

Autosport

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January 20, 1983 85p

Top French F2 team profile

New Golf GTi test ■ UK Champions



Monte Carlo preview



British Historic racing scene

Autosport

FRONT COVER

Main picture: Albert Obrist's glorious Ferrari 312P leads Richard Thwaites (Chevron B6), the winner of the Atlantic Computers Historic GT Championship, during last year's Super Sports race at Zandvoort — all the British historic racing categories are reviewed on page 38. Photo: Marcus Pye. Inset: Some of the most dramatic cars on the Monte Carlo Rally, which starts on Saturday, will be the Lancia Martini machines to be driven by World Champion Walter Rohrl, Markku Alen and Jean-Claude Andruet. Preview: page 20. Photo: Peter Foubister.

NEXT WEEK

The World Rally Championship kicks off in Monte Carlo, from where Peter Foubister sends his interim report — Review of 1982 sports car/and saloon racing in the USA IMSA and TransAm categories — Swallow-Pilbeam FF2000 car on test — Report from our Irish Correspondent — National production car racing surveyed — Details of the new Fiat Uno — Plus all our usual news and features.*

*These items correct at time of going to press.

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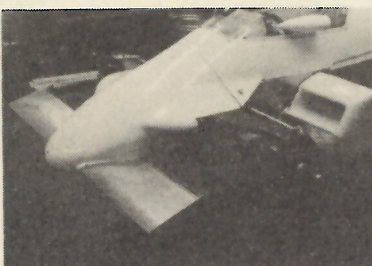
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PIT & PADDOCK 4



First sight of new flat-bottomed Williams FW08C — Benetton sponsorship confirmed for Tyrrell — March unveil new F2 car — No Euro F3 for Brundle — Promising start for Formula Mondial . . .

COMMENT 8

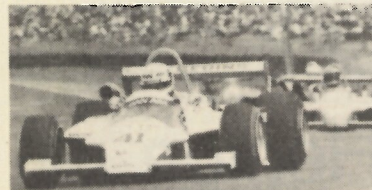
Our views on a major news topic, your opinions via *Correspondence*, a delve into the past with *Then as Now?* and a light-hearted comment from *Catchpole*.

MOTOR SPORTS SHOW 10



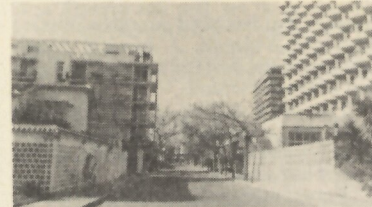
The first Motor Sports Show is over. We speak to a cross-section of exhibitors to establish their thoughts on how successful it was and perhaps how it could be improved.

NEW ZEALAND GP 13



The FIA World Cup Series for Formula Mondial cars began with the New Zealand Grand Prix at Pukekohe. David McKinney was our man on the spot.

SPANISH SURPRISE 16



A British-inspired scheme to host a round-the-streets motor race in southern Spain was unveiled last weekend. Bob Constanduros and Tiff Needell have been to see the layout for themselves.

SPECIAL STAGE 18



RAC's Junior team for Sweden announced — Fisher switches to Opel — Elsmore returns — Toyota's Wydean shake-down — New cars for Hughes and Fleming — Latest news from Shell Oils/AUTOSPORT National series . . .

MONTE PREVIEW 20

Peter Foubister sets the scene for the opening round of the 1983 World Rally Championship, which starts on Saturday. The Monte Carlo Rally has attracted a magnificent entry, headed by World Champion Walter Rohrl, who will drive a Lancia Rally for the first time.

THE CHAMPIONS 22

The second instalment of our salute to the National championship winners of 1982, as compiled by Jeremy Shaw. This time we deal with all major sports, saloon, hillclimb and sprint champions.

ROAD TEST 29



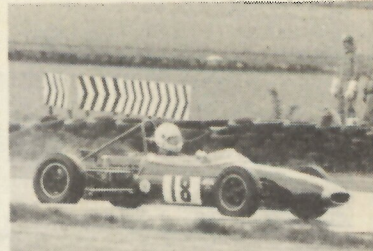
Mark Hughes drives the latest Golf GTI with its enlarged 1800cc engine, Volkswagen's attempt to stay at the top of the market for compact, high-performance, hatch-back cars.

AGS INSIGHT 33



Bob Constanduros has been to talk to the men behind AGS, the small French company who have created several competitive Formula 2 cars in recent seasons, and reports upon their plans for the future.

HISTORIC REVIEW 38



Each passing year seems to see a broadening of the appeal of racing 'historic' cars. Marcus Pye looks back on the first Atlantic Computers Historic GT championship as well as reviewing the more well established series for cars belonging to a by-gone era.

YESTERDAY'S CARS 46



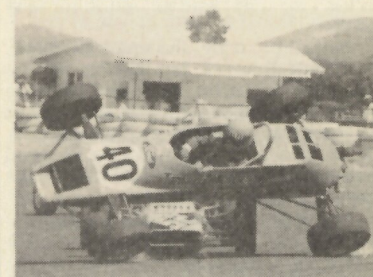
They may not have looked like competition winners but Sunbeam Rapiers notched up many international rallying successes in the late 1950s. Graham Robson takes a look back at these popular little cars.

SPORTS EXTRA 50

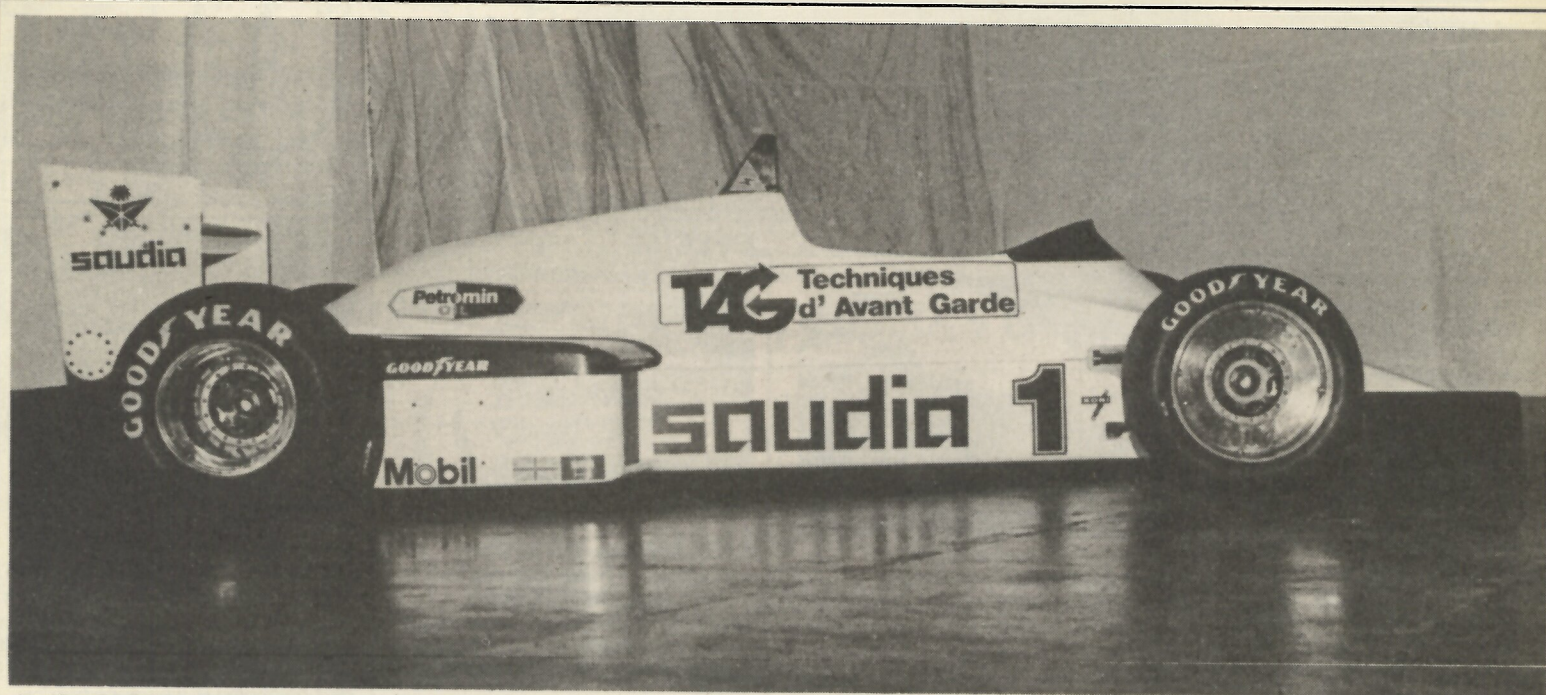


Argo FF2000 launched at Jim Russell Silver Jubilee dinner — Kenny Andrews joins Penistone Reynard team — Bernard Devaney to return with 2-litre PRS — Pegasus Lolos promising — Ray run works car in TT FF1600 — Handful of Swallow-Pilbeams in '83 . . .

SPORTSCARD 53

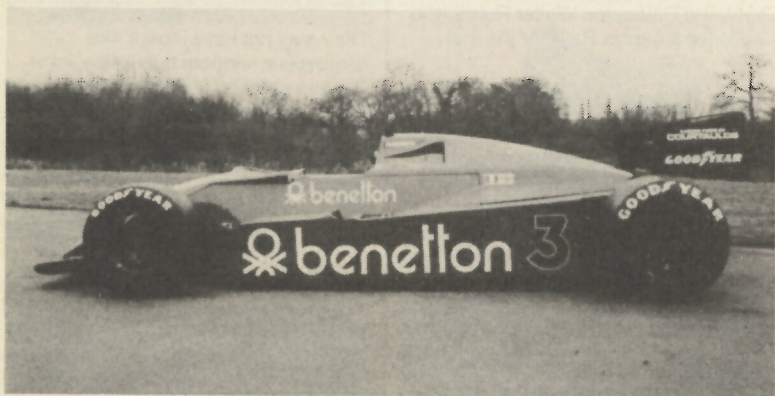


Charlie O'Brien wins at Manfeild — Martin's Maurer scores in South Africa — Wittman's Janner hat-trick — Bill Boyle and Kim Reddaway score at home — Fun and games at Sestriere — Chris Highwood's trialling win.



Williams unveil the revised FW08

Williams Grand Prix Engineering have issued a picture of the new Saudia Williams FW08C, a modified development version of the 1982 FW08. The car will be tested by Keke Rosberg and Jacques Laffite in Rio next week. No further details of the Patrick Head designed car, whose chief visual difference is the lack of sidepods, were available as we closed for press.



Ken Tyrrell's new sponsor's name proudly displayed.

Benetton confirm 1983 with Tyrrell

At a press function in Milan last Friday, Luciano Benetton confirmed that his company is to sponsor Ken Tyrrell's team this season. The contract between them is for 1983 only, with an option for next year.

Not surprisingly, the financial details were not divulged, but insiders believe that the deal will be worth around \$3m to Tyrrell. In comparison with the budgets of some teams, this is not a great deal, but after two extremely poorly-financed years the Tyrrell team will certainly make good use of it.

Inevitably Ken was asked about the identity of his second driver, and once more he refused to be drawn on the subject, saying only that no decision had been made, and none was imminent. Italian sources have suggested that Bruno Giacomelli has already signed, but it seems unlikely that an Italian sponsor would have passed up the opportunity of announcing such a thing in Milan . . .

Tyrrell did allow that Alboreto's



The Benetton livery is green.

eventual team-mate would not necessarily be one of the drivers who tested at Ricard a couple of weeks ago. He also caused a ripple of surprise by announcing that he would have a turbo engine by the end of the season. Its identity, however, remains a secret . . .

Winkelhock renews ATS contract for '83

After a meeting in Munich last Friday, Manfred Winkelhock finally renewed his contract with the ATS team. The German will be the team's only driver, and will definitely use BMW turbo engines.

This news comes after several weeks of speculation about Manfred's future with the team. He and team boss Gunther Schmid were unable to agree terms and, neither man being willing to compromise, it looked increasingly certain that another driver would be hired.

BMW, tiring of the saga, called both men to a meeting, and the word is that it

was made clear to Schmid that their engines went hand in hand with Winkelhock's signature on the contract. That being the case, the deal was done.

During the controversy, the name of Hans Stuck was bandied about as a possible replacement for Winkelhock, but insiders in Germany always maintained that Stuck's parting with Schmid (after the season together in 1979) was sufficiently acrimonious to preclude their ever working together again. It is known, however, that in recent days Schmid was in touch with Stefan Johansson, Corrado Fabi and Johnny Cecotto.

Henton still confident

A name that has been curiously missing from the Formula 1 musical chairs business of the past few months has been that of Brian Henton.

"I've been sorting out my business problems," said Henton, who became steadily more impressive with the second Tyrrell last season.

"I'm as enthusiastic as ever, and for the first time I shall be able to be a professional racing driver without having to worry about my business," continued Henton after a strenuous training session.

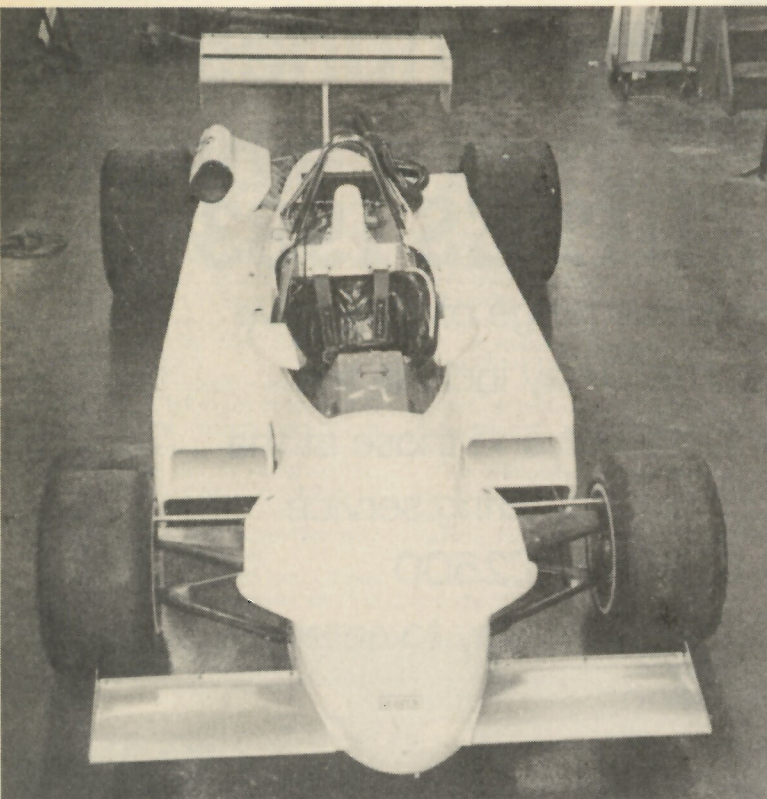
"I've won every championship I've ever competed in and I'm as determined as ever to make sure that sequence continues in Grand Prix racing."

Teo Fabi signs for Indycars

As expected, Teo Fabi has signed to drive a March for the Forsythe brothers' Indycar team this season. The little Italian is expected to do a complete season with the team, although it is possible that he may miss one or two of the later rounds, should he have a clashing commitment to drive Robin Herd's new Formula 1 car.

Teo has been testing for the team for some time. Many of its members were formerly with Paul Newman Racing, for whom Fabi drove with great success in the 1981 CanAm Challenge.

Forsythe Racing will run a second car in the Indianapolis 500 and in all the road races. This is to be driven by Hector Rebaque.



The new March 832 is altogether slimmer and sleeker than its predecessor, with an even more pronounced taper to the rear.

March's F2 title defender unveiled

March's new Formula 2 car, the 832, was completed just a few hours before the transporter left for the Michelin tyre tests at Paul Ricard last week.

Bearing a strong family resemblance to its successful predecessor, which won the European, Japanese and South African Championships, the 832 is in fact a totally new car dictated by the new survival cell regulations which came into force on January 1.

Ralph Bellamy has designed an entirely new monocoque which is narrower than the 822 and features exclusively honeycomb bulkheads to increase further the stiffness. Perhaps the most noticeable change to the tub is that the previously full length box section on the top half of the monocoque starts much further back, and allows a bigger cooling area and lower edge for the sidepod.

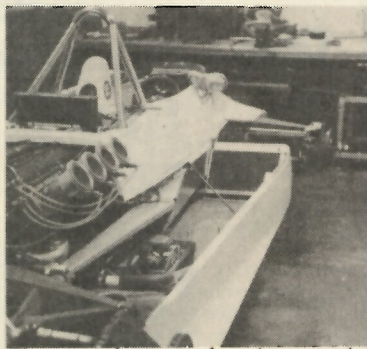
While the wheelbase and track dimensions remain the same, the driver has been moved forward slightly and the stubby, Indy-car style nose is 8ins shorter than before.

The suspension retains the top rocker/bottom wishbone configuration, although it has been updated and strengthened.

The whole fuel system has been revised, incorporating a larger tank for easier adaptation to engines other than the four-cylinder BMW, while the engine installation itself has been made more practical while still retaining the horizontal honeycomb beams from last year.

Bellamy has further refined the aerodynamics which made last year's car so successful, the taper to the rear being even more pronounced. The one piece underbody, made by Advanced Composites, is naturally retained, although it is now a more practical element of the car.

All in all it is a supremely clean-looking car which, after last year's success, will not be underestimated by anybody.



The unique honeycomb engine mounting beam is attached to the new monocoque on the considerably reduced box section inside the sidepod.

Although March's testing at Paul Ricard was restricted by a drivershaft failure and an engine blow up, Thierry Tassin was able to get stuck into the Michelin tests on Monday with the new 832.

"The car has performed extremely well," reported Peter Mackintosh. "We haven't had time to touch the chassis yet, but Thierry ran mid 1m 9s on the race tyres with no problem. There are a few usual new car problems, but its high speed corner capability is very encouraging."

Beppe Gabbiani was due to run on Tuesday morning and both he and Tassin have verbally agreed to join the team for 1983.

The Maurer team were also present with their all new, expensive-looking carbonfibre monocoque, pull-rod suspension car. Stefan Belof posted the quickest time of the three day test with a 1m 8.7s lap on qualifiers. Alain Ferté and Pierre Petit also drove the car, which again caused eyebrows to raise with its flexible body touching the ground.

Mondial looking good

The new FIA World Cup Series for Formula Mondial cars has made a most promising beginning in New Zealand, where the first two rounds of the South Pacific zone have been run over the past two weekends.

Drivers from Australia, America, Canada and West Germany have joined a strong group of locals for the events at Pukekohe (see report on page 14) and Manfeild (see *Sportscard*) with some excellent motor racing being watched by large crowds. Kiwi organiser Ron Frost described the racing as: "Some of the very best I have seen in 30 years of watching in New Zealand."

The South Pacific zone continues with a pair of races in Australia during the first

two weeks of February, after which the focus will switch to North America for the new North American Cup, which takes over from the North American Formula Atlantic Championship. The organising club, CASC, assure us that their 10-event series is looking "very promising" and expect a strong representation to challenge reigning NAFAF champion Dave McMillan.

The culmination of the FIA World Cup comes with a series of four races between September and November, starting at Trois Rivières, Canada, on September 4 and proceeding via Donington Park (Sep 18), and Calder, Australia (Nov 7) before the final round at Macau on November 20

Lloyd buys Porsche 956

One of the 15 Porsche 956s being built by the factory at Weissach is destined for GTI Engineering's Richard Lloyd, who will run the car in all the European rounds of the World Endurance Championship, including Le Mans. Whether the team's programme can include the rounds at Fuji and Kyalami depends on what sponsorship arrangements are negotiated.

When we spoke to Lloyd on Monday he was unwilling to give any clues about possible drivers and sponsors, but said that a firm deal would probably have

been struck by the team. The car — chassis number 006 — arrives at GTI Engineering's Silverstone base in the middle of February. Three drivers are being sought for the two year programme, but Lloyd may share the driving at some of the races.

Lloyd joins Alain de Cadenet and John Fitzpatrick in the select band of 956 owners. The Porsche 924 GTR which he campaigned with Canon sponsorship in last year's WEC is, meanwhile, being shipped to the United States where it will take part in the Daytona 24 Hours on February 6.

