CLUMBER: Tarmac and forest gravel stage with some tricky corners to catch the unwary. **First car:** 10.45am. **Location:** Near Worksop. Follow signs from A52, A1M or A60. **Admission:** £2.50.

DONINGTON: Stage includes the race circuit and gravel stage. Commentary will be provided and the usual circuit facilities will be available. Competitors may service in the paddock before and after the test. **First car:** 12.15pm. **Location:** Donington race circuit, near Derby. Sign posted from M1 or A453. **Admission:** £2.50.

ANDREWS HEAT FOR HIRE/LUCAS SUTTON PARK: Very fast tarmac stage that is always popular with spectators and photographers, notably at the water splash. **First car:** 1.20pm. **Location:** Sutton Coldfield, near Birmingham. Signposted from all main roads. **Admission:** £2.50.

ROTHMANS BEWDLEY: Twisty tarmac stage in the West Midlands Safari Park. **First car:** 2.30pm. **Location:** West Midlands Safari Park, near Kidderminster. RAC sign posted from Kidderminster. **Admission:** £2.50.

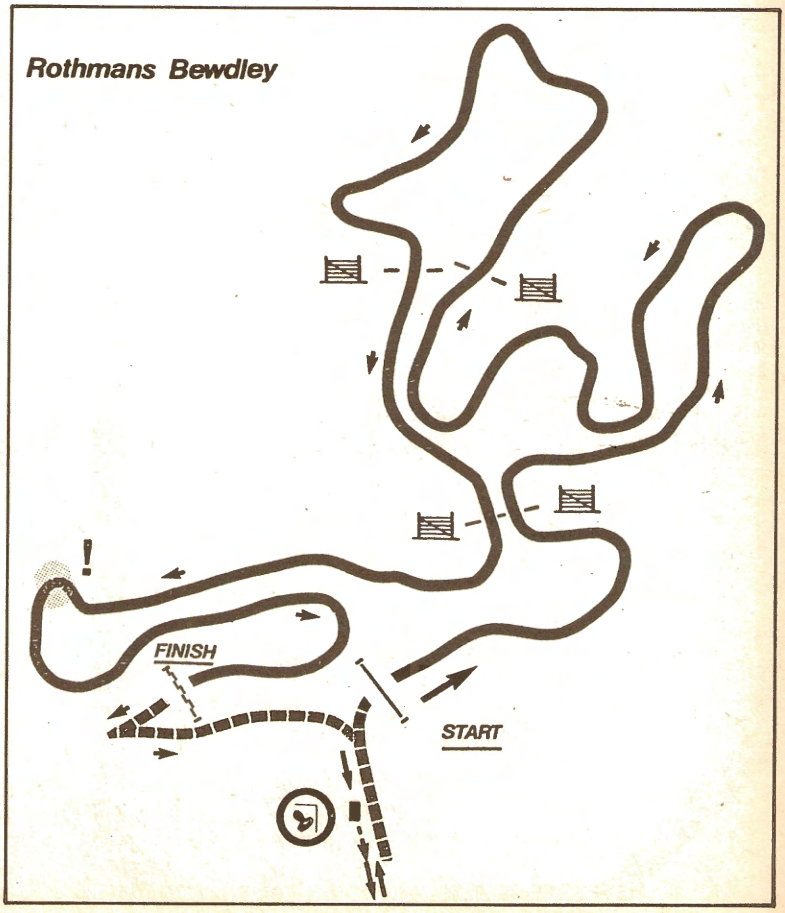
CHELTENHAM: Competitors rest halt at the Queens Hotel. Crews will stay here for about 1½ hours to recover from the earlier spectator stages. Cars will be parked in Imperial Square. **First car:** 3.50pm. **Location:** Queens Hotel, Imperial Square, Cheltenham. Access from all main roads leading into Cheltenham. Park thoughtfully at the roadside.

FOREST OF DEAN STAGES: Four forest stages, last used in 1976. A popular venue that is sure to attract a lot of interest but be warned . . . the Dean police will not tolerate parking at any but the designated areas. Also remember that the forest is a sensitive area and spectator problems could preclude any further use of the forest — be sensible! **First car:** 6.15pm. **Location:** Between Monmouth, Ross on Wye and Chepstow. Signposted from the M4, A48 and A4136. There will be 12 forest car parks and NO OTHER parking will be permitted. **Admission:** £1.50 for adults. Children and parking are free.

MARGAM: Hilly and difficult forest stage in the South Wales forests. **First car:** 8.45pm. **Location:** South Wales. Access from the M4, Junction 38. Car Parks at Margam Park. **Admission:** £1.50.

AFAN ARGOED: Twisty forest stage. **First car:** 9.10pm. **Location:** Between Port Talbot and Maesteg. Car parking off B4282 and A4107. **Admission:** £1.50.

RHIGOS: Fast forest stage. **First car:** 10.00pm. **Location:** Near Treherbert. Access from A4107 or A4061 — use forest car parks. **Admission:** £1.50.



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TR8/SD1 Standard flywheel	(A) £60
Sprint Heavy Duty engine mounts, pr	(A) £15
TR8 engine bracket kit	£30
TR7/Sprint big winged sump	£75
TR8 Propshaft — works spec.	£55

Most parts needed to build a TR8 are ex-stock

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SD1 Vented 4-pot brake kit-fits with std. wheels	£260
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TR8/7 Road going vented 4-pot brake kit	£185
TR8/7 82 spec. rear vented disc/caiper kit	£180
Dual circuit balance bar pedal box most cars	£120
TR8/7 Long wheel stud set-axle set	£15
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We now stock a large variety of Crane, Holley TRW, Offenhauser and Fel-pro parts, ring for prices.

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Metro plus striping kit	£10
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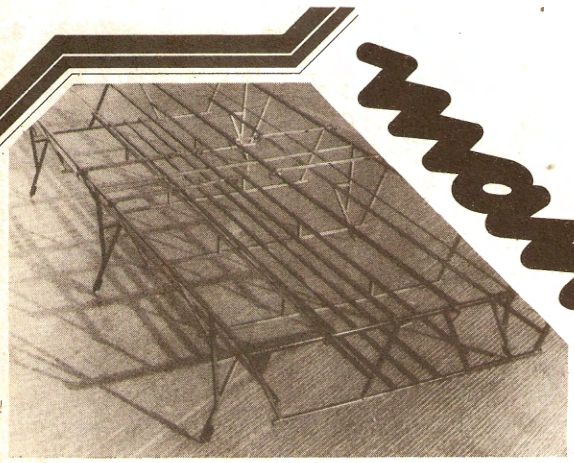

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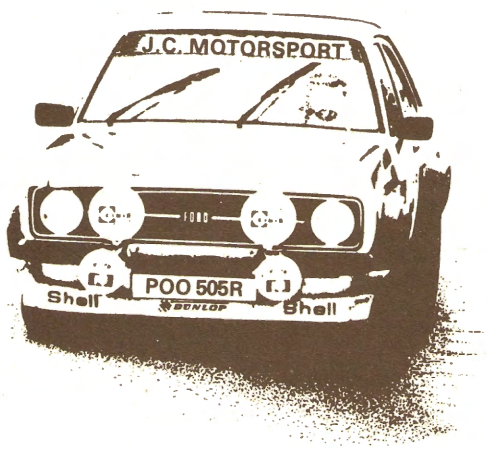

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Spectator Guide

MONDAY, November 22

ESGAIR DAFYDD: Famous Rallysprint stage with long drops and 'fresh air' corners — run in the dark too! **First car:** 1.10am. **Location:** Access from A483 near Llanwrtyd Wells. Park on forest roads. This stage will be popular and parking is limited so arrive early and be prepared to stay to the end.

LLANAFAN: Twisty forest stage near Aberystwyth. **First car:** 3.00am. **Location:** Access from B4340 near Aberystwyth. Park on forest roads.

MACHYNLLETH: Time control and service area. **First car:** 5.00am. **Location:** Rear of Wynnstay Arms Hotel. Very limited parking on road sides and congestion is always a problem so be sensible. Access from A487, A489 or A470.

DYFI: Very twisty forest stage. **First car:** 6.00am. **Location:** North of Machynlleth. Approach from A470 via Aberangell — the usual entrance, but mind the road works. Parking on forest roads.

DOLGELLAU: Competitors rest halt and service area. Cars will be here for 2½ hours to allow crews and spectators to catch up on some sleep. **First car:** 7.15am. **Location:** Public car park to east of town centre. Access from A470. **Admission:** £1.50.

MAESGWM: Five mile forest stage in Central Wales. **First car:** 10.30am. **Location:** Central Wales near Trawsfynydd. Access from A470 with parking on forest roads.