Maurer's same old problem

The appearance of a works backed Maurer at the start of the South African Formula 2 series at Port Elizabeth last weekend brought with it a familiar story.

Tony Martin won the race quite comfortably, but the controversial skirt-looking device used in Europe last year caused an end of race "clarify the rules" protest. Nobody expects the results to change but, if current FISA rules are applied, the device will have to be deemed illegal (see *Sportscard* for race report).

Yellow Penskes for 1983

Both the works Penske PC11 cars will be yellow this season, Rick Mears's machine in Pennzoil livery. Al Unser's reflecting the sponsorship of Hertz.

This Hertz deal is interesting, and comes about as the result of Roger Penske's taking over of the truck leasing division. Now called Hertz/Penske truck Leasing, the company was very unsuccessful until handed over to Roger. In 1981 it made a loss of \$30m. In 1982, now a division of the Penske Corporation, it was in the black.

Norton, formerly the sponsors of Mears's cars, have announced a complete withdrawal from automobile racing. Gould, backers of the second Penske since 1978, will continue as secondary sponsor of Rick's PC11, and there will also be some Gould identification on Al's car.

Briefly . . .



- Insiders are talking about a FOCA job for Teddy Mayer and employment as a Brabham race engineer for Tyler Alexander . . .
- It looks more and more likely that Guy Ligier's number two driver this year will be Raul Boesel. In France they're saying that the Brazilian has already signed . . .
- Our Italian correspondent reports that one possible driver for the Arrows team this year is none other than Lamberto Leoni . . .
- A new possible sponsor for the Brabham team seems to spring up every few days. This week the rumour is that Viceroy (cigarettes) will foot the bills . . .
- Niki Lauda left his Rio clinic last weekend, following successful surgery to his right eye. He will not, however, be able to run for McLaren in next week's Rio tests . . .

Pit & Paddock

BP reshuffle hits Brundle's Euro F3

Although it had been expected that premier Grovewood Award winner Martin Brundle would be contesting the European Formula 3 Championship this year, he announced on Monday that he would be doing the Marlboro British Championship again.

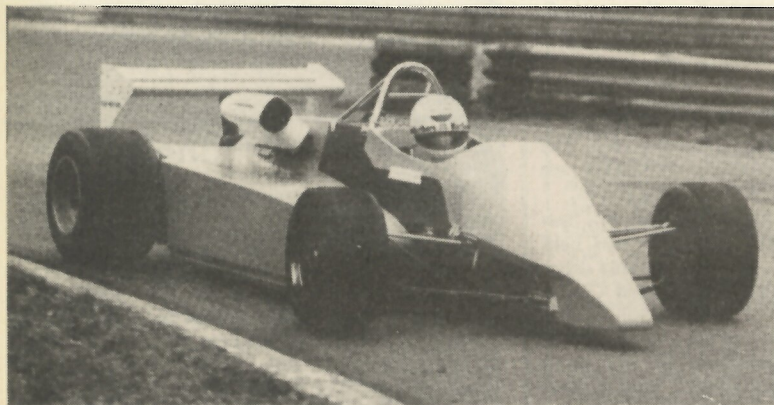
It had been presumed — wrongly as it turns out — that BP would do the logical thing and follow Brundle and James Weaver for a second season and support a full European bid. It would appear, however, that they have withdrawn all their sponsorship from both drivers, and will instead be backing Calvin Fish in F3 and Julian Bailey in FF2000.

A disappointed Brundle said: "I was never guaranteed BP support and I'm

grateful for what they have given me already — I understand it was a marketing decision not to go into Europe."

Brundle, who at the end of last season emerged as a worthy race winner after just one season in F3, says he is looking for an F2 or F3 drive. "I've got a skeleton F3 budget from a few friends who have helped me before, and I hope to do the British championship and a few selected European races with Eddie Jordan."

One of Brundle's biggest assets for the Marlboro series is having works Toyota engines arranged by Team Toyota Europe. Novamotor have considerably revised the specification of the Toyota engine in an effort to keep it competitive with the VW and Alfa Romeo engines.



Arturo Merzario testing his new M28 at Misano last week.

Merzario reveals new Formula 2 contender

The ever-optimistic Arturo Merzario has produced a new Formula 2 chassis which his team will use during the coming European season.

Although the monocoque, designed by former Autodelta employee Ernesto Degan, has carbonfibre elements and the car is fitted with fashionable pull-rod

suspension, it fails from an aesthetic angle . . . in keeping with its predecessors.

Merzario will run a two car team of M28s, both using Mader-prepared BMW engines, and drivers will be Guido Dacco and former FF2000 driver Fulvio Balabio.

Evans opts for BMW

Joining the strong ranks of BMW 635CSI competitors in this year's Trimoco British Saloon Car Championship will be Bob Evans, who will be driving a car under the banner of Cheylesmore (pronounced Charlesmore) Garages, the BMW distributor in Coventry. The newly formed team, which will be run by former BS Fabrications man Dave 'Beaky' Sims, will receive its car next month, giving plenty of time for testing before the Trimoco series opener at Silverstone on March 20.

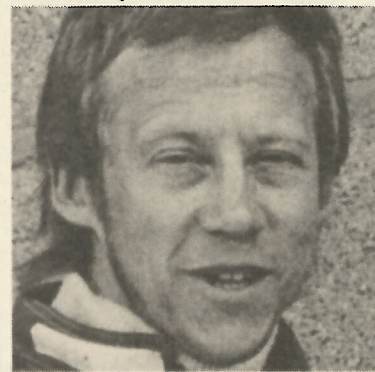
Selected rounds of the European Touring Car Championship will also be included in the programme, but paying drivers have yet to be fixed.

Lola F3 car postponed

Lola have decided to postpone, for the time being at least, their Formula 3 project. Although testing of their Ralt lookalike began before the end of last season, the Huntingdon factory is committed to completing two Indy chassis for Carl Haas and their Formula Ford variants before being able to give the F3 the attention it warrants.

Sales Manager Mike Blanchet says that work will restart when the production rush is over.

Blanchet — production rush.



Briefly . . .

● Jacques Villeneuve is intending to do this year's CanAm Championship with a Frisbee. In the meantime he is racing snowmobiles in Canada — with great success . . .



Jones — Chevrolet Monza drive.

● Alan Jones is down to drive a Chevrolet Monza in the forthcoming IMSA race through the streets of Miami on February 27.

● Our American Editor asks us to correct a typographical error in his Indycar Seasonal Survey. Rick Mears has won 17 races from 71, not 61, starts. Still quite impressive . . .

● In conjunction with the RAC/ACU British Motor Sports Training Trust, doctors of the Bristol and Weston Health District are organising a conference, at which speakers will explore the topic 'Immediate Care in Motor Sport'. To take place on January 29 at the Crest Hotel in Bristol, the conference will include lectures from FISA Circuit Safety Inspector Derek Ongaro, Dr David Nancekieveill, Dr Roger Seager and Formula 1 medic 'Prof' Sid Watkins.

● In the supporting Historic race at the forthcoming Sebring 12 Hours (on March 19), a pair of Chevron B8s will be handled by Stirling Moss and Brian Redman.

● The Italian Minardi Formula 2 team will be using Michelin tyres this year. Drivers will be Alessandro Nannini and either Oscar Larrauri or Carlo Rossi.

RENÉ BONNET

We regret to report the death, last week, of René Bonnet, builder and driver of highly successful French racing sports cars. Bonnet, who was 78, apparently suffered a heart attack while driving to his home near Epernay.

Bonnet was the 'B' in the DB-Panhard sports car company, his partner being Charles Deutsch, whom he met in 1937. Together they built many successful cars, perhaps their biggest success being outright victory (on handicap) in the 1954 Tourist Trophy at Dundrod, the winning car being crewed by Gérard Laurreau and Paul Armagnac. Bonnet himself also drove with success, winning the Index of Performance in the Le Mans 24 Hours of 1954, sharing one of his tiny 750cc cars with Elie Bayol.

After the end of his association with Deutsch, in 1962, Bonnet continued to build cars, now using Renault parts as a base. One of his projects was the Djet road car, which was later taken over by Matra, that company eventually becoming Matra Sports.

Weekend Sport

INTERNATIONAL RACING

Date	Venue	Event/Details
Jan 23	Wigram, Christchurch, New Zealand	Lady Wigram Trophy — Just Juice New Zealand International Formula Pacific Championship, round 4 <i>The Just Juice series winds up with the traditional race on the converted airfield near Christchurch. Canadian Allen Berg, Americans Norm Hunter and Mike Rosen, rapid Antipodeans Paul Radisich, Dave McMillan, last week's winner Charlie O'Brien and Kenny Smith as well as German Christian Danner head the entry, all in Ralt RT4s.</i>
Jan 29	Kyalami, South Africa	Sigma South Africa Series, round 2

OFF-TRACK

Date	Venue	Event/Details
Jan 23	Brands Hatch, Fawkham, Dartford, Kent	Brands Rallycross Championship, round 2 (BRDA) <i>The second of three rounds sees Barry Hathaway currently leading the points table with his 1600cc Fiesta after more consistent scoring in the Boxing Day qualifying runs than eventual overall winner Trevor Hopkins (2-litre Fiesta). Keith Ripp (Fiesta), Colin Parry-Williams (Porsche) and Barry Squibb (Escort) are other top contenders for the event which starts with practice from 11.00. Adults, £2; Children, £1.</i>

Secretaries of the Meeting are requested to send details of all forthcoming events to Jeremy Shaw, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex.

The start of a new tradition

The Motor Sports Show closed last Sunday after nearly 25,000 visitors had passed through during the 10 days the show was open. Now ought to be the time when the success of the show is assessed, and the decision taken about whether it is repeated. In fact, so early did it become apparent that the show was going to be profitable that the decision to go ahead next year had been made in time to be reported in last week's issue.

The most important achievement was that Peter Browning and his staff at the BRSCC ran a thoroughly competent, worthwhile show and made a profit, which is no mean feat in the recession hit 1980s. Some of the exhibitors who are not so certain of the financial benefits of attending the show may resent the fact that the BRSCC came out of the exercise well in the black, but they must understand that a profit for the organisers — a profit that will be invested in making the 1984 show even better — was

essential in the first year. The BRSCC, a club of limited resources, took a great gamble: the show had to make a profit because the club could not afford to underwrite any losses.

The need for economy on the organisation side explains the two shortcomings of the show. Apart from the specialist motor sporting press, the media paid almost no attention to the show's existence. It was particularly disappointing that the *Daily Mail*, which had lent its name to the show, did not devote more space to a preview. The task of getting better coverage in national newspapers is, as we all know, an uphill struggle, but a more extensive advertising campaign would compensate in years to come.

The BRSCC also hopes to display more cars at next year's show. Many members of the public must have gone home disappointed to have seen only three Formula 1 cars. At first sight there seems little potential for expanding the area of

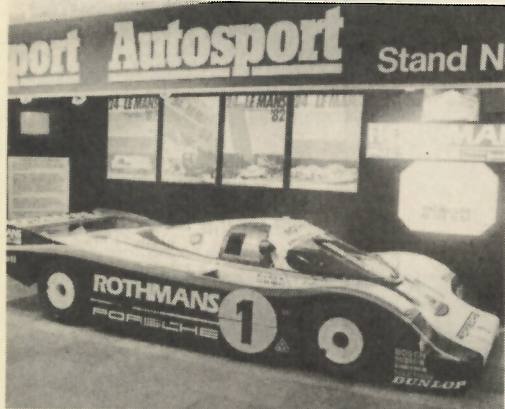
the show while it remains at the Cunard Hotel, but it is likely that a tented enclosure will be added for the next show. This idea was explored during the planning for this year's show, but rejected because of difficulty in overcoming the security problems of guarding 25 or so racing cars.

Next year, with finances on a safer footing, AUTOSPORT is confident that the show will be better publicised and that there will be more cars on display. It is good to know that the organisers are fully aware of the direction in which the show must go if it is to grow.

In tune with the views of the vast majority of the 60 exhibitors, AUTOSPORT congratulates the BRSCC on a first class achievement. Hopefully the Motor Sports Show will become as traditional a part of the winter calendar as the Racing Car Shows of days gone by.

Correspondence

the Editor is not bound to agree with readers' opinions



Successful Show

Congratulations are due to the BRSCC, headed by Peter Browning, on their resurrection of the Racing Car Show. Who cares what it is called? the Motor Sports Show will do just fine, but one must level some criticism of the *Daily Mail* who were supposedly joint promoters of the venture. Their pre-event coverage was rather thin, to put it mildly, and their up-to-the-minute reporting while the show was in progress practically non-existent. Why did they bother putting their name to it in the first place? It was a pity that they didn't give the show a fraction of the interest shown by AUTOSPORT.

On the whole, though, there were plenty of interesting stands, which were well laid out and competently run, and the Cunard International Hotel proved far better than the old and impersonal Olympia. How nice it was to have carpeted floors, which kept noise levels to a minimum and made for a most pleasant, hospitable show. Long may it continue.

SOUTHEND, ESSEX JOHN STANDING

Snetterton under threat?

Through your *Correspondence* columns I should like to express my views on the treatment of Snetterton by the circuit owners and the people who organise national racing fixtures.

With the demise of Mallory Park at the end of last season, I expected that Snetterton would be given the chance to host another round of the Marlboro Formula 3 championship, making three rounds in total.

When the 1983 dates for this championship were published, to my horror Snetterton was mentioned only once, and that was on the worst possible date, the round

before the British Grand Prix supporting race. The majority of F3 competitors miss the pre-British GP race to save up for the important GP supporting events.

Not only has Snetterton lost a F3 round, but also many rallying fixtures. Only one event was held during the 1982/83 winter season, and the only other event (hopefully) is a round of the British Championship in May.

However, all is not gloomy at the circuit. Safety improvements have been carried out, like the stand opposite the pits and the pits access steps. Both of these have been removed to meet safety requirements!

While Snetterton is not the mecca of motor sport, it is the only circuit in eastern England, and it has produced at least two exciting, novel events; the Formula Ford Festival and Britain's only 24 hour race (how long is it before this goes to Brands as well?).

So come on, Snetterton, improve facilities and advertise forthcoming events in the local press. After all, the Sunday Market is advertised and it receives large numbers of customers. Otherwise, come October 1983 spectators will be wearing 'SS' (Save Snetterton) badges and stickers.

BUNGAY, SUFFOLK DOMINIC BELISARIO

Transferring affections

I was pleased to read that Brands Hatch have been awarded the FOCA trophy for the most well-organised Grand Prix of 1982 (*Comment*, January 6).

However, I for one will be pleased to return to Silverstone for this year's Grand Prix. This is not because of the distracting fairground atmosphere of Brands, nor because I think Silverstone is a better circuit, but because of the way in which spectators are penned-off from the cars at Brands Hatch.

A paddock transfer at Silverstone allows one to wander around the transporters, rub shoulders with the drivers and team managers, and to get a better view of the race on the inside of Copse. At Brands, the same pass merely enables one to compete in a wild stampede down the pit lane, during which men in white coats continually harass the unwilling spectator like myself.

As a result of this we are forced to use Monza crowd tactics (crossing the track, climbing barriers, fences and so on) in order to get a close look at the cars and drivers. Only the most hardened of enthusiasts get more than a passing glimpse of the cars and drivers. Why can't Brands Hatch adopt the same policy as Silverstone, and make life easier for us? After all, Jean Sage of Renault said that it was harder to get into the pits than into Buckingham Palace. . .

YORK DAVESMITH

A question of money

I read with interest the letters from Messrs Nicholson and Rogers (January 6) concerning the Audis in the 1983 Open Rally Championship.

As a cynic, I was both amused by and sympathetic to their apparent naive protestations. My own interest in rallying is minimal, but the general principle holds true as expressed. I can but observe that the situation in international motor racing is just as bad. Why no British drivers? The answer can be found in market potential and politics.

First, mainland Europe is a far more prosperous place with bigger advertising and sales potential, as is the United States and Canada. This means that these country's national teams have more status and importantly, their national drivers have more sponsorship appeal. Motor sport is controlled by European bureaucrats and multi-million pound conglomerates and Britain is neither politically important nor prosperous enough.

British drivers are simply not an attractive proposition even in their own country, notwithstanding talent. Audi's decision to run a Swede and a German is precisely for commercial reasons. This, of course, is a vicious circle, as very few British drivers even advance beyond national level due to the aforementioned problems, just as in F3, F2 and particularly F1.

It must also be noted that, despite claims to the contrary, motor sport is very badly covered by the media here, especially rallying. Without extensive and accurate TV exposure, who is going to sponsor two British drivers, probably unknown outside the rallying world, to drive the Quattros? Professional motor sport requires in most cases substantial finance from the driver. Could Tony Pond, Terry Kaby or Russell Brookes provide it?

As for patriotism, there is a history of indifference, even hostility, to national endeavour here (a legacy of socialism, I believe). Just look at all those so called British F1 teams: how many have British drivers?

Money rules, and we have not got it. The reasons why are fundamental and go far beyond the specialised world of motor sport. Nothing will change unless a major British sponsor can be found who can both afford and insist on British drivers.

EPHING, ESSEX PAUL PARKER

Marshals needed

The BMRMC needs new members and would like to acquaint your readers of this now most pressing need. We are a non profit-making and voluntary concern and as such are not in a position to embark on any

AUTOSPORT, JANUARY 20, 1983

widespread and costly advertising programme.

The difficulties are not too great among the four main organisers who are able to manage (on the whole) but many of the small club organisers rely practically entirely on the BMRMC. Without putting too fine a point on it, some of these events are only just being manned in accordance with the RAC regulations, although 'the non-participating areas' abound with deeply interested followers. Generally speaking, this is understandable, but can I put it to them that 'they also serve who only stand and wait?'

Involvement in the sport can take many forms, not the least of which is marshalling. It can be a wet, cold and dangerous job, it will cost you money, but you will gain far more from it — you will be needed.

DENNIS JAGGS
National PRO
BMRMC
26 Market End Way
Bicester
Oxon



Mr Simond's 'mystery' Porsche 935 replica.

Mystery Porsche

The mystery Porsche pictured in *Correspondence* (December 23/30, 1982) in fact belongs to me. This car is the prototype, but replicas are going to be built by the Deovolante Car Company, and will be marketed in London and abroad.

Although it looks from all angles like a Porsche 935, it is based on a Porsche 911 but completely redesigned both internally and externally, the treatment including a roof section that can be lifted out Targa style. The 3.3-litre engine delivers around 400bhp — 100bhp more than a standard 911 Turbo — but the boost is adjustable. We don't have precise performance figures yet, but reckon that the car is capable of close to 200mph with a 0-100mph acceleration time of well under 10secs (the standard 911 Turbo time is about 11.5secs).

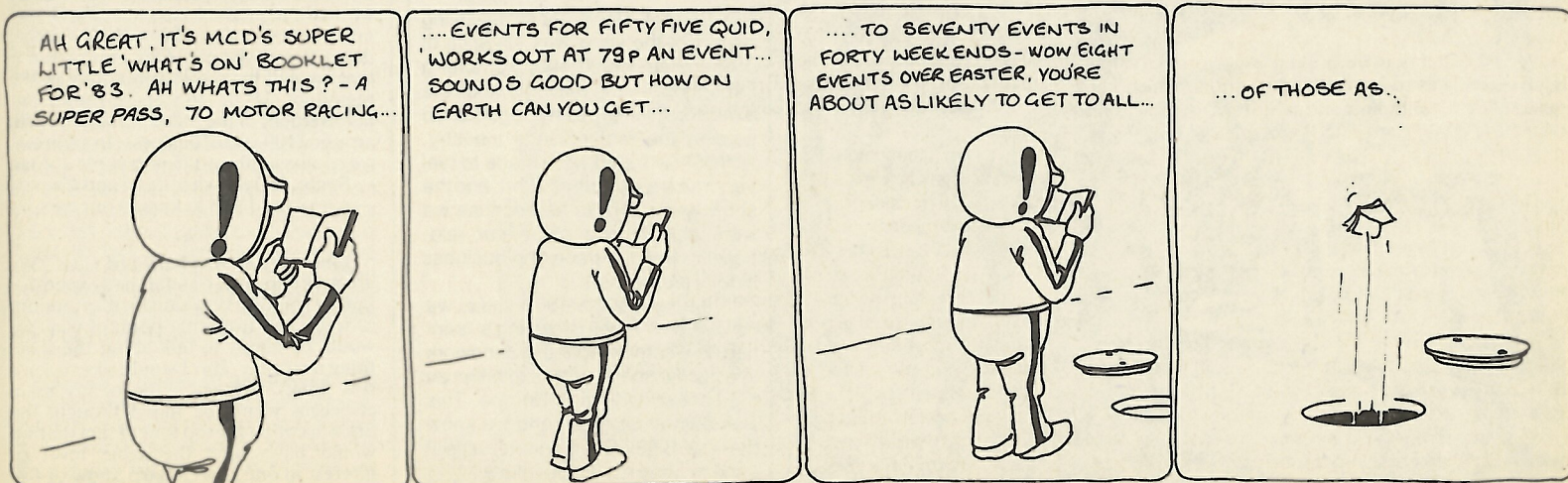
Deovolante will be building around 10 a year, with production starting in a few months. Needless to say, we think it will be the best roadgoing supercar available anywhere. . .

CHELSEA, LONDON

TIMSIMOND

Catchpole

by Barry Foley



10

Then as now?

25



Jackie Stewart finished fourth in the Ski Doo event.

On January 18 1973 AUTOSPORT revealed that Jean-Pierre Jarier was to drive the sole works F1 March in the coming season. The car was to have been driven by Chris Amon, but Max Mosley objected to the New Zealander's request for money, and Amon heard — on the radio — that he was out of a job.

In the same issue Christopher Arthur talked of setting up his own Grand Prix team. For 1973 he eventually signed for Tecno, a disastrous move, and then came the even more catastrophic Amon Formula 1 car. All that talent gone to waste. . .

In his column *On the Scene*, Patrick McNally dropped some heavy names from Villars, where he had attended a drivers' winter sports weekend sponsored by Martini. Among those present were Jackie Stewart, Clay Regazzoni, Francois Cevert, Jean-Pierre Beltoise, Andrea de Adamich and Reine Wisell.

The Monte Carlo Rally preview had Timo Mäkinen and Hannu Mikkola favourites in their factory Ford Escort RS1600s. As ever, there were many different starting points: Almeria, Athens, Frankfurt, Glasgow, Monte Carlo, Oslo, Rheims, Rome and Warsaw. First starter from Oslo was due to be an Opel Commodore, driven by Walter Rohrl, current World Champion.

There were reports of two rounds of the Tasman Championship, run 10 years ago for Formula 5000 cars. Graham McRae's McRae GM1 dominated at Levin, beating Frank Match's Repco Match by half a minute, with Warwick Brown's Lola third.

'Cassius' would also almost certainly have won at Pukekohe a week later, but finished fourth after overheating problems. The race went to John McCormack's Elfin-Repco, with Britons Alan Rollinson (McRae) and Steve Thompson (Chevron) next up.

Jeff Hutchinson wrote a seasonal survey of 2-litre sports car and Interserie racing, describing a fierce three-way battle for 2-litre honours between Lola, Chevron and Abarth. There were few of the Italian cars in the series, but Abarth nevertheless took the European Championship, their winning drivers Arturo Merzario, Toine Hezemans and Derek Bell. The Interserie was dominated by the turbocharged Porsche 917/10 of Finland's Leo Kinnunen.

The nature of rallying has changed somewhat in 25 years. The leader in AUTOSPORT of January 17 1958 reported that the organisers of the Monte Carlo Rally could not "be said to have arranged a picnic. For example, much heavier penalties will be inflicted, such as 500 marks for infringing French traffic regulations, and total exclusion for exceeding the set highest average speed between any two points. Also, a great number of marks can be lost for damage to the vehicle itself". . . The Editor noted that Great Britain's chances were "extremely rosy, with 135 entries out of a total of 342." This year, there are 250 entries, of which just seven are British. . .

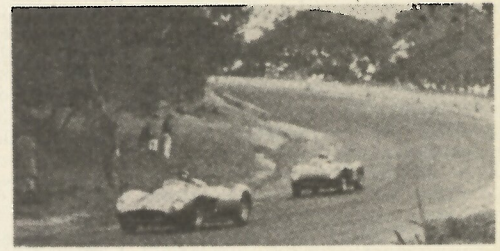
Pit & Paddock noted that Jean Behra had renounced his Renault Dauphine entry in the Monte Carlo Rally. The French Formula 1 star, newly under contract to BRM, had looked like missing the Argentine Grand Prix (BRM were not ready — surprise!), but he accepted a last-minute offer to drive a Maserati 250F. Hence, no rally.

The same issue contained a seasonal survey of Formula 2, including a marvellous sideways shot of Jack Brabham's Cooper. There was also a picture of the astonishingly frail-looking F2 Lotus, Colin Chapman's first single-seater. Not until 1960 would Colin follow John Cooper's example and put the engine behind the driver.

Elsewhere there was a report of the inaugural meeting at the beautiful Laguna Seca circuit in California. Reporter Gordon Martin said that 60,000 spectators were in attendance (that sort of figure seems huge by the standards of today) to see Pete Lovely's Ferrari Testa Rossa win from the similar car of John van Neumann. Among other leading finishers were Carroll Shelby (Maserati) and Richie Ginther (Ferrari).

And in *Sports News* there was a photograph of Tony Vandervell, wearing goggles but no helmet, alighting with difficulty from the cockpit of the latest Vanwall Formula 1 car. Vandervell himself had just put in several laps of Silverstone. All the teams were preparing for new regulations, with 'Avgas' now replacing the 'dope' fuel of years past. In 1958, Vanwall would win six of the 10 Grands Prix. . .

Pete Lovely chases John von Neumann



What do you think of it so far . . . ?

AUTOSPORT talked to some of the exhibitors to find out their reactions to the show.

The BRSCC organised Motor Sports Show closed last Sunday after meeting with almost unanimous approval. Nearly 25,000 visitors came to the International Exhibition Centre at Hammersmith's Cunard Hotel over the 10 days of the show, ensuring that the BRSCC made the profit essential in this first year for the enterprise to continue in years to come. That profit is already being invested in plans for next year's show at the same venue.

"We are already at the drawing board looking at ways to expand for next year," explained BRSCC Executive Director Peter Browning last Monday, "but we are determined not to fall into the trap of making the show too big. It is important to maintain the quality and profitability, and if we expand too much we could go the way of the Racing Car Shows of the 1970s, which became so large that they lost money.

"If there are two lessons we have learned, they are that the show needed more advance publicity and a wider selection of cars on display. Both of these areas will receive more attention in the planning for the next show now that we have proved that the exercise can make money. Don't forget that in this first year we had to be totally commercial — and, therefore, mindful of economy — to make sure that my directors would permit us to carry on in the future."

AUTOSPORT has been canvassing opinions from a selection of the exhibitors — both large and small — to find out whether they share this view of the first Motor Sports Show. As you will read, their responses were varied but sufficiently favourable to ensure strong support for a second show.

John Horton of GM Dealersport (2): "The show was very good for us in many different ways. We were able to talk to a lot of people about our involvement in the sport and the ways in which we can support the competitor. There was a great deal of interest in the Astra Challenge which was encouraging. Although the show was a good communications exercise, we will try to do more next year. With nothing to sell on the stand there is no way of knowing what return we will get for our efforts. That is something that we shall have to put right for the next show."

Jimmy Brown, Managing Director of Silverstone (4): "We found the show to be an ideal opportunity to promote all aspects of Silverstone's activities."

Robin Rew of Rooster Turbos, Silverstone (4): "Although we took no orders as such — to be quite honest, I was expecting to at this stage — I was very agreeably surprised by visitors' interest and enquiries for both turbocharging and the AC 3000KE. The questions asked by the public and the enthusiast showed basic understanding of the principle, and a sheaf of letters and more serious enquiries has been received at Silverstone as a result."

Richard Lloyd of GTI Engineering (5): "We were not doing over-the-counter business, unlike most of the exhibitors, so it is difficult to judge the response. But we were impressed with interest in the stand, and also pleasantly surprised in the quality of the visitors — there weren't too many greasy rally jackets about! There was a good deal of interest in our Golf GTI Group A car, from potential competitors in both racing and rallying. We will certainly go again next year, but we will add some clothing selling to our activities."

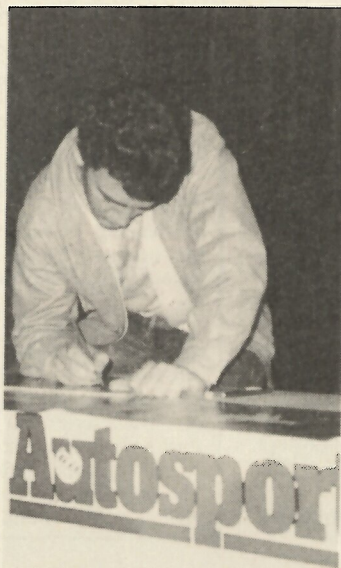
Don Hume of Audi Sport UK (6): "It was a great success. We are delighted to see the show return to London and were extremely pleased with the public's response to the BRSCC's venture. For ourselves we were very encouraged with the interest shown in both our products and our involvement in the sport. The new range of Audi Sport support clothing went very well, and had we been able to sell the Audi 80 Quattro we could have done so several times over. Sadly the car is not yet available but it is a good sign for the future."

Colin Light, Publicity Officer, MG Car Club (8): "My first impression of the Show was that it looked a bit too



A general view of the plush Upper Hall which included the central feature of the show.

Autosport



Byrne — AUTOSPORT autographer.

For us, the single most satisfying aspect of the show was the spirit of cooperation which was so strong throughout — the feeling that all the exhibitors were pulling together to support the motor sports industry. AUTOSPORT staff were made to feel very much a part of this effort, and the show was good for us because we were able to strengthen our relationship with the trade and business side of motor sport.

In the light of the 1983 show, we believe that Peter Browning's team has now completed the groundwork to establish the London exhibition as the best of its kind in Europe. This was a fine first effort, and we know that the BRSCC will put its experience to good use in the future.

specialised, but on reflection I think that was an important point in its favour because it was staged primarily for the enthusiast. As far as we were concerned, our 'do' was a first-class, all-day party and very successful all the way round. We met a lot of existing members, from as far afield as Ulster, Switzerland and even the United States, and signed up several newcomers as well as creating a lot of interest for our specialist racing championships. There was also a great deal of interest shown in the Slough Motor Company's MG Metro Turbo, which was on hand during our involvement on Friday."

Alan Cornock of Royale Racing (9): "We were pleased with interest in our 1983 range and took orders or deposits for Sports 2000 cars for England and overseas markets, and several British Formula Fords were also sold. Had our RP34M FF2000 been ready, I am confident that we could have sold six, such was interest in the model."

Steve Hanmon, Sales Director of Panther Car Co (10): "For us it has been a successful show and we have indications that it will bring in a good amount of business. The interest shown in the Panther Kallista was quite strong in terms of direct orders: we came away with two signed-up customers and also met several more who will be coming down to test the car. Our impression is that we will have sold something in the region of 15 or 16 cars through our involvement in the Show, which is worth around £100,000 of business. In addition, we received interest from people abroad — Spain, Italy, Switzerland and Canada — who would like to import our cars."

John Aley of Aleybars Ltd (13): "We are very happy. It was damned expensive but we gained a very satisfactory amount of trade and from that point of view we would be happy to talk about the same thing next year. But I would like to see a few things changed. One of my main criticisms would be that I thought the Show went on for too long; I feel that we would have seen the same level of interest in one short, sharp Show of five days or so."

Chater & Scott, usually seen at race meetings, took a large stall at the show.



Brian Kreisky of VideoVision (19):

"We presented our broadcasts at no fewer than nine sites, plus the Duckhams Video Cinema, and at every point they were well received judging by the crowd of viewers. We are not oriented towards selling video productions to the public, but for the show we offered a range of films from £25 upwards, to gauge reaction. We were overwhelmed with the response, and over £5000 worth of sales alone justified our presence. The most popular titles, interestingly, were Le Mans, the Brands Hatch 1000, the endurance racing compilation, Daytona 500 and Havoc 4, and many people bought between £40-£70 worth of tapes. Contracts to film numerous British racing championships in 1983 were discussed and, altogether, our business turnover approached £20,000 during the ten days."



Barry Foley at work . . .

Barry Foley (25): "I must confess that I was in two minds about attending the show, but I'm very pleased that I decided to take a stand. I had a tremendous response, and was kept busy all the time. It was heartening to find out how popular *Catchpole* is after all these years, and there was a never-ending stream of people wanting *Catchpole* souvenirs. The knickers — each pair with an individual slogan — went quickest. I sold nearly 1,000, which means that around one in 20 visitors to the show went home with a pair . . ."

Arthur Benjamins (26): "I decided to come to the show only out of curiosity, but it turned out that I did much more business than I expected. I sold five pictures, was commissioned to paint another seven, and met plenty of people interested in other fields. I shall definitely return next year, but by then I shall have added paintings of aircraft and powerboats."

Julian Gerard of Swallow Racing, Donington (27): "The show went wonderfully well for us. Reaction to our Swallow-Pilbeam SP3 FF2000 was very strong, and four cars have been sold. Customers from Britain and Scandinavia have been confirmed and it looks likely that at least one car will be seen in Ireland. Interest throughout the show was good, and we are very glad that we decided to attend."

Chris Wilson of Road & Racing (29): "From the point of view of money taken during the show it was probably not worth our while, but in terms of long term benefit it probably was. I cannot afford *not* to be at the show, even though it is so difficult to gauge the importance of being there. My only real grouse was that, apart from the lack of publicity, there were very few foreign visitors. Apart from that, it didn't really strike me that people were in a buying mood compared with some of the other shows I have been to."

Maurice Kissane of AP Racing (33) "We have not done any major business, but have achieved recognition at a grass roots level of motor sport. For AP, the show was a very good PR exercise, as many sprint, hillclimb and grasstrack



One-O-One Models and the Electric Car Racing Association report that more than 10 per cent of the 25,000 show visitors tried their hand at slot car racing on their challenging layout. Over 1500 racing miles were completed during the 10-day exhibition with New Zealander Tim Tyler winning the top prize of a £100 Brands Hatch Racing voucher for completing most laps in a two-minute period. Tyler promptly ordered a custom-built slot racing chassis from One-O-One who took five other firm orders and over 200 serious enquiries for racing gear.

Highlight of the slot racing promotion was the Grand Prix International Motor Sports Show Grand Prix on January 11 in which six teams of four drivers each competed in a four round challenge. Tiga Cars, led by Kiwi Rob Wilson, won the Grand Prix, narrowly beating the AUTOSPORT team whose star driver Martin Nott was the quickest man on the track all evening, completing 20.99 laps in his best 2 min session. The team of racing drivers finished a resounding last . . . and the track made over £400 for the Motor Racing Safety Fund during the show.

racing competitors are now fully aware of the services we offer, and I feel will consult us on their competition problems in the future. There was a basic lack of understanding of braking systems among competitors who have now been advised about suitable components for their individual requirements. An export order for Sweden was fulfilled, and about £2000 worth of business done."

David Mills of Grand Prix Sportique (34): "I think that the best response came from existing customers, but new customers seemed delighted to see merchandise which is generally sold by mail order. The BRSCC must be congratulated on what was, for us, a very successful show. We were pleased to be able to confirm also that this year we will be able to supply rally team pistons after each major rally."

The T & G Marketing goodies stand.



Keith Davis of Sportamotive Art (36): "I am rather disappointed with the attendance, for I was led to believe that the show would attract more people. It cost us £1,500 to attend, but we didn't make any profit. I didn't think that the show was big enough to cater for the enthusiasts — we needed more of these sort of people to sell our merchandise. We shall not come back next year, but we had to try the show for the first time."

Jan Knott of Goodwood Travel (40): "For some reason the weekends were especially good for us. We were certainly pleased with the response to our stand, particularly with the fact that we received 11 provisional bookings for our Concorde trip to the Monaco Grand Prix. It would have been better, I'm sure, if the show had had more cars on display, but we shall definitely be back next year."

Jeremy Reeve of Wallingford Racewear (44): "For a first attempt I thought the organisation was a splendid effort. Business at the show did not cover my costs, but I think there were great promotional advantages, even though I am sure that the crowds would have been much larger if the pre-event publicity had been better and if there had been more cars and personalities at the show."

John Webb, Managing Director of Motor Circuit Developments (45): "Speaking on behalf of MCD, we just could not be more delighted. We did £108,500 worth of business during the course of the Show and already a further £10,000 worth since then as a result of it. And the beauty of it is that the business came from all across the board: we took 389 firm bookings with deposits for the Racing School, made several sponsorship deals that will be announced over the next few months, a very good television contract, some circuit corporate days and plenty of bookings for sales sites and admissions for the Race of Champions. We found the Show to be a perfect promotion and are sure that it will continue to grow over the next few years."

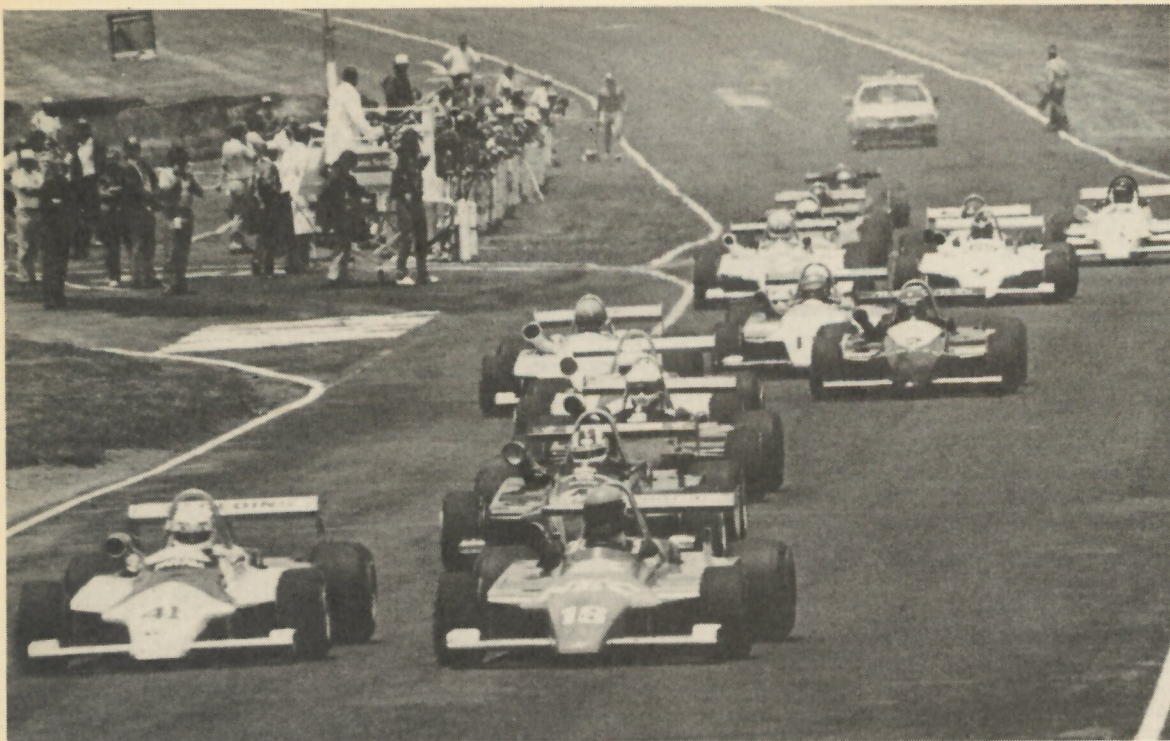
Rick Gorne of Reynard (49): "Adrian Reynard and I were at the show every day, which is where we scored over several other manufacturers. Reynard Racing took a total of nine orders for 1983 cars — five were FF1600s, and four FF2000s — although perhaps it should be said that some of these customers would have come direct to the factory to buy. The show, however, was most worthwhile, and we now have firm orders for 26 cars this year."



Racing for Britain were most encouraged by the response on their stand.

Steve Sydenham of Racing for Britain (51): "The show was more successful than we had hoped. More than 200 completely new people subscribed to the scheme, some of them donating much more than the £7.50 minimum; one German has promised £400! Very many existing members also made enquiries about the scheme's future. If this early start to 1983 is any guide, it will be the best season yet for Racing for Britain. Since we depend entirely on voluntary help, it was gratifying to see how many new volunteers helped over the 10 days of the show."