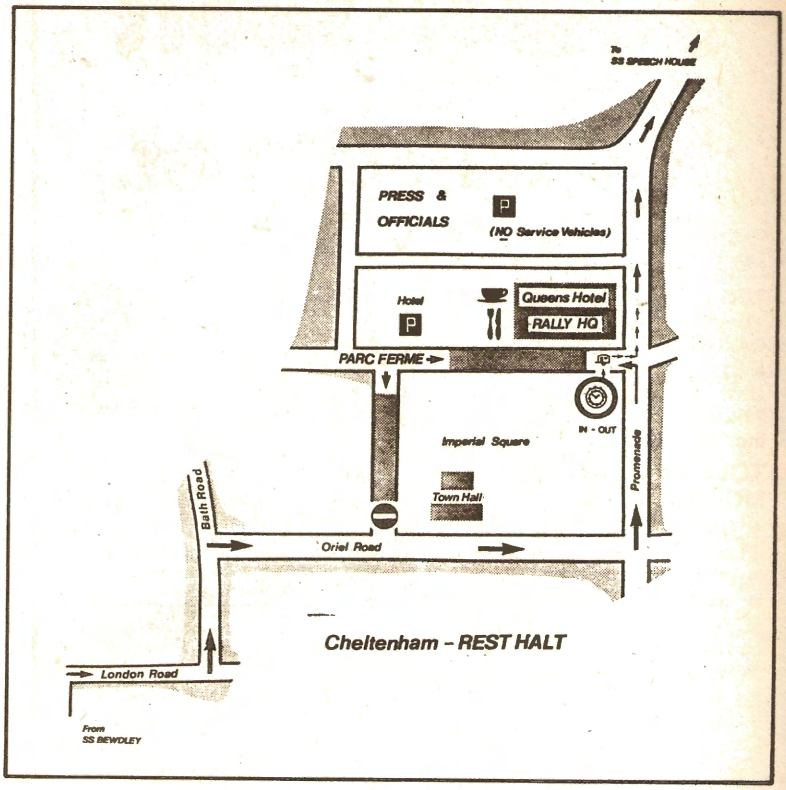
PENMACHNO 1&2: Two very twisty forest stages that always prove popular. **First car:** 11.30am. **Location:** North Wales near Betwys-y-Coed. Access from A5 and B4406 with parking on forest roads.

CLOCAENOG: Five fast forest stages in the complex, including one new stage, that could catch out the unwary. **First car:** 12.40pm. **Location:** North Wales, near Ruthin. Access from B5105 with parking on forest roads.

OULTON PARK: Special stage and small but busy service area at the Cheshire race circuit. **First car:** 3.15pm. **Location:** Near Chester. Access from A54 or A49. The roads around the circuit are narrow so drive with care as service vehicles will also be using them. **Admission:** £1.50.

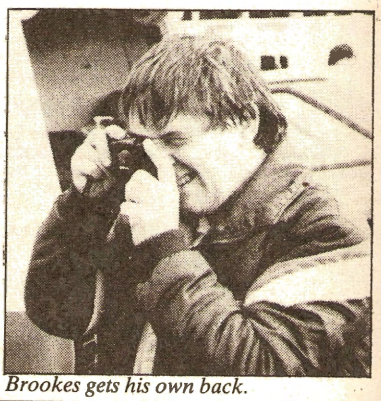
BRAMHAM 2: Tramac and gravel stage — used as first stage the previous day. **First car:** 6.00pm. **Location:** 10 miles east of Leeds. Signposted from A64 or A1. **Admission:** £1.50.

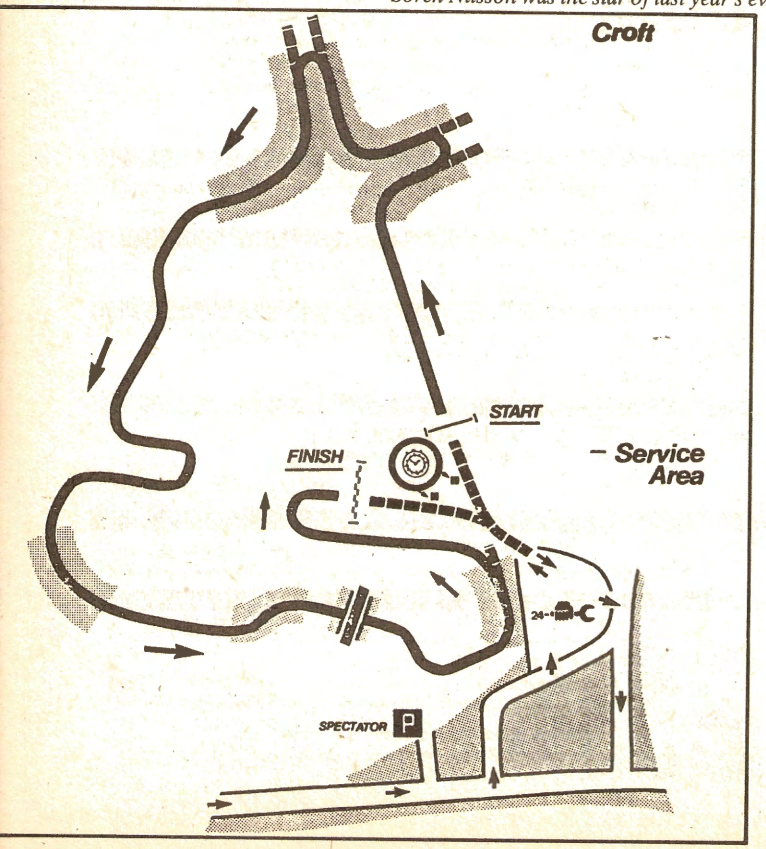
YORK: Back to civilisation at last for a chance to service the cars and then spend the first night in bed. **First car:** 7.00pm. **Location:** York racecourse. Access from A64 with parking in the grounds of the course itself.