Ralph Firman, Managing Director of Van Diemen Ltd (53): "We were quite late in finishing our new car this year and we had the opportunity of showing them off for the first time. I'm not sure whether I think there should be a Show every year but it's nice to be able to meet the public and our customers in a relaxed surrounding. We certainly sold a couple of cars that, had we not been there, we wouldn't have sold and who knows what all the contacts we made may lead to? One thing for the future, though, is that I would like to see more continentals attracted over."



Dave McMillan and David Oxton lead the field at the start of the first heat at Pukekohe.

Oxton pips them

Oxton wins NZ GP at 14th attempt — Berg retains lead in Just Juice series — Young Radisich very impressive — Report: DAVID MCKINNEY — Photography: LINEAR PHOTOGRAPHS.

New Zealand champion David Oxton took the lead in the revived Tasman Cup series for Formula Mondial cars when he won the 30th New Zealand International Grand Prix at Pukekohe near Auckland on January 8.

Oxton finished second in the first 30-lap (52½-miles) heat behind fellow Aucklander Dave McMillan, and then won the second race after North Americans Allen Berg and Norm Hunter, with McMillan his closest challengers, all struck trouble. It was the first New Zealand Grand Prix victory for English-born Oxton, and came at his 14th attempt. The 37-year-old garage proprietor, who raced Formula Atlantic and F5000 in Britain in earlier years, decided to contest this race only weeks before the event.

In a day in which all the visiting drivers struck problems of one sort or another, 20-year-old Kiwi Paul Radisich finished second overall in the two-heat race, with McMillan (who retired in the second race) third ahead of Australian Graham Watson and West German Christian Danner.

Californian Mike Rosen was slightly injured when he crashed into a safety barrier trying to avoid another car in trouble in the early laps of the first race, but planned to rejoin the series in a repaired car at Manfeild a week later.

ENTRY & PRACTICE

The field for the Pukekohe race was similar to that which had appeared at Bay Park six days before for the opening round of the Just Juice International series, except for the absence of a couple of the slower Marches.

There were, however, a few additions, most notable of whom was Oxton in the Calder Raceway-owned Ralt RT4 which Alain Prost used to win last November's Australian Grand Prix. Oxton, who ran his own RT4 in 1981 and 1982, had been prevented by business and family commitments from mounting a full-scale attack on the 1983 series, but admitted to a near-obsession over the national Grand Prix title.

In addition Allan McCall and his team had rebuilt Hunter's car around their spare monocoque, while, after a sterling effort the Garvin Brown team under the direction of Dave White had rebuilt the Tiga that their driver Hubert Phipps had destroyed in the Bay Park warm-up. This involved flying bits from Britain and the United States, and the rebuild was completed at 1am on qualifying day.

A new car to appear was the Chevron B49 for ex-FF driver Charlie Thomasen.

Testing showed, as is often the case, that the people who go well at Bay Park don't necessarily shine on the much faster Pukekohe track, and before qualifying the fastest men appeared to be Australian Charlie O'Brien and McMillan, with Oxton (who of course had not been at Bay Park) and Hunter a shade slower. Berg and Rosen, the Bay Park stars, were off the pace.

The lap record before this meeting was 58.0s, to the credit of Steve Millen, though Roberto Moreno had qualified at 57.2s last year.

In qualifying on the Friday, McMillan revelled in the power of his new engine, built by Steve Jennings in Los Angeles, and clocked an effortless 57.32 after just a few laps in the first session. He then sat in the pits for the remainder of the session, ready to go out again if it proved necessary. It was not.

Oxton came closest to his arch-rival's time with 57.50s, but Berg and Hunter were within a 0.1sec of that time. Canadian Berg lost control at one point and planted his Graeme Lawrence

prepared car into a bank, while Hunter spun on at least three occasions in his efforts to improve his times.

Radisich was fifth fastest following two wins at this circuit last month, and was hoping to get closer to the front quartet on race-day, while next fastest was Rosen, improving steadily in proportion to the number of laps he completed.

Poor Christian Danner was plagued with a very down-on-power motor, and could not better 58.72s for ninth place on the grid, while Phipps in the rebuilt Tiga wished the day had never happened. He was sidelined by a fire in the first session and then spent most of the second session in the pits as well, as gearbox and braking problems hampered his progress. His time was 61.66s: only Formula Mondial debutant Thomasen was slower.

In the second session everyone was slower, best time being Hunter's 58.55s.

RACE 1

Race-morning, Saturday, dawned fine but with the threat of showers later in the day, and the 10 mins warm-up during the morning passed without incident. Hunter was again fastest, unofficially, with a time of 57.7s, a good 0.6sec better than either Oxton or McMillan could manage.

A shower of rain before the first heat had teams worrying about tyre choices, but the track had almost completely dried by the time the Grand Prix cars were wheeled out, and everyone was on the regulation Goodyear slicks.

But McMillan, on pole, sat facing a puddle of rain water while Oxton had a dry track, and when the flag dropped Oxton stormed into the lead, opening out a gap of several lengths over McMillan, who was closely pursued by Berg, Hunter, Radisich and O'Brien, with an early gap opening to the rest. Positions remained the same for the first two laps, during which time McMillan detached himself from the bunch and set off after Oxton.

Halfway around the third lap Hunter tried to outbrake Berg at the end of the long back straight, but ended up on the grass, losing a couple of places. At the end of that lap, then, Oxton and McMillan were 1.3secs clear of the close trio of Berg, Radisich and O'Brien, with a gap to Hunter, Ken Smith and Mike Rosen.

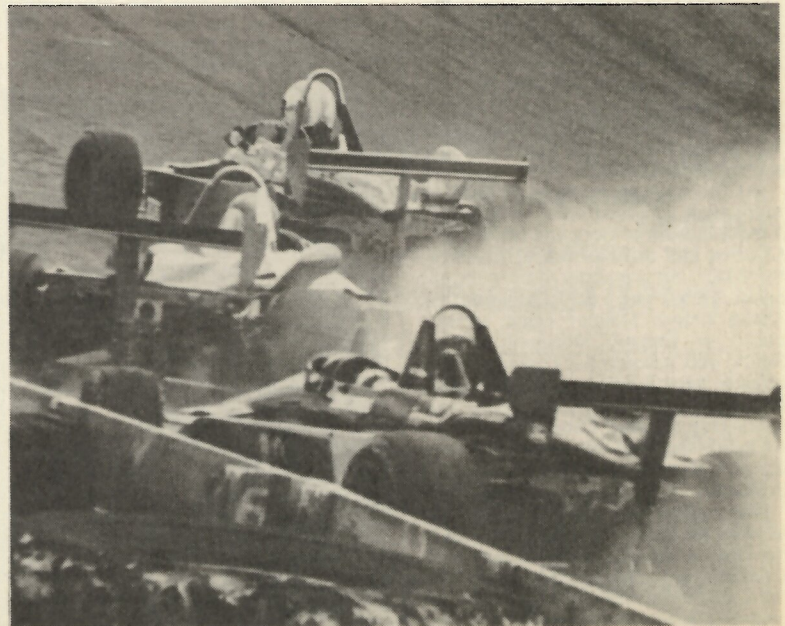
But going into the flat-out right-hander to start the fourth lap, Hunter's car got side-on to the track, and spun wildly across the grass. Smith braked hard and also left the track, raising an enormous cloud of dust and blinding Rosen, who had been right on the tails of the other two. The young American spun and ripped the side out of his car as he slid backwards into the safety fence.

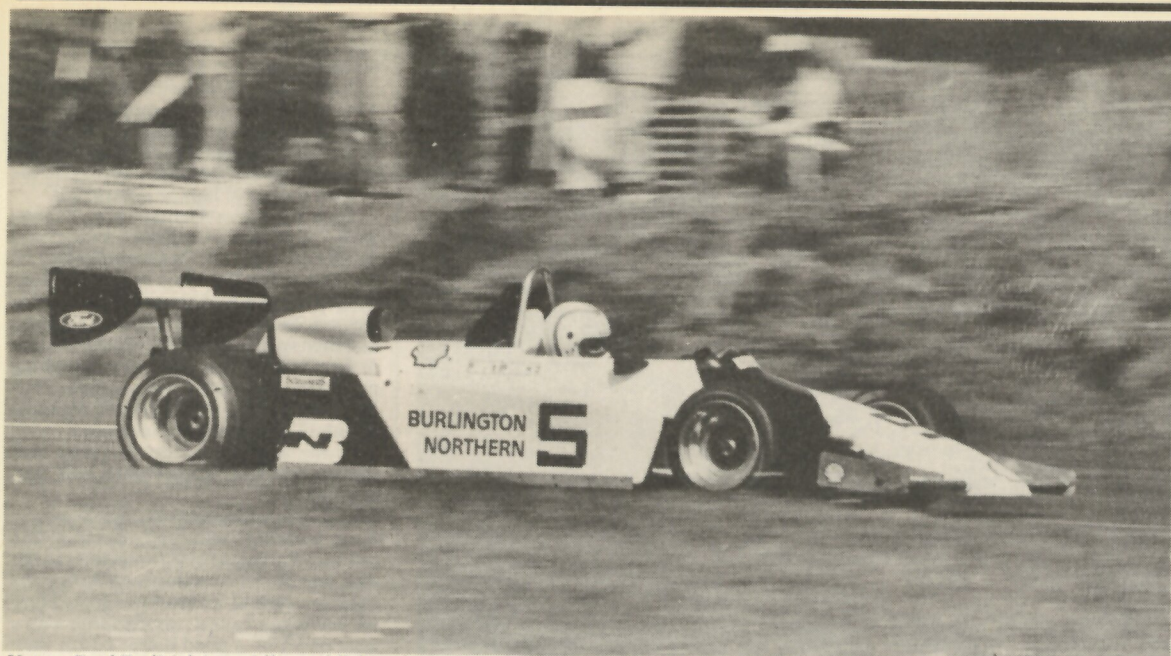
NEW ZEALAND GP PUKEKOHE

QUALIFYING

McMillan (NZ)	Ralt	57.32	58.75
Oxton (NZ)	Ralt	57.50	58.94
Berg (CDN)	Ralt	57.56	59.78
Hunter (USA)	Ralt	57.60	58.55
Radisich (NZ)	Ralt	58.20	58.89
Rosen (USA)	Ralt	58.38	59.73
O'Brien (AUS)	Ralt	58.40	58.60
Smith (NZ)	Ralt	58.49	59.15
Danner (D)	Ralt	58.72	59.68
Watson (AUS)	Ralt	58.93	58.99
Morgan (NZ)	Ralt	59.07	59.72
Campbell (NZ)	Ralt	59.10	59.28
Cameron (NZ)	Chevron	60.00	61.70
Phipps (USA)	Tiga	61.66	61.74
Thomasen (NZ)	Chevron	—	63.40

The most controversial incident of the day involving Hunter, Smith and Rosen.





Young Paul Radisich is rapidly establishing himself as a name to watch in New Zealand. The 20-year old finished second to Oxtan.

**NEW ZEALAND GP
PUKEKOHE**

continued

Smith, meanwhile, selected first gear and set off across the grass to rejoin the race, while Hunter abandoned his car with a punctured tyre, the cause of the whole problem. Rosen was treated at the circuit for minor wrist and neck injuries, but his car was badly damaged.

The leaders came around one lap later to find two ambulances driving down the middle of the track, and unsure which side to go to. They eventually parked on the right-hand verge, where they were neatly hidden from the view of approaching traffic.

With five laps gone, Oxtan and McMillan were nose-to-tail, and a great battle promised. They were pulling away from the Berg/Radisich/O'Brien trio, and now had almost 3secs on them. There were another 8secs to Danner, who was followed by Graham Watson (RT4), Eric Morgan (RT1), Phipps in the Tiga, Grant Campbell (RT4) and Steve Cameron (Chevron B39), with a big gap back to Smith, who had just repassed the slow Thomasen Chevron.

All eyes were on the battle for the lead, and it was obvious that Oxtan was having a hard job keeping McMillan in his mirrors. On the ninth lap the two leaders were side by side down the back straight, but Oxtan held his lead. Then on lap 13 McMillan got ahead under braking for the hairpin at the end of the back straight, and from then was never headed.

Oxtan kept up the pressure for a few more laps, and indeed on lap 15 set a new record for Formula Mondial cars at 57.57s. But then he lost fourth gear and started to drift back.

At the halfway mark McMillan was more than a second clear, with Oxtan 5.5secs in front of Berg and Radisich. O'Brien had drifted back a little from these two, but was about to close the gap again. Then came a break of more than 15secs before Danner came around, ahead of Phipps, Morgan, Watson, Smith and Cameron. Thomasen had already been lapped, while Campbell had pulled into the pits to retire with spark-plug trouble. Cameron was soon to make the first of several stops to attempt a cure of a serious handling problem.

The second half of the race was kept alive by the battle for third place, but in the closing laps Radisich dropped back from Berg when he lost fourth gear, and then, just three and a half laps from the end, O'Brien spun at the corner leading

into the back straight. Although he did not lose a place, he did lose all chance of improving his position.

Oxtan drifted further and further behind McMillan, allowing Berg to close the gap, but there was never any likelihood of positions changing. Only 10 cars finished the race, Thomasen putting the Chevron up a bank half-a-dozen laps from the end, and Phipps retiring at the pits with gearbox trouble a couple of laps later.

Between races the Lawrence team changed Berg's motor, a leaking head-gasket having been found. The job was completed with minutes to spare before the start of Race 2.

RACE 2

Only 13 cars made the start this time, Rosen's Ralt, of course, being beyond immediate repair — and its driver being in no fit state to drive — and then Morgan's Ralt RT1 being pushed off the dummy grid after dropping a valve on the warm-up lap.

This time McMillan made no bones about grabbing the initial lead, and headed Oxtan, Hunter and Berg off around the circuit, while Radisich nipped past O'Brien to lay claim to fifth place. Right from the start this race showed promise of being an even closer-fought one than the first, as the four leaders ran in line astern, with Radisich not far back.

At the end of five laps McMillan, Oxtan, Hunter and Berg were nose-to-

tail with Radisich still close, the leading five cars being covered by 2.5secs. Almost 3 secs back were Smith, O'Brien and Watson, with even more than that to Phipps, Campbell, Cameron and Danner, whose motor was sounding terrible. Thomasen, 13secs behind Danner, was the only other runner.

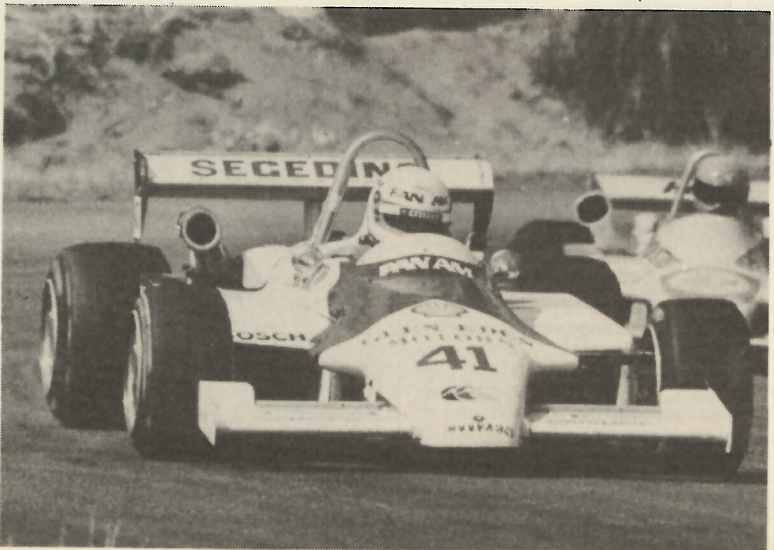
Next lap Watson had a momentary off-course excursion, dropping behind Smith and O'Brien, but O'Brien himself spun on lap 7 and motored around to the pits to retire.

Meanwhile, there were changes up front. First McMillan slowed and dropped to fifth with a motor sounding as rough as Danner's. He lost another place before pitting at the end of lap 11. The battery was changed but that made no difference and he was back a lap later, to return to the fray for a lap each time, eventually giving up when nothing could be found to improve the situation.

Oxtan, Hunter and Berg swept into the first three places, with Berg finally getting past Hunter on lap 9 and taking his turn at trying to wrest the lead from Oxtan. Before the 21-year-old Canadian had a chance for a real challenge, he too slowed, dropping to fourth place and then retiring at the pits a lap later with a loss of oil-pressure doubtless signifying something more serious.

So at lap 15, with the race half run, Hunter was back in second place, but now almost 2secs behind Oxtan. Radisich was 3.5secs back in third, with a 10secs gap to Smith and another almost as large to Watson, who in turn was clear

Reigning North American Atlantic champion Dave McMillan was out of luck at home.



of Campbell, Phipps, Cameron and Danner, with Thomasen a lap back.

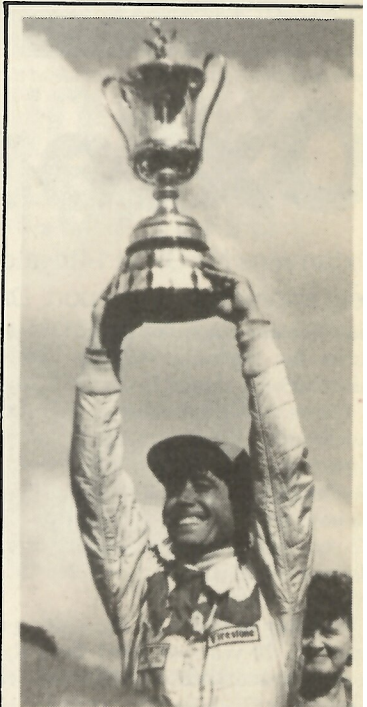
Smith was next to go, switching off halfway around his 16th lap when he heard strange noise that he suspected might indicate valve trouble, and on the next lap Hunter, who had been easing close to Oxtan, spun entering the back straight and dropped to third, behind Radisich.

Oxtan was now 6.5 secs clear of Radisich and eased ahead over the remainder of the race, to be 9secs clear at the end.

Hunter meanwhile set about bridging the gap to Radisich, closing from 8secs at the end of lap 17 to 0.5sec nine laps later. Only to spin again, and this time dropped some 10secs behind his rival.

And so the race ran out with Oxtan, Radisich, Hunter, Watson and Campbell the only drivers to go the full distance. Danner was one lap back and Thomasen two behind. Cameron had pulled out on the 19th lap when a radiator-hose blew and Phipps lasted only three laps more before being sidelined by a serious engine malfunction.

Oxtan's race-time was fractionally faster than his Race 1 time, but the fastest lap went to Hunter, at 57.68s.



Jubilation for Oxtan.

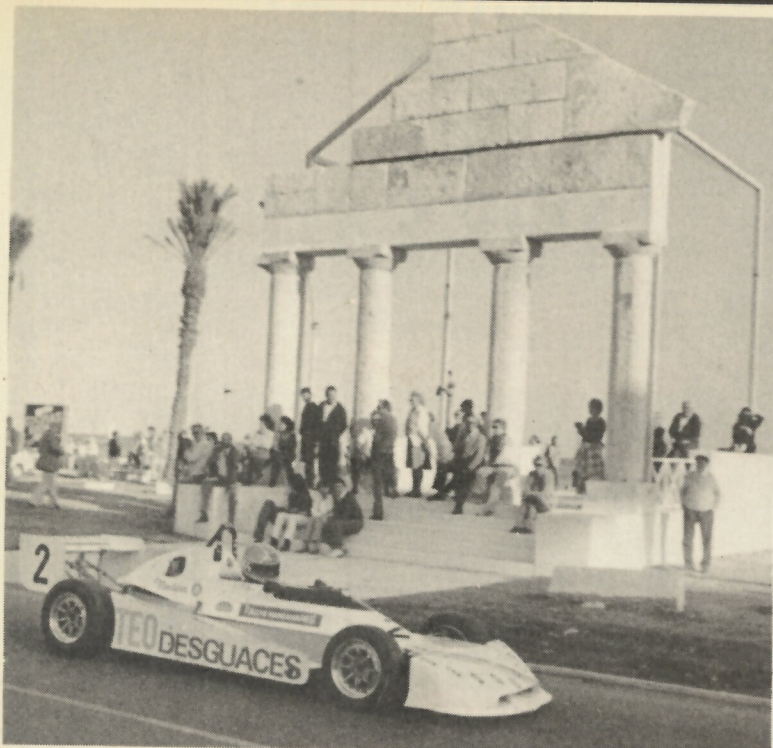
**PUKEKOHE (NZ)
Jan 10
New Zealand Grand Prix
Just Juice International
F Pacific Championship,
round 2/FIA World Cup Series,
South Pacific Region, round 1
2 x 30 lap heats — 105 miles**

- Overall:**
- 1, David Oxtan (Ralt RT4), 35pts;
 - 2, Paul Radisich (Ralt RT4), 25 pts;
 - 3, Dave McMillan (Ralt RT4), 20pts;
 - 4, Graeme Watson (Ralt RT4), 13pts;
 - 5, Christian Danner (Ralt RT4), 12pts;
 - 6, Allen Berg (Ralt RT4), 12pts;
 - 7, Norm Hunter (Ralt RT4), 12 pts;
 - 8, Grant Campbell (Ralt RT4), 8pts;
 - 9, Charlie O'Brien (Ralt RT4), 8pts;
 - 10, Charlie Thomasen (Chevron B49), 4pts.