Team work in action.

Soren Nilsson was the star of last year's event.


Brookes gets his own back.



TUESDAY, November 23

YORK: Restart from York racecourse in position order. **First car:** 9.00am. **Location:** Racecourse is located off A64. Parking within the grounds of the course itself.

CROFT: Rallycross stage with full spectator facilities. **First car:** 10.30am. **Location:** Near Darlington. Access from Dalton on Tees with parking available inside the circuit. **Admission:** £1.50.

HAMSTERLEY: Long and difficult forest stage that caused many problems for crews last year. If the weather is bad, watch out for the ford! **First car:** 11.30am. **Location:** Near Bishop Auckland. Signposted from A68 to Toft Hill. Several forest parks are available.
WITTON CASTLE: Interesting stage that takes cars through the castle courtyard. Excellent photographic possibilities. **First car:** 12.15pm. **Location:** Near Bishop Auckland. Signposted from A68. Parking within grounds. Admission: £1.50.

LAMBTON: Very twisty tarmac stage of 2 miles where cars actually pass within feet of each other on three occasions! **First car:** 1.15pm. **Location:** 10 miles south of Newcastle upon Tyne. Signposted from A483. Car parking within Lambton Park. Admission: £1.50.

GOSFORTH PARK: Time control and service area. Crews are here for 1½ hours. **First car:** 2.00pm. **Location:** Five miles north of Newcastle upon Tyne. Enter through western entrance. Large car park within park itself.

CHIRDON: Long forest stage in the Kielder area. The start of the part that many crews fear. **First car:** 5.15pm. **Location:** 40 miles north west of Newcastle upon Tyne with access from Chollerford and Simonburn. Park in forest car park.

KIELDER: Long forest stage in the massive forest. Crews will have to contend with rapidly failing light and clogging mud — always the scene of someone's retirement. **First car:** 6.15pm. **Location:** Access from unclassified road from Bellingham. Parking near Kielder Village.

SPLASHETTS: Another very long stage in Kielder. It will be dark by now and there will be little chance for service here. Last year the crews had to endure appalling weather — the stage was never so aptly named! **First car:** 6.45pm. **Location:** Access from unclassified road from Bellingham. Parking at Ralstone.

ROOKEN: Twisty forest stage near Otterburn. If the weather is going to be bleak then this is where it will be at its worst — remember the hot coffee! **First car:** 7.15pm. **Location:** Near Otterburn on the A68. Access from main road to forest car parks.

CASTLE O'ER: Classic Scottish forest stage. Twisty and demanding. **First car:** 11.00pm. **Location:** North east of Lockerbie. Enter via B723 or B709 to forest car park.
TWIGLEES: Another long forest stage that will test the crews to the full as they reach the limits of their endurance on their second all-night driving stint. **First car:** 11.10pm. **Location:** North east of Lockerbie. Enter forest via B723 to forest car parks.

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3. Occupation

4. Age

5. Year of Manufacture of vehicle
Make
Size of engine
Model.
Value

6. Is your car used for private purposes only?
(Including travelling to and from permanent place of business).
If not please give details of business use

7. Do you hold a full or provisional license?
N.B.-If test passed within the last twelve months please state approx date

8. Is your car kept in a lock-up garage?-

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(b) Third Party with Fire and Theft
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10. I have driven for .....years and shall be entitled to..... .years No Claim Bonus when my policy expires on the.... .... .Please state names of companies with whom the bonus has been earned.

11. Can driving be restricted to (a) yourself only, (b) yourself and your wife/husband only?

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Spectator Guide

WEDNESDAY, November 24

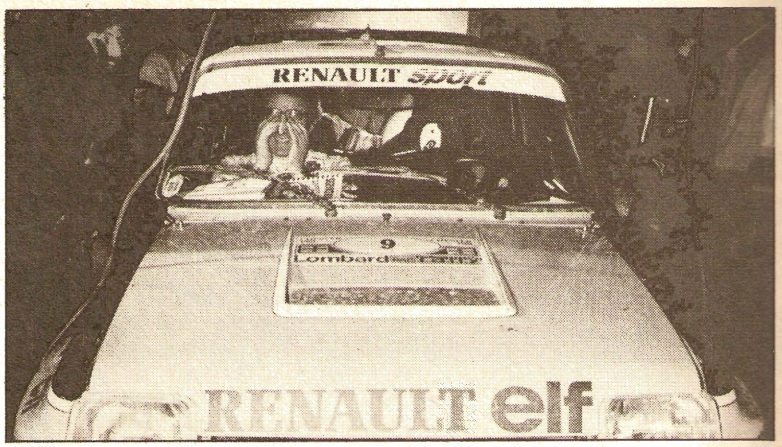
CARLISLE: Time control and 3 hour rest halt — a welcome break after the pressures of Kielder. **First car:** 2.00am. **Location:** Crest Hotel, at M6, Junction 44. Access from M6 or A74. Traffic will be heavy here, drivers will be tired, service crews will have lots of work to do and tempers are likely to be short. Drive with care and if you want to talk to the crews — mind what you say!

GREYSTOKE: Short but twisty forest stage of the classic Cumbrian variety. **First car:** 6.00am. **Location:** Ten miles west of Penrith. Approach from A66 and follow signs to the three car parks.

GRISEDALE: Cumbria is famous for long and demanding stages. This one falls well within this category with long straights and deceptive brows to catch any but the most aware drivers. **First car:** 8.20am. **Location:** Near Ambleside. Approach via Newby Bridge or Hawkshead. Follow signs to any of the several large car parks — do not block the roads.

HAREWOOD: Famous stately home stage near Leeds. Cars will use the well known hill climb course. **First car:** 12.00pm. **Location:** Ten miles east of Leeds with access from the A659. Large car parks are situated within the grounds. Admission: £1.50.

YORK: Time control and service area at York Racecourse. **First car:** 1.00pm. **Location:** Approach racecourse from A64. Car parking within grounds. Busy service area before rest halt. Crews will dash off to get some sleep as the rally's final section begins at midnight.



The strain begins to show after four days on the road without much sleep.

Hannu Mikkola receives attention from Audi's French masseur.

THURSDAY, November 25

YORK: Restart in position order for the final section of the event. Drivers must attack now if they wish to improve their position. Watch the tactics of the leaders as they try to withstand any late charges. With the World Championship for Makes still wide open there could be an epic battle in prospect between Opel and Audi over the final stages. **First car:** 00.01am. **Location:** York Racecourse, situated off the A64.

DALBY: Probably the most famous of the Yorkshire forests and the longest of the event. 26 miles of flat-out motoring with blind brows to throw cars off the road. In the dark, any previous experience will be invaluable. **First car:** 4.15am. **Location:** East Yorkshire, near Thornton Dale. Approach from Thornton Dale/Whitby Road and park on forest roads.

WYKEHAM: Eight mile forest stage near Scarborough. **First car:** 6.00am. **Location:** East Yorkshire near Scarborough. Approach from A170 and park on forest roads.

SCARBOROUGH: A chance for an early breakfast at this 1½ hour halt. Time control and service area to prepare cars for the final stage. **First car:** 6.45am. **Location:** Marine Drive, and North Bay, Scarborough. Approach from the city centre and park at roadside.

OLIVER'S MOUNT: Famous tarmac stage with tight twists and turns. This will be the final stage of the rally and it is here that the event could be won or lost. The last chance to snatch a place or two and there will be no shortage of action to entertain. **First car:** 8.20am. **Location:** Southern outskirts of Scarborough, signposted from A64. Park on roadside near stage. **Admission:** £1.50.

YORK — FINISH: The survivors are welcomed back to York after what will surely have been the most gruelling event yet. A chance to witness the traditional champagne spraying by the victors and the moment when the outcome of the World Rally Championship for Makes is revealed. A commentary will keep you informed of the proceedings but get there early if you want to see anything. **First car:** 10.30am. **Location:** York Racecourse. Access from A64 with parking at racecourse itself.