Heat 1 (30 laps): 1, McMillan, 29m 24.06s, 108.247mph; 2, Oxtan, 29m 30.88s; 3, Berg, 29m 33.70s; 4, Radisich, 29m 34.60s; 5, O'Brien, 29m 46.99s; 6, Danner, 30m 06.67s; etc. **Fastest lap:** Oxtan, 57.57s, 109.432mph (record).

Heat 2 (30 laps): 1, Oxtan, 29m 28.50s, 106.870mph; 2, Radisich, 29m 37.47s; 5, Hunter, 29m 47.95s; 4, Watson, 30m 04.24s; 5, Campbell, 30m 10.48s; 6, Danner, 29 laps; etc. **Fastest lap:** Hunter, 57.68s, 109.223mph.

Just Juice championship points: 1, Berg, 26; 2, Radisich, 21; 3, Danner and Oxtan, 20; 5, McMillan, 16; 6, Mike Rosen (Ralt RT4), 15; etc.



Tiff Needell conducts a Formula Seat around the Fuengirola circuit for the first time.

A Spanish street race

Fashionable Fuengirola, on the Costa del Sol, is the site for a proposed street circuit. BOB CONSTANDUROS explains.

Over 5,000 people lined the streets of Fuengirola on Spain's Costa del Sol last Saturday to see the world's latest street circuit given its racing car baptism. The 4.7kms (2.9 miles) circuit is laid out on the streets of this seaside town, and it is the local authority's intention that it should one day replace Monaco as the social and motor racing event of the year.

That the town of Fuengirola lacks many of the charms of the Principality does nothing to daunt the Spaniards who are right behind this ambitious, English inspired, scheme to bring motor racing to the Costa del Sol. But while the locals are rich in enthusiasm, they may also have to be rich in assets. Initial estimates by experienced British officials put the cost of bringing the street circuit up to FISA's safety standards at over £1 million.

The idea of a circuit on the streets of Fuengirola is that of Richard Ratcliffe, a man who knows the areas and local officials well, due to his conference organising business (based in Oxford). His son, Mark, races in Formula Ford, and his car is run by Miki Dee, who also lent his experience to the planning of the circuit. Together, Ratcliffe and Dee have succeeded in interesting officials of the Andalucian Government, the local Tourist Board, the Mayor of Fuengirola,

as well as both the President of both the Andalucian Motor Club, Vidal Castro, and the President of the Federacion Espanola de Automovilismo, Sandro Rocci.

Ratcliffe and Dee have not been motivated solely by the attractive weather and the wealth of hotels in the area, although these have naturally made the choice of location more suitable. The site of the circuit has been chosen with width of track, potential pit area, space for

Aerial view of the track that will be raced in a clockwise direction.



grandstands and spectator viewing in mind. The circuit, situated slightly to the east of the town, comprises six right-angle bends, three straights, a hairpin and an Ess in its original form.

Ratcliffe invited a number of experienced observers from both England and Spain to see his circuit last weekend. The general opinion after two days of study, including a two hour session of demonstration laps in local formula cars, was that the circuit was viable, with one or two slight alterations and not a little money. Its character incidentally, is more Long Beach than Monaco or Pau.

Following the inspection by Donington Racing Club Clerk of the Course John Felix, one or two slight alterations were recommended. Felix's main stumbling block was a 100 metre section coming off the sea-front, which he reported to be too narrow. However, this section could be replaced by a faster and more interesting road laid out on ground that is currently available. Felix's report will go to Derek Ongaro, FISA's Circuit Safety Inspector, before being returned to Spain for consideration by Juan Ballasteros, the FEA's circuit architect.

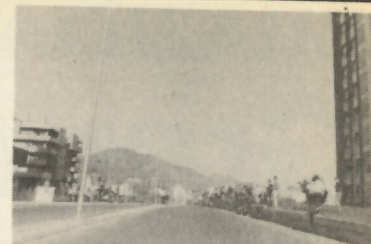
The final recommendations will include many costly items. The Spaniards are already aware that certain kerbs, palm trees, central reservations and lamp-posts will have to be moved, but whether they are expecting to construct concrete barriers, erect debris fencing and even an entire perimeter fence is uncertain. However, Ratcliffe is undaunted by the cost factor. While the local promotions board would obviously help with costs, and some expense could be written off as town improvements, he also has his own sources: "I appreciate the costs involved, but that is where the main backers come in. I am holding talks with a tobacco company and you should note that many of the bigger hotels down here are owned by Arabs. The Saudis are involved with Williams. Dubai had its own Grand Prix. There are other countries which do not want to be left out, but also want to be involved in motor racing."

Ratcliffe's scheme is backed to the hilt by the Spaniards. The Mayor can't wait to get started, and would like to hold a race this year. Rocci backs him, saying: "It is an important venture in the right setting. We are aware of its advantages and disadvantages. We shall watch developments with interest and will help with advice and the circuit's passage through FISA. This new circuit will break Jarama's monopoly in Spain and open up the market."

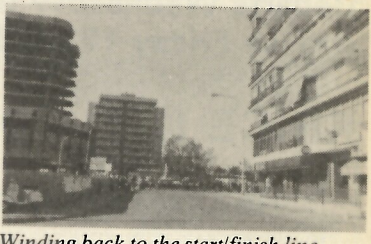
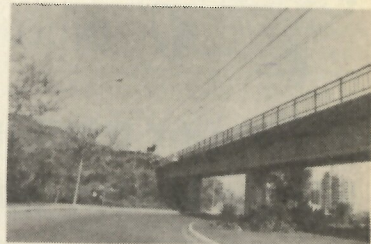
Also visiting the area for the first time was Barry Bland of the Formula 2 Association. He pointed out that at least one major problem had been overcome: "One of the overwhelming setbacks in a project like this is local opposition. There is no point in going ahead if local people are against you, but down here they seem to have overcome this very quickly. I would be very happy to have an F2 race in Fuengirola if they do all that we ask them to. But I don't think I could comment on the possibility of an F1 race. The weather is superb, even at this time of year. I was very impressed. There is the possibility that we might have an F2 race in September of 1984."

The final words come from Felix: "There are costly items and a lot of work to be done, but none of these problems is insurmountable. Each one needs to be overcome, but I would certainly like to come back and organise a race here, although I don't see that happening before 1984."

The ball is now entirely in Ratcliffe's court as he draws up his circuit plans and re-submits them to the local authorities and his backers. Once they are accepted, the prospect of a race in Spain's very agreeable off-season is almost a reality. At this stage, he is optimistic that his plans will reach fruition.



Above: From the start line the track stretches away down a wide 1km straight with this brow early on. Below: At the end of the straight the track bears right under a flyover. Those concrete supports might need some padding.



Winding back to the start/finish line.

A driver's view

A lap of the Fuengirola circuit as it is now bears only a slight resemblance to what it will be when the first race takes place . . . and that's why I was invited to Spain to do a few laps in a Formula Seat car and look for improvements.

The start is on a wide 1km straight with a kink at the beginning of it. A slight brow is crested half way down, before you dive downhill into a right-left-right combination, similar in line to the Thruxton complex but with less room for error, under the railway arches. There is another 0.7km straight before Seat Corner, which will be the circuit's equivalent of Brands Hatch's Druids, but with a great deal of dip and camber change on the exit. There is plenty of run-off and room for grandstands at this point. A short straight cresting a river bridge follows before the road plunges left, goes for 100 metres along a shopping street and turns right onto the sea-front. Both these corners are too tight at the moment, but the pavement will be chopped away to open them up.

A 0.7km blast down the palm tree lined sea-front should provide plenty of spectacle before a right-left combination brings us to another main straight. Again this section is really too tight, but will either be opened up or replaced by a new road over some waste ground 200 metres further along the sea-front. This last option would be the best, as a fast corner — something which the circuit currently lacks — could be provided. This next straight takes us into the heart of Fuengirola, where two 90 degree right-handers take us back to where we started. The second corner will give the pit crews a good view as drivers blast out of the corner onto another 4.7km lap.

The track will need resurfacing, but basically has a good lay-out apart from the shortage of fast corners. There are five good overtaking points at the end of the long straights . . . that's five more than at Monaco! It's not a classic driver's circuit, but neither is it a Micky Mouse track.

TIFF NEEDELL

Special Stage



James Sutherland was a bright prospect from last year while (right) the girls are represented by Louise Aitken.



Junior team line up

The RACMSA has announced a team of six junior drivers who will start the Swedish International, the second round of the World Rally Championship. The team includes Andrew Wood, James Sutherland, David Mann, Alan Johnston, Gavin Cox, and Louise Aitken. All of them will travel out on Sunday February 6, giving some time for practice before the start on Friday February 11.

The RACMSA received an encouraging number of applications from young drivers, and considered that while recent form was obviously important, the team members also needed some experience of international rallying to get the most out of the trip. All team drivers must be under 25 years old.

"It was a difficult job," commented Ann Bradshaw, RACMSA Press and PR Executive, "but we believe that these drivers will do a good job on the rally. The RACMSA is also very grateful to all those who have supported the venture."

Lucas, Ford, GM Dealer Sport, Castrol, Tor Line, Timi tyres, and Damart have all helped, while the KAK (the Swedish Sporting authority) have also eased some of the problems. John Taylor, team manager for the effort, also underlined how much the companies' support meant to the whole project.

"The main object for all of the drivers," explained Taylor, "is to get the experience, because snow driving with studded tyres, and pace notes will be

totally new to all of them.

"They will get about two days to prepare, but they can collect sets of Terry Harryman's pace notes when they arrive, and that will help considerably.

"It is a very major step forward in their education, and I am sure everyone would be happy if we get 50 per cent home to the finish. With any luck we could come away with a few class prizes, but I am sure they will carry the flag with honour."

While Louise Aitken's recent outings have been well recorded, some of her team mates are less well known. James Sutherland is very much a product of the Esso/BTRDA series, winning the under 25 award last year and also taking a class win on the RAC Rally. Gavin Cox and Alan Johnston have both been seen on the 1982 Open series, with some good performances also at club level, while David Mann, and Andrew Wood — along with Aitken — starred in the Group 1 category of the National championship in 1982.

THE RAC JUNIOR TEAM

Louise Aitken	Ellen Morgan	Ford Escort XR3i	Group N
Gavin Cox	Nigel Harris	Vauxhall Chevette	Group 2
Alan Johnston	Bobby Willis	Ford Escort RS2000	Group B
David Mann	Neil Parsons	Ford Escort RS2000	Group B
James Sutherland	Mark Atkinson	Ford Escort RS2000	Group A
Andrew Wood	Gordon Hood	Ford Escort RS2000	Group B

Mazda still hopeful for Open

Although Mazda UK want to see an officially backed RX-7 contesting the Group A category of the Open Championship, it seems further financial support is required before the project gets the green light.

"We are talking to four drivers," commented David Palmer of Mazda, "and all of them are keen to drive the car. Additionally we are chasing different sponsorship avenues, but I do not want to start the programme unless we have the proper backing."

It was only on December 13, that FISA finally confirmed the RX7 was definitely eligible for the new category, following

some discussion between other manufacturers who considered the vehicle to be "outside" the newly formed Group A regulations.

With about 185bhp on offer the car must be a serious contender for honours, if the right backing can be found. Tony Maslen is expected to run the car, although even if the official project does not go ahead, Maslen hopes to run a team in the Open Championship.

Bror Danielsson has already tested his Maslen prepared Mazda RX-7 with which he will contest the Swedish series, and declared that he is extremely pleased

with it in Group A trim. The car was sent to Sweden for the opening round of the National Championship, but following the warm conditions in Scandinavia (there was no snow) the rally was cancelled, and the car is now back in Maslen's workshops.

Danielsson himself could be a likely candidate for a British drive, while Terry Kaby is also chasing the opportunity. It has to be a contender for success in the new Group, and perhaps even an outsider for the 1983 Manufacturers Championship. Points in the new series can be scored by either Group A or Group B cars.

David goes to Sweden

Tony Maslen's promising young son, David will be joining the British contingent on the Swedish Rally. Although his inexperience prevented him being offered a place in the official Junior Team, David's father has agreed to supply a de-tuned Group 4 Escort for his son's international debut. David has shown great promise in the left hand drive machine over the past 12 months.

David will travel out on February 6, "explained Tony," and will then spend two or three days with Bror Danielsson to get used to the conditions. He will use Bror's notes on the event with Andy Balfour navigating."

Jimmy still looking for drives

Jimmy McRae is now looking for additional drives to supplement his recently announced Rothmans Opel programme. He is hopeful that he will appear on a number of events in South Africa with General Motors, and also start the Port Wine Rally, with a car prepared by Boleyn Cattini Motorsport.

"I had hoped to have a full programme for the European Rally Championship," commented McRae, "but with Rothmans commitment to the British Open series, that was impossible. These additional drives would give me quite a good year, and I particularly want to go to Portugal."

Boleyn Cattini were heavily involved in McRae's Euro effort during 1982, but after selling some Opels in this country, they now find themselves without a competition Ascona 400.

McRae leaves for Monte Carlo later this week, to assist Henri Toivonen and Fred Gallagher with ice notes. McRae's regular co-driver Ian Grindrod is already on the Continent with the team, and several other well known names are expected to head south for the rally.

Patrick: Chevette?

Malcolm Patrick — who is taking a ski-ing holiday just now — could return to this country with brighter news for the future. It is possible that he could be offered the second Vauxhall Chevette HSR, which GM Dealersport would like to see in the Open Championship this year.

The GM committee has been chasing Tony Pond, but it seems that they are now not that optimistic about signing him for the year. Consequently Patrick, who has been such a success at National level, must be considered a possible alternative. Last year he gave GM the National Rally Championship, and he has always insisted that he would like to move up to international competition.

Meanwhile Tony Pond's only definite commitment would appear to be a drive for Team Nissan Europe on the Boucles de Spa, when he will be accompanied by Rob Arthur. The rest of the 1983 programme remains unsettled, although Pond expects to continue his South African engagements.

Opel for Fisher

Bertie Fisher has bought one of Boleyn Cattini's Opel Ascona 400s, with a view to contesting the Open Rally Championship this year. The effort will apparently be backed by GM Dealer Sport, although no announcement has yet been made.

Last year, Fisher took his first international success on the Ulster Rally, with another superb drive in his Escort RS to third place on the Manx Rally last September. With a considerable percentage of the 1983 Open series over tarmac roads, including the Ulster Rally, Fisher could make a big mark on the Championship.



Not even the Paris Dakar rally can keep some people from their tea break! Before their retirement, Tony Howard and Yves Genies pause for refreshment. The rally is still led by Jacky Ickx.



Changes for Cumbria

The Andrews Heat for Hire Tour of Cumbria Rally will see major changes to its format this year. The event will start from Carlisle at 12.01am on October 1 and head for the classic stages in the Lake District. Half of the event will take place over these night stages before the cars return to Carlisle for a short halt. This new format marks a significant change for the event and makes it unique in the series as the only event with mileage at night.

The second half of the rally reverts to the more usual format with stages in north Cumbria and Kielder. Some new tarmac stages are planned while the forest mileage in Kielder will be drastically reduced. As with the Gwynedd Rally, it is planned to run a restricted clubmans event during the second half of the rally.

Lucas and . . .

Lucas are again providing two awards for the Shell Oils/AUTOSPORT National Championship. The awards will comprise £150 worth of Lucas equipment to the highest placed driver overall and a similar award for the most meritorious performance by a driver under 25. Registered contenders must carry the appropriate decals on all events — something that competitors seemed reluctant to do on occasions last year despite claiming awards at the end of the season from some companies.

Registration forms and decals are available from John McMillan, Lucas Group Publicity, Shaftmoor Lane, Hall Green, Birmingham. Once again, the Birmingham company will be providing the stationery for the services.

. . . Goodyear

Goodyear will provide 10 rally tyres plus £100 to the winner of the Ford Escort Turbo category in the Shell Oils/AUTOSPORT series. In addition two radial tyres will also be given to the class winners on each event.

Elsmore returns in Triumph on Wyedean

Graham Elsmore is to make a welcome return to National rallying this year with a Triumph TR7 V8, entered by FG Rallying of Redditch. Elsmore's first appearance in the car will be the Wyedean, but he is eager to ensure that he contests the whole of the 1983 Shell Oils/AUTOSPORT National Rally Championship.

"I am really pleased to get back into rallying," announced Elsmore last week. "I have spent a bit of time with bikes in motocross, but I will be much happier to get back into a car and Mike Gibbon of FG Rallying has obviously helped a very great deal."

FG Rallying are Triumph, Rover, and Metro specialists who now own the ex-works Triumph TR7 V8 which was used for development work towards the end of the model's factory life. They will enter the car on the Wyedean Rally on February 5, and this is obviously home territory for Elsmore, despite his long lay off.

Elsmore has rallied Triumphs in the past, although more recently he has



Elsmore — return.

appeared with a Vauxhall Chevette, and — in 1981 — a Ford Escort RS, with which he contested the National Rally Championship.

Following the first outing on the Wyedean with the car, Graham hopes that he can enter the Gwynedd and chase the Shell Oils/AUTOSPORT National Rally title.

Corolla shakedown

Team Toyota GB will give their new Group A challenger a shakedown run on the Wyedean Stages in preparation for the attack on the Open series. The 1600cc Corolla SR will be crewed throughout the season by Per Eklund and Dave Whittock.

Toyota's Steve Johnson explained the choice of the Wyedean; "The event uses fast, non-damaging stages which are ideal to give the car a good test. Although John Midgley has helped enormously, we still know very little about the car and we must try to get it right before the Mintex."

Midgley's similar car will also contest

the event although his entry is not under the Toyota GB banner. Duckhams are to continue their support for the factory car and Michelin will take over as tyre suppliers for the season.

The new car could mark a change of fortune for the small but hardworking Toyota team. Throughout 1982 they struggled with the heavy Group 4 Celica with little success against Opel or Audi. With the change in regulations for 1983 a consistent season could see the Group A car take the Open titles for both Per and Toyota, particularly if Audi and Opel fight for Group B points throughout the year.

Polonez to return

Following the suspension of martial law in Poland, the FSO Polonez team are hopeful that they will contest three events in Britain next year. There should be two car teams on the Scottish and the RAC, while a single entry will be made on the Manx International. A British crew will be run on each event, with FSO Finnish contractees entered in the second car.

"After meetings in Poland last week," commented Simon Small, newly appointed PR Controller for FSO Cars in this country, "we expect that a fully

supported team will come across in June, and the cars will still be in Group 2 specification."

Small explained that no decisions had been made concerning who will be offered the drives.

The new car will be based around the two door Polonez Coupe, and the Warsaw based effort is planning to use a 250bhp motor. The biggest advantage of this latest project would be in reducing the weight, as the Polonez used in Group 2 has always been extremely heavy.

Clubmans go ahead

The Forestry Commission has given the go-ahead for Caernarvonshire & Anglesey MC to run the Gwynedd Bach Rally — a clubmans event which will be held alongside the National championship opener.