PREVIOUS WINNERS

1932	Col AH Loughborough	Lanchester 15/18
1933	While the Lanchester driver was the 'unofficial' winner of the first ever RAC Rally,	
1934	no overall classification was issued on the event until the fifties. Indeed, some	
1935	years the only reward was a finishers medal issued to all who completed the	
1936	course. Class winning cars during this period included the Riley 9; Rover Speed	
1937	20hp; AC Ace; Singer 9 Le Mans; Frazer Nash BMWs; Morgan 4/4; Triumph	
1938	Vitesse; and even an Aston Martin.	
1939		
1940/1950	No Rally	
1951	Ian Appleyard/Mrs P Appleyard	Jaguar XK 120
1952	Godfrey Imhof/Mrs B Frayling	Allard Cadillac J2
1953	Ian Appleyard/Mrs P Appleyard	Jaguar XK 120
1954	John Wallwark/J H Brooks	Triumph TR2
1955	James Ray/B Horrocks	Standard Ten
1956	Lyndon Sims/Tony Ambrose	Aston Martin DB2
1957	No rally — Suez crisis	
1958	Peter Harper/Dr E W Deane	Sunbeam Rapier
1959	Gerald Burgess/S. Croft Pearson	Ford Zephyr
1960	Erik Carlsson/Stuart Turner	Saab two stroke
1961	Erik Carlsson/J. Brown	Saab two stroke
1962	Erik Carlsson/D. Stone	Saab two stroke
1963	Tom Trana/S. Lindstrom	Volvo P544
1964	Tom Trana/G. Thermanius	Volvo P544
1965	Rauno Aaltonen/Tony Ambrose	Mini Cooper S
1966	Bengt Soderstrom/Gunner Palm	Ford Cortina Lotus
1967	No rally — foot and mouth disease	
1968	Simo Lampinen/John Davenport	Saab V4
1969	Harry Kallstrom/G. Haggbom	Lancia Fulvia
1970	Harry Kallstrom/G. Haggbom	Lancia Fulvia
1971	Stig Blomqvist/Arne Hertz	Saab V4
1972	Roger Clark/Tony Mason	Ford Escort RS
1973	Timo Lampinen/Henry Liddon	Ford Escort RS
1974	Timo Makinen/Henry Liddon	Ford Escort RS
1975	Timo Makinen/Henry Liddon	Ford Excort RS
1976	Roger Clark/Stuart Pegg	Ford Escort RS
1977	Bjorn Waldegaard/Hans Thorzelius	Ford Escort RS
1978	Hannu Mikkola/Arne Hertz	Ford Escort RS
1979	Hannu Mikkola/Arne Hertz	Ford Escort RS
1980	Henri Toivonen/Paul White	Talbot Sunbeam Lotus
1981	Hannu Mikkola/Arne Hertz	Audi Quattro

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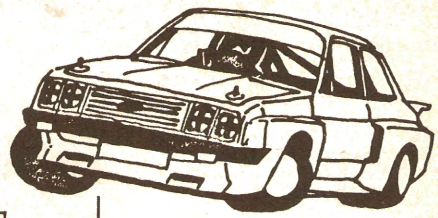

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Super Megalux kit	£44.50
Carello Bi-ode Headlights, pr	£32.00
H1 100 Watt Bulbs	£2.75
H4 100/55 Watt Bulbs	£4.75
Other Cibie & Carello's in stock	
Post & Packing bulbs each	25p
Light units	£1.25
Light units per pair	£2.00
Light units, 2 or more, Securicor	£3.50
Mk 1 & Mk 2 Escort lamp brackets quick release, pr	£5.75
Post & Packing on above	£2.25

FIBREGLASS

X-Pack for Capri II & III	£95.00
Bonnet for Capri III	£50.00
Cologne Arch Kit Capri I	£70.00
Capri II/III doors complete	£50.00
X-Pack Kit Mk 2 RS2000	£100.00
X-Pack Kit Mk 2 Escort	£90.00
Small Arch & Spoiler Kit Fiesta	£44.00
Mk 1 Escort Twin Cam Flares, pr	£5.50
Mk 1 Escort Works Bubble Arches, set of 4	£16.50
Mk 2 Escort Works Type Arches, set of 4	£25.00
Mk 2 Escort Front Spoiler	£20.00
Mk 2 Escort Rear Boot Spoiler	£20.00
Mk 1 & 2 Bonnets	£25.00
Mk 1 & 2 Boots	£15.00
Mk 2 Boots with moulded spoiler	£27.50
Mk 2 RS2000 Nose Cone	£65.00
Super Zak Race Arches	£130.00
Accept up to 10in wheels	£130.00
Universal Running Boards	£30.00

Post & Packing by Securicor, 48hr service £3.50 except x-pack/cologne arches £7 Ford Mexico Twin Cam Wings (steel) only **£19.50 each**

Ring for panels not listed we may have them

ALLOY

Mk 2 Escorts works arches	£90.00
Mk 2 Escort from spoilers	£25.00
4½ gal fuel tanks	£35.00
Dry sump tanks	£35.00
Mk 1 & 2 firewall panels	£9.75
1 litre alloy catch tanks with sight gauge	£17.50

Carriage £3.50 on any of above

GENUINE FORD BODY PANELS

Mk 2 Escort Works type arches	£80.00
Mk 2 Escort front wings	£29.50
Mk 1 Escort front wings Mexico/sport	£19.50
Mk 1 Escort front panel	£12.50
Mk 2 Escort front panel	£14.50
Fiesta front wings	£24.50
Fiesta front panels	£17.50
Carriage on any above	£3.50
Fiesta front panels	£17.50
Fiesta rear spoilers	£17.50
Carriage on any above	£3.50

PART/EX

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WORKSHOP

Did you know that we have a fully equipped workshop, where they tune, build and prepare cars? If you didn't then why not give them a ring and discuss your problems (0344) 22731.

EXHAUST MANIFOLDS

4 into 2 into 1 Ford Manifolds	
For 1100 & 1600 X-Flows	£22.50
For RS2000 Big Bore	£32.50
3 into 1 Big Bore for V6	£70.00
Twin Cam Escorts big bore	£47.50
1600 X-Flow Escorts big bore	£47.50
Leyland Mini LCB	£18.50
Mini 3 branch	£14.50
Standard System for Mk 2 RS2000	£65.00
Big bore skidded single box exhaust system for 4 to 2 to 1 manifold	£49.50
As above but twin box system	£59.50
Standard System for Mk 1 Mex/RS, etc	£40.00
P&P manifolds & systems	£3.50
OHC exhaust gaskets set of 4	£2.00
X.F exhaust gaskets set of 3	£1.00

FORD ENGINE BITS

Exchange camshafts, A2 BCF1/BCF2, etc	£18.50
Race cams outright A6/A8	£50.00
X.F 7mm followers, set	£16.00
X.F alloy rocker covers	£14.95
Airbox inc. filter for twin Weber or Dellartos	£14.50
Piranha ignition system	£35.00
Twin cable throttle kits	£24.50
OHC cams RO4 fast road	£45.00
RL1, 40/41 & Gp 1 cam	£55.00
OHC fingers set	£16.00
OHC Group 1 head gasket	£19.50
OHC Vernier timing gears	£25.00
X.F copper/asbestos 83.5mm	£3.00
X.F copper/asbestos 87.5mm	£9.50
P&P cams **£2.50**, rests **£1.50**	

SAFETY

ROLL CAGES

Type 2 rear cage	£35
Type 3 FIA front cage	£37
Type 4 FIA rally rear	£52
Type 5 FIA race rear	£59
Door bars	£15

Above prices for Escort I & II only. All ex-stock.
For other makes of car add **£3** cage.

Cage padding (2m length)	£3.00

P&P cages **£3.50**, padding **75p.**

Fire Extinguishers

2.5kg BCF with pistol grip, gauge and bracket	£19.95
2.5kg BCF std + bracket	£18.50
2.5kg BCF Plumbed in fire extinguisher system	£49.59

P&P singles **£3.00** more **£3.50**

Harnesses

Luke GM3 harness	£27.50
Luke GM4 harness	£29.50
Britax 1080 harness	£16.95

P&P **£1.50 each** or **£2.50 pair**

Electrical

Lucus cut-out switch	£6.95
Hella cut-out switch	£4.00
Autolec FIA cut-out	£9.75
Autolec std cut-out	£5.00
Cut-out decals	£0.50p
Safety sticker sheet	£1.00

P&P Smiths **75p** rest **20p**

BRAKES

Heavy duty brake pads — front (set of four pads)