Chris Belton of the RAC MSA admitted that they were 'very pleased' at the Commission's decision to allow the event to run. Previously such rallies could only comprise the number of competitors that had dropped out of the main event at the halfway point. Instead of 'topping up' the entry, organisers may now run a clubmans rally over half of the total distance of the main event.

The Gwynedd Bach Rally will start at Llandudno and finish at Dolgellau — total of 40 stage miles for an entry fee of £68. The main event will cost £120 and will have over 70 stage miles. Regulations for both events have now been printed and may be obtained by sending a large SAE to Jim Jones, 36 Kearsley Drive, Rhyl, Clwyd. Tel: 0745 53014.

Gwynedd Bach Rally will be an historic event for another reason. Apart from being the first to run under the new regulations, it will be the first time that a restricted event has been allowed to use the Dyfi forest complex — previously the sole domain of national and international events.

Jim is back

Jim Fullwood will again be attending all rounds of the championship as official Dunlop service. He will also be carrying stocks of other brands of tyre for competitors.

Rich rewards in Cork

Over IR£10,000 makes up the prize fund for the 1983 West Cork Rally, which again boasts support from Zanussi. The winner of the event on March 19/20 will claim over IR£1,000 and the rest of the prize fund will be spread over as many finishers as possible. It is this wide ranging system of awards — rather than a huge top prize — that has made the event one of the most popular.

The 1983 event will retain its two day daylight format with over 200 stage miles in an overall route of 280 miles — an

enviable percentage. With centralised servicing and no *parc fermé* restrictions, the number of finishers is usually fairly high.

Despite this, the event remains a national rally although there are usually a few international drivers to convince people otherwise. The popularity of the rally means that an early application for details is always advised and the regulations are already available from Mrs Catherine O'Brien, The Shambles, Annmount, Glounthane, Co. Cork.

Weekend Sport

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jan 22/29	Monte Carlo.	Monte Carlo Rally — World Rally Championship for Makes/Drivers, round 1. <i>The 1983 World series gets under way with one of the classic events of the calendar. Last year's winner — and World Champion — Walter Rohrl, switches from Opel to Lancia while Ari Vatanen takes his place with the Rothmans team. The result will again be affected by the weather and this year's event could be one of the most closely fought in years. Preview on page 21</i>
Jan 28/30	Finland	Arctic Rally — European Rally Championship, round 2 (co-ef 1). <i>The second round of the Euro series again takes competitors to the frozen parts of Scandinavia</i>

NATIONAL RALLYING

Date	Venue	Event/Details
Jan 22/23	Pocklington	Three Swans Rally (Selby & DMC) <i>Starting and finishing near Pocklington this 160 mile event is a round of the ANCC, HMSG and Shellsport Road Rally championships</i>

Briefly . . .

● Graham Newby's 'Blue Peter Connection' on the Lada Challenge has been explained. An anonymous donor has agreed to give £100 per point gained in the series to the Blue Peter Appeal. It seems that the confusion arose from an incorrect entry on Newby's registration form.

● Darryl Weidner will contest both the Shell Oils/AUTOSPORT and Esso/BTRDA Championships this year. He will open his account on the Wyedean Rally in the Group 4 Escort but there could well be an interesting change of mount before long . . .

Special Stage

Hughes to return with Group A BMW

Ian Hughes is set to make a return to rallying after a year fraught with financial problems. The talented Welshman has bought one of the BMW 323i, former County Championship cars and is preparing it to Group A specification for an attack on the Open series.

At the moment a definite backer for the project has not been named but an announcement is expected shortly. Co-driver for the year will be Brian Rainbow. If all goes well the car could also

appear on the Gwynedd Rally in March but a concerted effort on the National Championship is not on the programme.

"We will hopefully be able to take the car abroad," explained Rainbow, "and a couple of Belgian events would seem the most likely. It all depends on finances."

The car will be prepared by Ian's brother during the year. Up to now it has been looked after by Tom Walkinshaw Racing on behalf of BMW (GB).

Fleming swaps Starlet for ex-Eklund Celica

Jimmy Fleming has put his Toyota Starlet up for sale as he has a new car for 1983. He has purchased the ex-Per Eklund Celica, used during the 1982 Open series and will again tackle the Esso Scottish series. Two engines came with the Group 4 car — the usual 2 litre engine and a development 2.2 litre, 16 valve version which the Scotsman plans to fit for circuit racing.

Always one of the sport's characters, last year Fleming regularly competed in a rally on one day then dashed to Knockhill or Ingliston the following day for a circuit race. This it would seem is the plan again in 1983 as the Scottish Sprint Championship is in his programme. Backing for the project will again come from Duckhams and Toyotasport.

Gulf Challenge heats up

Competition in the Gulf Rally Challenge heated up at the weekend, when Qatar's leading driver Saeed Al Hajri took victory on his home event, a 650km two day rally, which was the third round of this year's series. The championship leader is still Chris Walles.

Al Hajri and John Spiller dominated the rally, in their Rothmans Opel Ascona 400 while others struggled to survive. Abdullah Omar and John Daniels retired their Toyota Celica with transmission failure, as did team mate Leif Asterhag. Full report next week.

Motormind winners

The Motorcraft Motormind finals took place at the Motor Sports Show in London last Saturday and the top two awards fell to West Country contenders. Having won a series of club and regional finals, 15 contenders gathered at the Cunard Exhibition Centre to contest the top award of £500 of equipment for their motor club.

The year long contest — to win the prize for the Bristol Aeroplane Co. MC. Second place fell to fellow Bristolian, Martin Collyer of White Horse MC. Martin was sponsored in his efforts by friends and colleagues, raising £100 for the Gunnar Nilsson Cancer Appeal in addition to his club's award.

In a very close final, watched by over 200 people including Ford's Stuart Turner and former works co-driver Tony Mason, Tim Murray scored 57.5 out of a possible 70 points — the highest score in

Stuart Turner has already received enquiries from Ford manufacturers around the world and it may be that an international contest will take place in the future.



The FMO sponsored Alfa Romeo team pose with their cars in front of the Casino at Monte Carlo. The 1500cc Alfahuds will again contest the Group N title as well as the ladies award . . .

Preview



Rohrl won the event last year in an Opel — can he beat his old team this year?

MONTE CARLO PREVIEW

A new challenge

PETER FOUBISTER takes a look at the first of the World Championship events this year, the Monte Carlo Rally.

The 51st Monte Carlo Rally sees the arrival of a new era in rallying. For the first time, all the leading drivers are entered in the latest cars complying to Group B, a formula devised by FISA to cater for the super cars, and sure of a tremendous start with strong works teams from Lancia, Audi and Opel.

The event remains one of the classic occasions in the motor sport year, and while all three factories will be eager to record victory they will also be looking for a good start to the 1983 World Rally Championship. As it matures, the World series is becoming more and more competitive, and there is nothing like early success to set up a team for the rest of the year.

Behind the professionals, making up the 250 starters from all around Europe, are the real enthusiasts, many of them on their only event of the year. Whether professional or amateur, the 'Monte' remains a very real challenge, and one factor will be constant for them all: the weather.

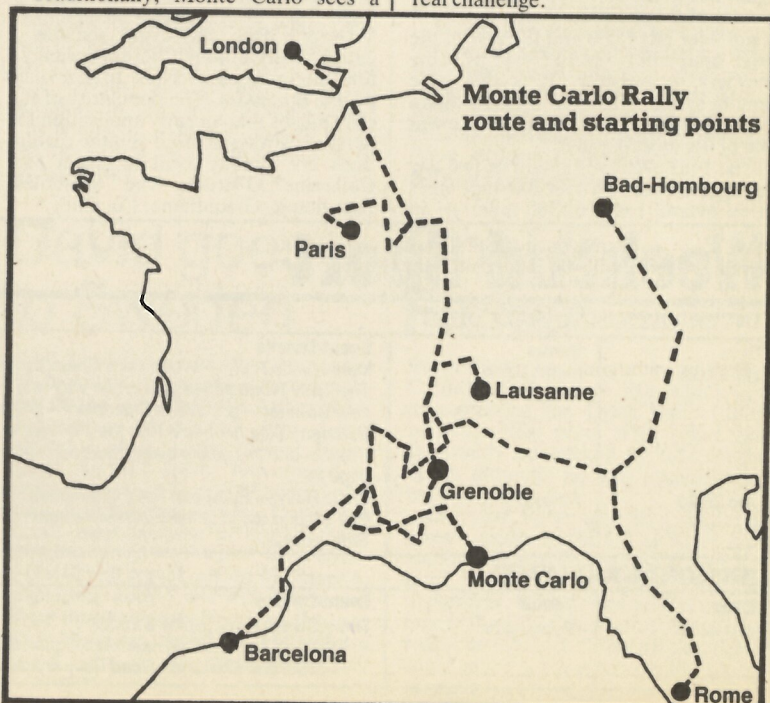
Traditionally, Monte Carlo sees a

large percentage of the competition held over difficult snow covered roads. It was something of a shock, therefore, when last year's rally was held in glorious sunshine, with only a short distance of ice and snow on the 4,000kms route.

Dry tarmac and slicks were the order of the day, and the series got off to a shock start as Walter Rohrl took victory and his first fantastic step to the 1982 title. In the process he defeated the favourite, Hannu Mikkola, and so the Finn will be eager — nay desperate — to prove that the last 12 months must be forgotten.

Along with team mates Michele Mouton and Stig Blomqvist, Mikkola started preparations for part one of the 12 round campaign only after Christmas. With such an established format, they felt that any time remaining in 1982 was most definitely set aside as holiday.

Now that business has started again, all will be giving their total commitment. Many expect that if there is snow, then Stig Blomqvist will be difficult to beat, although Mikkola is actually faced with a real challenge.





Hillier — Alfa Sud ladies team.



Toivonen — worth watching.



Mouton — French charm.



Vatanen — back with Rothmans.

Monte Carlo Results 1976-1982

1976	1977	1978	1979	1980	1981	1982
1 Munari	Munari	Nicholas	Darniche	Rohrl	Ragnotti	Rohrl
2 Waldegaard	Andruet	Ragnotti	Waldegaard	Darniche	Freuquin	Mikkola
3 Darniche	Zanini	Freuquin	Alen	Waldegaard	Kleint	Therier
4 Rohrl	Canellas	Rohrl	Andruet	Kullang	Kullang	Freuquin
5 Clark	Swaton	Darniche	Mikkola	Eklund	Toivonen	Saby
6 Alen	Dacremont	Andruet	Nicholas	Bettega	Darniche	Snobeck
7 Freuquin	Servia	Mouton	Mouton	Mouton	Alen	Kleint
8 Cambiaghi	de Meyer	Verini	Freuquin	Kleint	Waldegaard	Touren
9 Koob	Koob	Kullang	Almeras	Coppier	Almeras	Ballet
10 Beguin	L. Carlsson	Bacchelli	Vatanen	Servia	Coppier	Barth

Michele on the Monte

"The Monte Carlo is quite special for French people. Last year we had unpleasant conditions where the roads were normally completely dry but suddenly there would be patches of ice without warning.

"For me it would be better if it was completely one condition or the other, though for Audi it would be fantastic if it is completely snowy."

After the disasters last year, Audi Sport are apparently not nominating a number 1 driver this year. "If one of our team has a chance of winning the drivers' title," explained Dieter Scharnagl of Audi Sport, "then after the Portugal Rally, or the Safari, then maybe we can do something, but it would be stupid to make the plans now."

The latest Audi Quattro will show only minor changes from the car which has been used in Group 4, although extensive use of light weight plastic panels has modified the wings, and saved about 30kgs. The engine stays the same (with about 330bhp) so perhaps the biggest development will be the switch to Michelin for the whole team.

"At the moment," continued Scharnagl, "there is virtually no snow on the route at all. I think if there is some ice and snow for perhaps only 20-25 per cent of the stages, then it will be OK. Last year, it was just like Corsica and that was not only bad for us but for the photographers as well!"

The continuing warm conditions have meant that Audi's plans to complete extensive tyre tests under bad conditions have had to be abandoned, although their technical advantage over such winter surfaces would be massive.

"If there is snow on the rally," admitted Walter Rohrl (Lancia's latest signing) "then I am not sure how far behind the Audis we will finish." The German is sure to be eager to give Lancia their first World Championship win with the Martini Rally 037, and the Italians have spent much time ensuring that their Pirelli rubber will be suited to the conditions, whatever they are. Alen was in Finland recently testing tyres on snow

and returned for a break, extremely optimistic about his chances.

Of the three Lancia pilots, however, Alen is the only driver who has not won the Monte Carlo. Rohrl has been victorious twice, while Frenchman Jean Claude Andruet emerged victorious back in 1973. All of them will have some psychological advantage over their rivals at least, because the Lancia has run under Group B regulations for several months. Both Audi and Opel are giving their Group B machinery a first outing this event and who knows what could be in store?

Opel, of course, have had the most elongated fights with the governing body concerning homologation of the Manta 400, and as a result they will stick with the older, heavier Ascona 400 for the opening events in their 1983 campaign.

"It is causing us some problems," admitted Opel supremo Tony Fall last week, "because we have all the phase 3 engines built for the new car and now we must go back and build phase 2 units for the Ascona." Contrary to our statement last week the Ascona has not been homologated into Group B with the phase 3 engine.

"We are having another inspection for the Manta soon. I suppose it will get through one of these days . . ."

Ari Vatanen — back with Rothmans after a one year break — was in a T shirt last week completing his recon, and appears unconcerned about using the Ascona on the rally. Another team member even suggested that the Ascona's slightly smaller dimensions could be an advantage. . .

The Russelsheim-based team are perhaps rather stuck in the middle, as in

snow the Audi should have the advantage, while if it is dry, the Lancia team must hold all the right cards. Opel do however boast three immensely talented drivers, and both Ari Vatanen and Henri Toivonen can reasonably be expected to attack in a big way. Add the sheer professionalism of Guy Freuquin, who has finished in the top 10 on the Monte very regularly in the last 10 years, and the Rothmans Opel Rally Team can still be relied upon to produce some headlines.

Toivonen in particular must be worth watching, as, after an intensive practice period, he will be eager to start 1983 in the best possible way. This could easily be his year.

If these top three factories may dominate the pre-event headlines, then we must not forget the home effort of Renault with Jean Ragnotti. Backing him will be Jean Luc Therier, the current French champion, who finished third in a Porsche last year. If it is a rally with a little bit of every type of weather, then the Renault could provide a classic home victory.

It is some relief that the British start to the Monte Carlo is back again, following its cancellation in 1982 due to insufficient interest. This time there are seven starters, led by the Blydenstein Racing entered Nissan 240RS of Timo Salonen, while a further six British crews will be starting. Happily some of them see the rally as more than just an expedition.

Chris Lord is the highest British driver, due to his B seeding, and he has already confirmed that he will enter the lucrative Pirelli Challenge for cars running without studded tyres. He will leave the Dover start at the Granham Webb hotel, just after 9.30am on January 22.

TIMETABLE

Saturday January 22: Starting points around Europe, for 250 cars. Morning departures from Dover (7 cars), Bad Hombourg (19), Monte Carlo (57), Paris (86), Rome (9), Lausanne (60), and Barcelona (12). Concentration run of about 1,250kms to Grenoble, arriving Sunday morning.

Sunday Jan 23: Classement starts in Grenoble in the evening for six special stages heading south to Monte Carlo, arriving Monday morning.

Tuesday Jan 24: Re-start just after midnight, (only first 200 cars) for the Common Run — 15 special stages, and passing through Vals les Bains, Gap, returning Monte Carlo on Wednesday afternoon.

Thursday Jan 26: Start of the Final section at 7.00pm for 10 special stages returning to Monte Carlo just after midnight on Friday Jan 27. Total distance 4,000kms.

Next away will be Louise Aitken with the factory entered Alfa Sud which is part of a large 10 car ladies team. Also in the French supported effort is Ruth Hillier, and her considerable European experience will be a great help to her over the next week.

Other drivers include Graham Newby, (Reliant Kitten) John Price (Renault 5 Turbo) and Phil Williams (Sunbeam).

Monte facts

"Breakfast Time", the BBC's brand new morning programme is to boast coverage from the Monte each day, as a spin off of the Grandstand commitment to the world series this year. There should be at least a minute or two of action each day . . . No lady driver has ever won the event, although "Biche" partnered Jean Claude Andruet to victory in 1973 . . . The rally is the longest running international in the calendar, starting way back in 1911 . . . Jean Ragnotti started at number 9 in 1981. He won that year . . . Dany Snobeck's Renault 5 Turbo will boast a 290bhp engine . . . Alain Beauchef actually led the 'Monte' in 1977 driving an Escort RS2000. Thick snow for the early runners cleared to give the number 152 driver a clear run. This year he drives a Mazda 323 at number 21 . . . Hannu Mikkola is easily the most experienced driver on the rally, with 72 starts in World Championship events . . . Latest news from drivers preparing in the Alps confirms winter has arrived. It's snowing . . .

Previous winners

1971	Ove Andersson/David Stone	Renault Alpine
1972	Sandro Munari/Mario Manucci	Lancia Fulvia
1973	Jean Claude Andruet/'Biche'	Renault Alpine
1974	—	—
1975	Sandro Munari/Mario Manucci	Lancia Stratos
1976	Sandro Munari/Silvio Maiga	Lancia Stratos
1977	Sandro Munari/Silvio Maiga	Lancia Stratos
1978	Jean Pierre Nicolas/Vincent Laverne	Porsche Carrera
1979	Bernard Darniche/Alain Mahe	Lancia Stratos
1980	Walter Rohrl/Christian Geistdorfer	Fiat 131 Abarth
1981	Jean Ragnotti/Jean-Marc Andrie	Renault 5 Turbo
1982	Walter Rohrl/Christian Geistdorfer	Opel Ascona 400

The Alfa won the Group N class last year. Can the ladies team repeat the success?



The Champions

National Champions of 1982

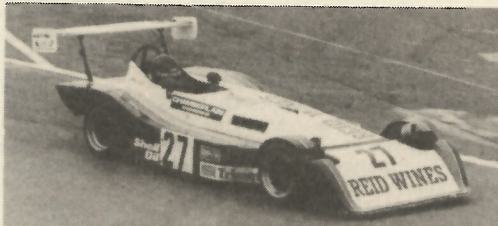
The second instalment of our comprehensive list of National champions deals with winners of major sports, saloon and hillclimb championships during the past season. Each champion and his car is illustrated, along with brief biographical details and the top championship positions. Over these two issues we have dealt with no fewer than 88 different series.