For Escort 1100/1300/GT/Sport with disc brakes	£10.00
For Escort Twin Cam/RS 1600/Mexico — 1/72, Cortina — Lotus Mk I, Cortina Mk II GT/1600 E/Lotus, all Capri's — 8/70 (P 16 Calliper)	£12.00
Escort Group 4 pads, DS11 or M171	£17.50
For Escort RS1600/Mexico 1/72 — RS2000, all Cortina Mk III, all Capri's 8/70 — (M16 Calliper)	£12.00
For Escort II Sport/Mexico/RS1800/RS2000	£11.50
Fiesta — Servo Brace	£1.50
Fiesta front pads	£15.00

Heavy duty brake shoes — rear (set of four shoes)

For Escort 1100/1300/GT/Sport/RS2000	£11.50
For Escort Twin Cam/RS1600/Mexico — 6/73, Cortina Mk II, Capri 1300/1600/2000 (self adjusting)	£11.50
For Escort II Sport/Mexico/RS1800/RS2000/new 'Atlas'	£15.00
For 'Atlas' axle and Capri 3000	£16.50
For Escort II other than above	£11.50

Ventilated disc brake kit

For Escort I, II, Mexico/RS derivatives	£82.50

P&P Pads **£1.50** Shoes **£2.50** Kit **£3.50**

Escort adj. hyd. pedal box	£125.00
Escort adj. cable pedal box	£115.00
Capri adj. cable pedal box	£95.00

SHOP

The shop, in Broad Lane, Bracknell, may not be the biggest in the world but you'll be amazed at what you can find there. We're open Monday to Saturday from 9-6pm with lunch from 1-2

SUSPENSION

Escort Front Suspension

Roller bearing top mtg kit	£27.50
Gp 2 Bilstein struts	£59.50
Front coil springs all types	each £9.75
Gp 4 steering UJ	£9.50
Rose jointed TCAs	per pair £50.00
Rose jointed comp struts	per pair £60.00
D/W roll bar kit complete	£27.50
D/W roll bar kit weld-on	£15.00
Anti-drive kit	£24.00
W/C X member	£49.50
W/C X member Gp4	£64.50
W/C brackets (state model)	£24.00
Adj oval tube strut brace	£15.00
Mexico/RS2000 type roll bars	£35.00

P&P all at **£3.50** except Gp4 joints at **75p**, D/W weld-on at **£1.50** and W/C bolts at **£2.50**

Escort Rear Suspension

Rear gas shock absorbers

Bilstein Escort I up to 73	£24.50
Bilstein Escort I 73 on	£22.50
Bilstein Escort II/RS	£22.50
Bilstein Turret Gp 2/4	£22.50
Sachs Escort 1 up to 73	£15.00
Sachs Escort II & RS	£18.00
Sachs Turret type	£18.00
Sachs adj ht turret type for 2¼ID springs	£70.00
2¼ID coils any rates, any length	each £9.75
Mk2 singe leaf springs	£25.00
Mk2 single leaf slipper springs	£30.00
Mk1 single leaf springs	£27.50
Lowering kits 1", 1½" & 2"	£12.50

P&P **£2.00 each** or **£3.50 pair**

Full range of HD bushes in stock

Fiesta Suspension

Fast road conversion

Front struts	£21.50
Gas rear shocks	£17.50

P&P **£2.00 each** or **£3.50 pair/4**
£90.00 complete inc VAT & delivery

Capri Suspension

Rose jointed TCAs	per pair £50.00
Rose jointed compression struts	per pair £60.00
X pack front Bilsteins exc 3.0L	£52.50
X pack front Bilsteins 3.0L	£65.00
Race front Bilsteins 3.0L	£65.00
Front coil springs pair	£19.50
Rear Bilsteins X pack	£22.50
Rear Bilsteins Race	£18.00
Single leaf springs — 1"	£27.50
Lowering kits 1" & 1½"	£12.50

P&P **£2.00 each item** or **£3.50 pair**

Any of the above can be fitted in our workshops why don't you give them a ring and ask for a quotation. Tel: (0344) 22731.

RACE/RALLY TYRES

ADVAN BY YOKOHAMA

A001 HF Road Rally Tyre

205/60-13	£33.28
185/60-13	£26.29
225/60-13	£36.36
185/70-13	£27.60

A001-HFR Tarmac Rally Tyre

205/60-13	£34.58
185/60-13	£30.10
225/60-13	£38.03

A007 Dry Forest & Mixed Stages

175-13	£29.58
195/70-13	£32.96
165-13	£28.18
155-13	£27.10

A004 M&S wet tyre

165-13	£28.18
Rallycross slicks	£50
Hot rod slicks	£50

P&P **£3.50 pair**

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