BARC CLUBMANS A CHAMPIONSHIP

Will Hoy (30)

Occupation: Chartered Surveyor
Home: Royston, Herts
Car: Mallock U2-Chamberlain Mk20B
Sponsor: Reid Wines, Seppi Fabrications, Shell Oils
Entrant: Chamberlain Engineering
1983 Plans: Formula 3, Clubmans

- | | |
|--|----|
| 1 Will Hoy (Mallock U2 Mk20B) | 57 |
| 2 Paul Gibson (Mallock U2 Mk23B) | 35 |
| 3 Richard Groombridge (Ellova Gryphon) | 34 |
| 4 Tony Pouyanne (Silver Phantom P82) | 29 |
| 5 Jon Britton (Mallock U2 Mk23B) | 23 |
| 6 Nick Bridge (Mallock U2 Mk24) | 13 |
| Colin Fisher (Mallock U2 Mk23/24) | 13 |

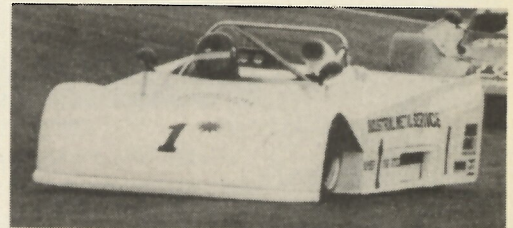
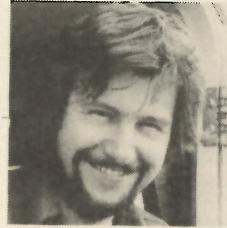


BRITISH SPORTS 2000 CHAMPIONSHIP

Richard Eyre (32)

Occupation: Company director
Home: Shoeburyness, Essex
Car: Tiga-Nelson SC81/82B
Sponsor: Industrial Metal Services
Entrant: Ian Taylor Racing
1983 Plans: European S2000

- | | |
|---|-----|
| 1 Richard Eyre (Tiga SC81/82B) | 326 |
| 2 Mike Fulmar Taylor (Royale S2000M) | 256 |
| 3 Dave Sutherland (Royale S2000M) | 218 |
| 4 Jeremy Rossiter (Royale S2000M) | 128 |
| 5 Richard Morgan (Tiga SC82/81/March 82S/Chevron B54) | 110 |
| 6 John Morrison (March 82S) | 87 |



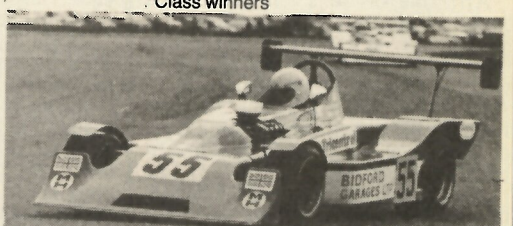
TRICENTROL MOTOR CORPORATION CLUBMANS SPORTS CHAMPIONSHIP

Malcolm Jackson (37)

Occupation: Motor engineer
Home: Bidford-on-Avon, Warwicks
Car: Mallock U2-Scholar Mk20B
Sponsor: Bidford Garages
1983 Plans: Clubmans B

Overall:

- | | |
|--|-----|
| 1 Malcolm Jackson (1.6 Mallock U2 Mk20B) | 66* |
| 2 Will Hoy (1.7 Mallock U2 Mk20B) | 63* |
| 3 Phil Brown (1.6 Mallock U2 Mk24C) | 56 |
| 4 David Harrington (1.7 Mallock U2 Mk21) | 38 |
| 5 Peter Richings (1.6 Mallock U2 Mk21M) | 29 |
- *Class winners



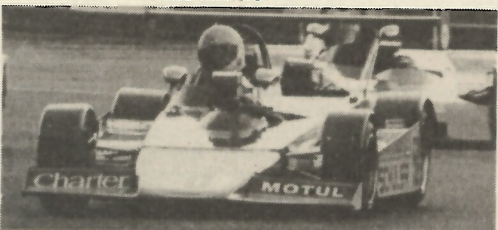
SUNDAY MERCURY CLUBMANS SPORTS CHAMPIONSHIP

Mike Donovan (29)

Occupation: Production Planner
Home: Redditch
Car: 1.6 Phantom-Minister P82
Sponsor: Schuler Presses Ltd
1983 Plans: Clubmans B

Overall:

- | | |
|--|-----|
| 1 Mike Donovan (1.6 Phantom P82) | 24* |
| 2 Will Hoy (1.7 Mallock U2 Mk20B) | 23* |
| 3 Malcolm Jackson (1.6 Mallock U2 Mk20B) | 10 |
| 4 Paul Gibson (1.7 Mallock U2 Mk23B) | 9 |
| Peter Richings (1.6 Mallock U2 Mk21M) | 9 |
- *Class winners



OCEANAIR CLUBMANS SPORTS CHAMPIONSHIP

Martin Wood (30)

Occupation: Company Director
Home: Sittingbourne, Kent
Car: Mallock U2-Nelson Mk22
Sponsor: None
1983 Plans: Formula 3

- | | |
|--|----|
| 1 Martin Wood (Mallock U2 Mk22) | 86 |
| 2 Peter Clark (Mallock U2 Mk18) | 63 |
| 3 Malcolm Jackson (Mallock U2 Mk20B) | 36 |
| 4 Dave Orchard (Centaur Mk14X) | 24 |
| 5 Michael Luck (Mallock U2 Mk21) | 23 |
| 6 Peter Richings (Mallock U2 Mk21M) | 20 |
| Guy Woodward (Mallock U2 Mk24) | 20 |



LOWLAND TYRES CHAMPIONSHIP FOR SPORTS CARS

Brian Stevenson (35)

Occupation: Car Sales Manager
Home: Cumbernauld, Strathclyde
Car: Chevron B52
Sponsor: Central Garage, London
1983 Plans: Sports cars with new Chevron B60

- | | |
|---|----|
| 1 Brian Stevenson (Chevron B52) | 50 |
| 2 John Fyda (Mallock U2 Mk 24) | 44 |
| 3 Kenny Allen (Mallock U2 Mk 21B) | 33 |
| 4 Richard Mitchell (Link S2000) | 28 |
| 5 Reg Forrester-Smith (Mallock U2 Mk 21B) | 19 |
| 6 Keith Bowmaker (Lola T492) | 17 |

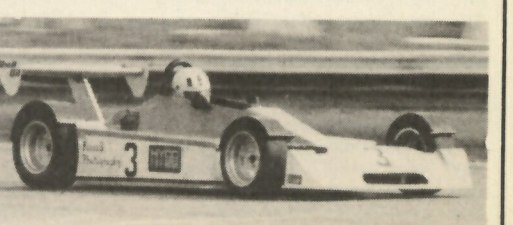


FORMULA 1300 CHAMPIONSHIP

Graham Gant (25)

Occupation: Engineer
Home: Knebworth, Herts
Car: WEV 2B
Sponsor: Focus 3 Photography
1983 Plans: Uncertain

- | | |
|---|----|
| 1 Graham Gant (WEV 2B) | 80 |
| 2 Martyn Lane (Mallock U2 Mk16) | 74 |
| 3 Tony Batten (Batten) | 71 |
| 4 Godfrey Faux (Mallock U2 Mk18) | 65 |
| 5 Paul Overton (Mallock U2 Mk11/14) | 55 |
| 6 Peter Guard (Mallock U2 Mk14) | 48 |



RELIANT 750 FORMULA CHAMPIONSHIP

Mick Harris (26)

Occupation: Motor Mechanic
Home: High Wycombe, Bucks
Car: Darvi Mk4/5
Sponsor: None
1983 Plans: 750 Formula

- | | |
|--|----|
| 1 Mick Harris (Darvi Mk4/5) | 79 |
| 2 Gary Randall (Wessex Hague 76) | 76 |
| 3 Bob Simpson (SS Reliant) | 75 |
| 4 Dick Harvey (Darvi Mk5) | 74 |
| 5 Keith Cooper (Wessex CH767) | 58 |
| 6 Simon Fry (Nimrod Mk2) | 57 |



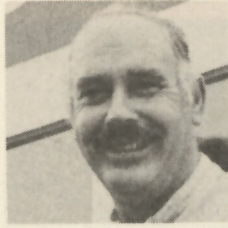
MOTING NEWS DONINGTON GT CHAMPIONSHIP ROSS GROUP SPECIAL GT CHAMPIONSHIP

Brian Cutting (48)

Occupation: Property Developer
Home: Bournemouth, Dorset
Car: 1.0 Maguire Stiletto/Hartwell
Sponsor: Revolution Wheels
1983 Plans: GT Racing

Donington GT class winners: Mick Hill 22;
 Jeff Wilson 31; Pat Thomas 19; Eric
 Paterson 21; Cutting, 34.

Ross Group GT class winners: Tom Hinds
 16; Roger Sparling 20; Tom Powell 16; Brian
 Cutting, 24; Barry Reece 8.

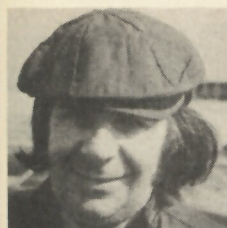


BRSCC NORTHERN GT CHALLENGE

Tony Sugden (50)

Occupation: Auto electrician
Home: Doncaster, Yorks
Car: AET Lotus Esprit Turbo
Sponsor: AET Turbos
1983 Plans: GT Racing

- Overall:**
- | | |
|--|-----|
| 1 Tony Sugden (2.1 Lotus Esprit Turbo) | 20* |
| 2 Jim Radcliffe (1.3 Ford Escort) | 15* |
| 3 Steve Beamish (1.3 Mini) | 11 |
| 4 Roy Gibson (1.0 Leyland Mini) | 8* |
| Terry King (5.0 VW Beetle-Chevrolet) | 8* |
- *Class winners



INGLISTON GT CAR CHAMPIONSHIP

Jim McGaughay (32)

Occupation: Contractor
Home: Lochgilphead
Car: 2.0 Renault 5-BMW
Sponsor: Forth Electrical, Stirling
1983 Plans: GT Racing with new car

- | | |
|--|-----|
| 1 Jim McGaughay (2.0 Renault 5) | 46* |
| 2 Angus Young (1.5 Davrian) | 36* |
| 3 Eric Paterson (1.5 Lotus Europa) | 31 |
| 4 Ken Murray (1.0 Davrian Mk7) | 30* |
| 5 Ricky Gauld (1.0 Davrian Mk7) | 29 |
| 6 Harry Simpson (1.0 Davrian Mk8) | 26 |
- *class winners



STP MODIFIED SPORTS CHAMPIONSHIP

Pat Longhurst (43)

Occupation: Motor trader
Home: Tonbridge, Kent
Car: 1.1 Davrian-Imp Mk6
Sponsor: None
1983 Plans: GT and Modsports racing

- Overall:**
- | | |
|---|----|
| 1 Pat Longhurst (1.1 Davrian Mk6) | 49 |
|---|----|
- Class winners:**
- | | |
|--|----|
| Richard Gamble (3.0 Marcos GT) | 12 |
| Rob Cox-Allison (1.8 Caterham Super 7) | 27 |
| John Digby (1.5 Ginetta G4) | 43 |



RICHARD SUTHERLAND TROPHY FOR MODSPORTS CARS

Iain Gorrie (34)

Occupation: Motor engineer
Home: Blackpool, Lancashire
Car: GTM
Sponsor: Storey's of Hambleton (Leyland
 dealers)/Zebra Trailers, Sheffield
1983 Plans: National Modsports series

- Overall:**
- | | |
|---|----|
| 1 Iain Gorrie (1.5 GTM) | 17 |
| 2 Peter Green (1.5 MG Midget) | 11 |
| 3 Tony Bridge (1.0 Davrian Mk8) | 9 |
| 4 John Helme (1.4 MG Midget) | 8 |
| 5 Andrew Wareing (1.8 Lotus Elan) | 6 |



GARELLI SPORTS CAR CHAMPIONSHIP

Peter Garrod (33)

Occupation: Dental surgeon
Home: Biddenden, Kent
Car: Lotus Europa Special
Sponsor: None
1983 Plans: Continue in Garelli series

- Overall:**
- | | |
|---|----|
| 1 Peter Garrod (1.6 Lotus Europa Special) | 72 |
|---|----|
- Class winners:**
- | | |
|--|----|
| Roger Bowden (1.0 Ginetta G15) | 69 |
| Bill Taylor (2.8 Porsche Carrera RS) | 48 |
| Terry Carthy (1.0 Clan Crusader) | 37 |
| Andrew Wareing (1.8 Lotus Elan) | 57 |

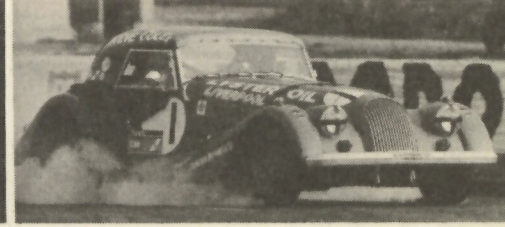


LUCAS CAV PRODUCTION SPORTS CAR CHAMPIONSHIP

Steve Cole (32)

Occupation: Caterer
Home: Liverpool
Car: 3.5 Morgan Plus 8
Sponsor: Lyster Oils
1983 Plans: To continue with Morgan

- Overall:**
- | | |
|---|-----|
| 1 Steve Cole (3.5 Morgan Plus 8) | 55* |
| 2 Ian Jacobs (1.5 Matra Simca Bagheera) | 49* |
| 3 John Stenning (1.6 Caterham Super 7) | 46* |
| 4 Duke Soares (1.6 Caterham Super 7) | 31 |
| 5 Nick Emmony (1.3 MG Midget) | 29 |
- *class winners



The Champions

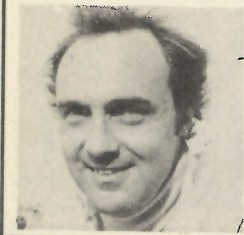
DONINGTON PRODUCTION GT CHAMPIONSHIP

Gary White (31)

Occupation: Accountant
Home: Radlett, Herts
Car: Caterham Super 7
Sponsor: None
1983 Plans: Clubmans

Overall:

- 1 Gary White (1.6 Caterham Super 7)..... 31*
 - 2 Robert Nettleton (1.3 MG Midget)..... 28*
 - 3 Steve Cole (3.5 Morgan Plus 8)..... 20*
 - 4 Peter Taylor (1.6 Lotus Europa)..... 19*
 - 5 Chris Meek (1.6 Lotus Europa)..... 16
- *Class winners



WENDY WOOLS 1000 PLUS SPECIAL SALOON CHAMPIONSHIP

Peter Baldwin (41)

Occupation: Motor engineer
Home: Foxton, Cambridge
Car: 1.3 Mini Ford BDA
Sponsors: Marshalls of Cambridge, Shell Oils
1983 Plans: Special Saloon/GT racing

Overall:

- 1 Peter Baldwin (1.3 Mini-Ford)..... 59*
 - 2 Pete Bray (1.3 Mini)..... 33
 - 3 Tony Dickinson (2.0 Skoda-Hart)..... 29*
 - 4 Dale Minton (2.0 Ford Escort)..... 20
 - 5 David Smith (1.3 Sunbeam Stiletto)..... 14
- * class winners



WENDY WOOLS 1000 SPECIAL SALOON CHAMPIONSHIP

Barry Reece (36)

Occupation: Area manager for plant hire company
Home: Caerphilly
Car: Maguire Californian-Hartwell
Sponsor: Isis Forklifts
1983 Plans: Special Saloon/GT racing

Overall:

- 1 Barry Reece (850 Isis Californian)..... 62*
 - 2 Viv Wallace (1.0 Wolseley Hornet)..... 52*
 - 3 Michael Law (1.0 Sunbeam Stiletto)..... 46
 - 4 Ginger Marshall (1.0 Reliant Kitten)..... 42
 - 5 Bill Richards (850 Mini)..... 22
- * class winners



CARS & CAR CONVERSIONS MODIFIED SALOON CAR CHALLENGE

Barry Robinson (33)

Occupation: Company director
Home: Kings Langley, Herts
Car: Sunbeam Stiletto/Bevan
Sponsor: Central Motors
1983 Plans: Thundersports

Overall:

- 1 Barry Robinson (1.0 Sunbeam Stiletto)..... 51*
 - 2 Robert McIntyre (1.3 Mini Cooper S)..... 44*
 - 3 Mark Hales (3.5 Rover/2.0 Ford Escort)..... 39*
 - 4 Paul Storr (1.0 Talbot Imp)..... 30
- * class winners



MONROE PRODUCTION SALOON CHAMPIONSHIP

Gerry Marshall (41)

Occupation: Company director
Home: St. Albans, Herts
Car: Ford Capri 2.8 Injection
Sponsor: Epstein Rentals/Shell Oils
1983 Plans: Dependant upon sponsorship

- 1 Gerry Marshall (2.8 Ford Capri Inj)..... 59*
 - 2 Graham Scarborough (3.0 Ford Capri)..... 56
 - 3 Martin Williams (2.0 Toyota Celica)..... 55*
 - 4 Pete Walters (2.0 Triumph Dolomite Sprint)..... 44
 - 5 John Llewellyn (1.6 VW Scirocco GLI)..... 30*
 - 6 Sharon Nicholson (1.3 Opel Kadett)..... 25*
- *Class winners



BRSCC PRODUCTION SALOON CAR CHAMPIONSHIP

Graham Scarborough (29)

Occupation: Agricultural engineer
Home: Hatfield, Herts
Car: 3.0 Ford Capri S
Sponsor: Ralph Davis Ltd
1983 Plans: Production racing

- 1 Graham Scarborough (3.0 Ford Capri)..... 141
 - 2 Gerry Marshall (2.8 Ford Capri Inj)..... 102
 - 3 David Yates (2.8 Ford Capri Inj)..... 89
 - 4 Malcolm Prior (3.0 Ford Capri)..... 83
 - 5 John Llewellyn (1.6 VW Scirocco GLI)..... 82*
 - 6 Steven McHale (1.6 VW Scirocco GLI)..... 76
- *Class winners



BOBCAT ASCAR CHALLENGE

Jim Mensley (30)

Occupation: Knitwear manufacturer
Home: Leicester
Car: Chevrolet Camaro
Sponsor: Southern Mechanical Handling
1983 Plans: ASCAR/Sports 2000

- 1 Jim Mensley (Chevrolet Camaro)..... 62
- 2 Brian Rice (Chevrolet Camaro)..... 61
- 3 Ricky Fagan (Chevrolet Camaro)..... 55
- 4 Jon Fletcher (Chevrolet Camaro)..... 45
- 5 Raymond Taft (Aston Martin DBS V8)..... 36
- 6 John Herman (Chevrolet Camaro)..... 29

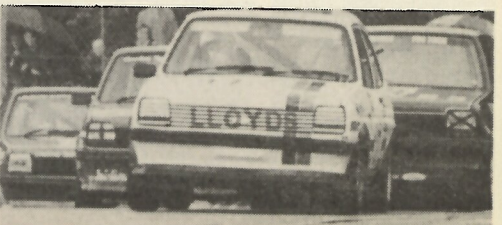


DAILY MIRROR FORD FIESTA CHALLENGE

Rob Hall (31)

Occupation: Draper
Home: Stafford
Car: Ford Fiesta
Sponsor: Lloyds of Stafford
1983 Plans: Fiesta racing

- 1 Rob Hall..... 130
- 2 Lionel Abbott..... 115
- 3 Charles Tippett..... 110
- 4 Stuart Cole..... 81
- 5 Dave Loudoun..... 79
- 6 Jim Edwards..... 62



STAW ELF RENAULT 5 CHALLENGE

Paul Longfield (22)
Occupation: Motor Mechanic
Home: Droitwich
Car: Renault 5TS
Sponsor: Venetian Flooring
1983 Plans: Ford Fiesta

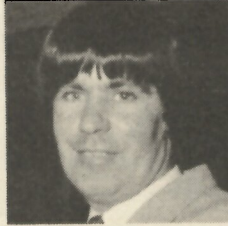
- | | |
|------------------------|----|
| 1 Paul Longfield | 99 |
| 2 Brian Farminer | 98 |
| 3 Steve Hine | 97 |
| 4 David Salter | 79 |
| 5 Russell Martin | 69 |
| 6 Stephen Smith | 47 |



UNIPART METRO CHALLENGE

David Carvell (30)
Occupation: Motor Mechanic
Home: Daventry
Car: Austin Metro 1.3HLS Longman
Sponsor: Simon Martyn Associates
1983 Plans: Metro racing

- | | |
|--------------------------|-----|
| 1 David Carvell | 111 |
| 2 Patrick Watts | 109 |
| 3 Paul Taft | 97 |
| 4 Peter Baldwin | 89 |
| 5 Malcolm Harrison | 82 |
| 6 Richard Belcher | 60 |



NATIONAL MINI MIGLIA CHALLENGE

Chris Lewis (31)
Occupation: Marketing Consultant
Home: Middleton Tyas, N. Yorkshire
Car: Howley Mini
Sponsor: Findus All-Beef Beefburgers
1983 Plans: Mini racing

- | | |
|-------------------------|----|
| 1 Chris Lewis | 99 |
| 2 Mike Fry | 95 |
| 3 Chris Hampshire | 81 |
| 4 Tony Edmonds | 65 |
| 5 Peter Calver | 56 |
| 6 Martin Guidery | 43 |



NATIONAL MINI SEVEN CHALLENGE

Gerald Dale (26)
Occupation: Motor vehicle technician
Home: St Leonards on Sea, East Sussex
Car: Funneltune Mini
Sponsor: Skinners, Hastings
1983 Plans: Mini racing

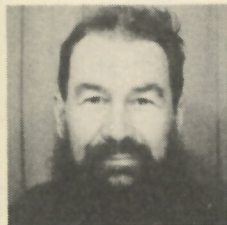
- | | |
|---------------------------|----|
| 1 Gerald Dale | 90 |
| 2 Nigel Gaymer | 82 |
| 3 Peter Allen | 78 |
| 4 Christopher Gould | 74 |
| 5 Dick Robinson | 73 |
| 6 Derek Miller | 63 |



CLASSIC SALOON CAR CHALLENGE

Paul Harrison (37)
Occupation: Farm manager
Home: Chalfont St Giles, Bucks
Car: Borgward Isabella TS
Sponsor: None
1983 Plans: Sprints and hillclimbs

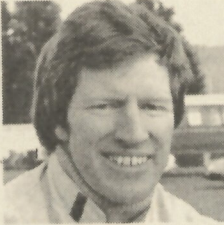
- Overall:**
- | |
|---|
| 1 Paul Harrison (1.5 Borgward Isabella) 75* |
| 2 Andrew Moore-Hinton (2.4 Jaguar Mk I) 69* |
| 3 Tony Raine (1.0 Austin A35) 63* |
| 4 Bill Hewitt (1.0 Austin A35) 58 |
| 5 Henry Crowther (3.4 Jaguar Mk VIII) 51* |
- *Class winners



PRE '57 SALOON CAR CHAMPIONSHIP

Dave Burrows (35)
Occupation: Director of electrical company
Home: Enfield, Middlesex
Car: Jaguar 2.4 Mk1
Sponsor: None
1983 Plans: Modified saloons

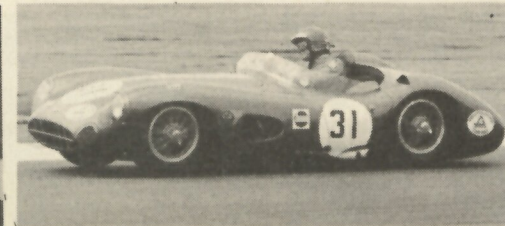
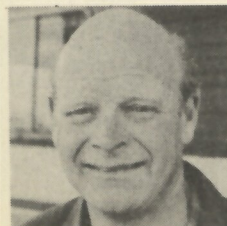
- Overall:**
- | | |
|-------------------------------------|----|
| Dave Burrows (Jaguar 2.4 Mk1) | 84 |
|-------------------------------------|----|
- Class winners:**
- | | |
|------------------------------------|----|
| Dick Bradley (Jaguar MkVIII) | 59 |
| Dennis Carter (MG Magnette) | 81 |
| Mike Cox (Austin A35) | 82 |



LLOYDS & SCOTTISH HISTORIC CAR CHAMPIONSHIP

Mike Salmon (49)
Occupation: Managing Director, Melbourne Garage Ltd.
Home: Jersey
Car: Aston Martin DBR1/300
Entrant: Viscount Downe, Pace Petroleum
1983 Plans: Historic racing

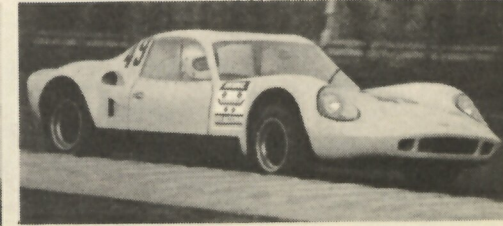
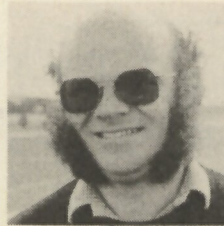
- Overall**
- | | |
|---------------------------------------|----|
| Mike Salmon (Aston Martin DBR1) | 54 |
|---------------------------------------|----|
- Class winners**
- | | |
|--|----|
| Richard Pilkington (Talbot Lago) | 42 |
| John Harper (Connaught-Jaguar) | 27 |
| Bruce Halford (Lotus 16) | 39 |
| David Ham (Lister Jaguar) | 46 |



ATLANTIC COMPUTERS/BELLINI MODELS HISTORIC GT CHAMPIONSHIP

Richard Thwaites (38)
Occupation: Director plastics company
Home: Huddersfield, Yorks.
Car: Chevron-Lotus B6
Entrant: National Breakdown
1983 Plans: to run a Chevron B16

- Overall:**
- | | |
|--|----|
| Richard Thwaites (Chevron-Lotus B6) | 61 |
|--|----|
- Class winners:**
- | | |
|---|--------|
| John Brindley (McLaren-Chevrolet M1B) | 58 1/2 |
| John Foulston (McLaren-Chevrolet M8C/D) | 33 1/2 |
| Vin Malkie (Chevron-Ford FVC B19) | 45 1/2 |



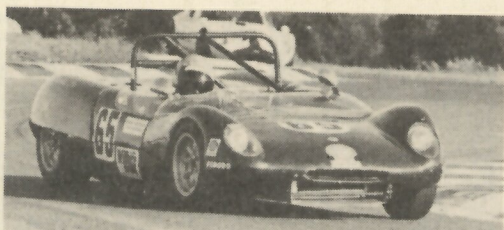
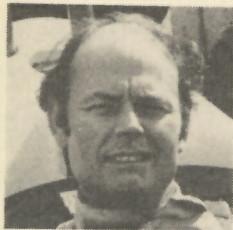
The Champions

SELDON CLASSIC SPORTSCARS CHAMPIONSHIP

John Brindley (49)

Occupation: Director of fabrics company
Home: London
Car: Lotus 23
Entrant: Bell & Colvill
1983 Plans: Thundersports Historics

Overall	John Brindley (Lotus 23).....	72
Class winners	Alex Seldon (TVR Griffith).....	40
	Tony Griffin (Lotus Elan 26R).....	58
	Alan Hall (Lotus Elite/Marcos GT).....	39
	Brian Cocks (Lotus 30).....	14

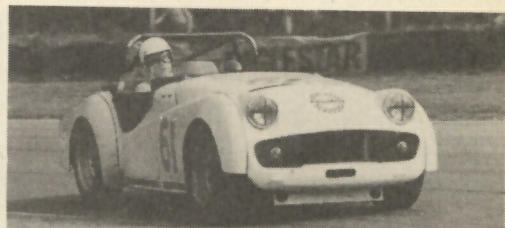


AMOC THOROUGHbred SPORTS CAR CHAMPIONSHIP

Reg Woodcock (44)

Occupation: Project Engineer with Lucas
Home: Washwood Heath
Car: Triumph TR3
Sponsor: None
1983 Plans: Sports car racing

Overall:	Reg Woodcock (Triumph TR3).....	28
Class winners:	Mike Ridley (Morgan Plus 4).....	9
	Tim Burrett (Lancia Aurelia B20).....	12
	Patrick Keen (Morgan Plus 4).....	18
	Dennis Welch (Austin Healey 100/6).....	6
	Darryl Uprichard (Triumph TR3).....	20



HSCC POST-HISTORIC ROAD SPORTS CAR CHAMPIONSHIP

John Atkins (37)

Occupation: Dealer in cherished car number plates
Home: Thames Ditton, Surrey
Car: AC Cobra
Sponsor: None
1983 Plans: Continue to race AC Cobra

Overall	John Atkins (AC Cobra).....	99
Class winners	Dave Newman (Reliant Sabre).....	68
	John Jarvis (Lotus Elan S4).....	69
	Barry Fernaly (Honda S800).....	80

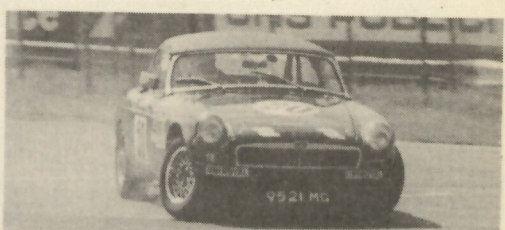
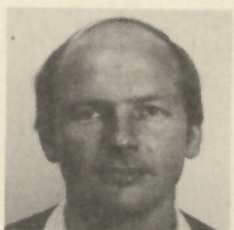


MG CAR CLUB MGB/C/V8 CHAMPIONSHIP MGOC/BARC RACING CHAMPIONSHIP

John Hewitt (32)

Occupation: Garage proprietor
Home: Manchester
Car: 1950cc MGB Roadster
Sponsor: John C Hewitt/The MG Shop, Manchester
1983 Plans: To contest MGOC series

MGB/C/V8 — class winners:	John Hewitt (MGB Roadster), 90; Bill Hewitt (MGB Roadster), 77; Mike Chalk (MGB Roadster), 66; Colin Pearcy (MGB GT V8), 62.
MGOC/BARC — class winners:	Bill Hewitt (MGB Roadster), 69; John Hewitt (MGB Roadster), 80.



MG CAR CLUB MIDGET CHAMPIONSHIP

Robert Nettleton (36)

Occupation: Legal assistant
Home: Ashby-de-la-Zouch, Leics
Car: 1275cc MG Midget
Sponsor: None
1983 Plans: Midget racing

Overall:	1 Robert Nettleton (MG Midget).....	70*
	2 Tim Cairns (Hexagon Midget).....	64*
	3 Wally Liles (MG Midget).....	57
	4 Barry Rogers (Joal Midget).....	49
	5 Jon Simpson (MG Midget).....	40
	* class winners	



MGA RACING CHAMPIONSHIP

Derek Baker (39)

Occupation: Company director
Home: Southampton, Hants
Car: MGA 1622 Coupé
Sponsor: BHB Engineering Ltd
1983 Plans: Standard MGA racing

Overall:	1 Derek Baker.....	63*
	2 Eric Hoult.....	60*
	3 Steve Clayton.....	36
	4 Richard Hutton.....	33
	5 John Wright.....	28
	* class winners	

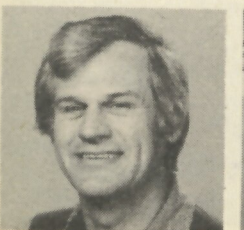


MG CAR CLUB T-REGISTER CHAMPIONSHIP

Brian Sayers (46)

Occupation: Motor fitter
Home: Seaton Carew, Cleveland
Car: 1948 MG TC
Sponsor: British Fertilisers, ICI
1983 Plans: T-Type and Standard MGB racing

Overall:	1 Brian Sayers (MG TC).....	99*
	2 Tony Jenkins (MG TA).....	88
	3 Glyn Giusti (MG TB).....	73*
	4 Dave Saunders (MG TC).....	52
	5 George Edney (MG TB).....	51
	6 Richard Green (MG TC).....	46
	* class winners	

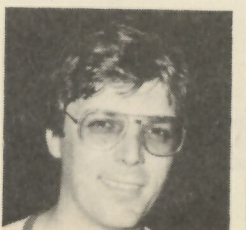


PACE PETROLEUM RAC BRITISH HILLCLIMB CHAMPIONSHIP

Martin Bolsover (29)

Occupation: Engineer
Home: Chaddesley Corbett, Worcs
Car: 2.5 Pilbeam-Hart MP51
Sponsor: Ladbroke's
1983 Plans: Hillclimbing with Team Guyson Pilbeam

Overall:	1 Martin Bolsover (Pilbeam MP51).....	93
	2 Martyn Griffiths (Pilbeam MP54).....	91
	3 Alister Douglas-Osborn (Pilbeam MP47).....	85
	4 Dave Harris (Pilbeam MP50).....	78
	5 Chris Cramer (Toleman TG280).....	78
	6 Roy Lane (Pilbeam MP51).....	66

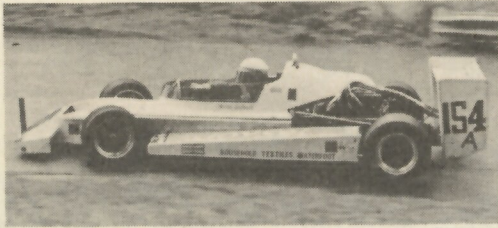


GRAMPIAN TV SCOTTISH HILLCLIMB CHAMPIONSHIP

Norrie Galbraith (deceased)

Occupation: Car Sales Executive
Home: Lanark
Car: March-Hart 782/792
Entrant: Joyssel Household Textiles

Overall:
 Norrie Galbraith (2.3 March-Hart 782/792) 75
 Bill Lord (2.0 Chevron-Hart B42) 69
 Alex Graham (1.6 Mallock U2 Mk20) 63
Road cars;
 Robin Gray (1.6 Lotus 7) 53
 John Davidson Jnr (1.6 Dutton B-type) 51



HAYNES RAC LEADERS AND SHELL HAREWOOD HILLCLIMB CHAMPIONSHIPS

Charles Wardle (32)

Occupation: "Looking for a Job"
Home: Woodborough, Nottingham
Car: Mallock-BDA U2 Mk21
Entrant: Self
1983 Plans: Same car, bigger engine

Haynes RAC Leaders overall:
 Charles Wardle (1.6 Mallock U2 Mk21) ... 69
 Brian Walker (2.0 Skoda-Hart S110R) 67
 Dave Watson (1.1 Chrysler Imp-Hartwell) 66

Shell Harewood overall:
 Charles Wardle (1.6 Mallock-BDA U2 Mk21) 70.74
 James Thomson (2.5 Pilbeam MP40) 69

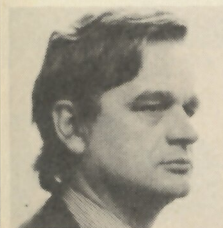


GUYSON EUROBLAST BARC HILLCLIMB CHAMPIONSHIP

Paul Tankard (36)

Occupation: Contract carpet manufacturer
Home: Halifax, W. Yorkshire
Car: TVR Tuscan V8
Entrant: Self
1983 Plans: Hillclimbing with new TVR

Overall:
 1 Paul Tankard (4.7 TVR Tuscan V8) 43.76
 2 John Istead (2.4 Datsun 240Z) 40.09
 3 Andy Simm (1.6 Morgan 4/4) 39.64
 4 Roy Lane (Pilbeam MP51) 36.63
 5 Martin Balsover (Pilbeam MP50) 36.02
 6 Alan Lloyd (Mallock U2 Mk18CW) 33.28



SWINFORD MOTORS MIDLAND HILLCLIMB CHAMPIONSHIP

Josh Sadler (39)

Occupation: Director, Autofarm
Home: Amersham, Bucks
Car: Porsche Carrera
Entrant: Autofarm
1983 Plans: Hillclimbing

Josh Sadler (3.5 Porsche Carrera) 65
 Richard Naylor (1.1 Davrian-Imp Mk6) 63
 Tony Tewson (1.1 Maguire Stiletto-Greetham) 60
 Richard Jones (2.2 Mallock U2) 55
 Nic Mann (3.5 Morris Minor-Rover turbo) 53
 Neil Crump (1.7 Mallock U2) 52



WADHAM STRINGER BARC GURSTON HILLCLIMB CHAMPIONSHIP

Nic Mann (30)

Occupation: Development engineer
Home: Compton, Newbury, Berks
Car: Morris Minor-Rover V8 turbo
Entrant: Aldon Performance Centre
1983 plans: Another Minor revolution!

1 Nic Mann (3.5 Morris Minor-Rover V8 turbo) 30.52
 2 Alan Lloyd (1.6 Mallock U2 Mk18CW) 30.38
 3 Neil Crump (1.7 Mallock U2 Mk14/18) 28.63
 4 Charles Barter (1.0 Delta-Imp T804) 27.49
 5 Basil Pitt (1.6 Mallock/Datalinski U2) 26.84
 6 Brian Moyses (1.7 Mallock U2) 26.68

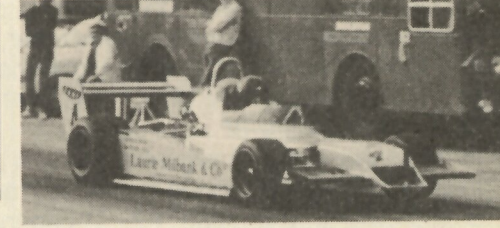


RAC SPRINT CHAMPIONSHIP

Ken Ayers (44)

Occupation: Financial Consultant
Home: Reading, Berks
Car: March-DFV 79S
Entrant: Laurie, Millbank & Co
1983 Plans: Retaining title

Ken Ayers (3.0 March-DFV 79S) 44
 John Meredith (2.2 March-BMW 772P/782/5.0 March-Repco 761) 44
 Nigel Bigwood (3.4 March-GA 76/78A) ... 37
 David Render (3.0 March 741, 2.0 Lola-Hart T460) 35
 Richard Fry (2.5 Pilbeam-Hart MP41) 22
 Roy Lane (2.3 Pilbeam-BMW MP50) 21

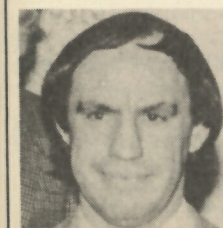


RAC SPRINT LEADERS CHAMPIONSHIP

Mervyn Brake (33)

Occupation: Accountant
Home: Dorchester, Dorset
Car: Chrysler Imp/Hartwell
Entrant: Woolbridge MC
1983 Plans: Bigger Hartwell engine ...

Mervyn Brake (1.0 Chrysler Imp-Hartwell) 30
 Andy McBeath (1.0 Merlyn Mk20) 29
 Tony Tewson (1.1 Maguire Stiletto-Greetham) 27
 Simon McBeath (1.0 Merlyn Mk20) 26
 Terry Clifford (2.0 Pilbeam MP45) 15
 Chris Paterson (1.0 Delta-Hartwell T79/804) 11



PACE-BARC SPRINT CHAMPIONSHIP

Dave Bray (38)

Occupation: Motor Engineer
Home: Ringmer, East Sussex
Car: Opel Kadett-Rover V8 s/c
Entrant: Maresfield Garage for Opel
1983 Plans: Title defence

Dave Bray (3.5 Opel Kadett-Rover V8 s/c) 71.97
 Bob Forth (2.0/1.8 Skoda-BDA S130 Coupe) 71.75
 Rod Wadham (1.6 VW Golf GTI) 71.55
 Mervyn Brake (1.0 Chrysler Imp-Hartwell) 71.09
 Brian Machin (2.0 Triumph TR7) 70.01
 Bob Knight (1.3 Mini Cooper S) 69.94



Road Test



Visually, it could be any other GTI, but under the bonnet of Volkswagen's latest version is a torquier 1800cc four-cylinder engine.

Playing better Golf

Volkswagen's GTI keeps one step ahead of the opposition with its 1800cc engine. Mark Hughes has been driving one.

Since the Volkswagen Golf GTI was introduced to this country in right-hand drive form three years ago it has been universally well received, both by the press and the public. The fact that it has been acclaimed as the best sporting hatchback on the market during those three years is borne out by sales of 10,000 in Britain and more than 330,000 worldwide. While it has become something of a cult car, its status recently has been increasingly under threat from such effective new rivals as the Renault 5 Gordini Turbo and the Ford Escort XR3i, both of which undercut it on price.

Two months ago, however, Volkswagen stepped another rung up the performance ladder to maintain their market advantage by introducing an 1800cc engined GTI. The silky smooth, fuel-injected, single overhead camshaft four-cylinder unit, which has always been the best element in the GTI equation, is now an even more efficient — and economical — engine, ensuring that the existing, eight year old body shape of the Golf gets a new lease of life before the introduction of an entirely new model later this year.

Externally, the GTI 1800 is identical to the car it replaces, not even the badging announcing that there is anything different under the surface. It remains a handsome, solid-looking car, its performance potential happily understated in comparison with some of its gaudier, but slower, opponents. It is still on the expensive side in the comparison stakes, costing £500 more than the XR3i and the Gordini Turbo, but it is still unquestionably good value, especially as the price has not been increased with the higher specification. Taking the GTI's superior engineering quality, better fuel economy and 10,000 mile service intervals into account, it would probably turn out to be a better buy in the long run.

The changes to the GTI are in only three
AUTOSPORT, JANUARY 20, 1983

departments: the engine, a lower final drive and the addition of an on-board computer. It is under the bonnet, though, that the real difference is felt, those extra 200cc considerably improving the performance characteristics and endowing the car with noticeably more refinement.

Bore and stroke have both been increased to enlarge the swept volume from 1588cc to 1781cc, but power output is increased by only 2bhp, from 110bhp to 112bhp. Where this maximum is produced — at 5800rpm instead of 6100rpm — gives a clue to what the Volkswagen engineers were trying to achieve, but the torque characteristics give the game away. Again the maximum figure is only slightly up — from 103lbs ft to 109lbs ft — but this peak occurs at 3500rpm instead of 5000rpm. The result is a far more flexible engine, offering excellent torque over a much wider rev range.

The new unit is actually lighter than the smaller
The eight year old design still looks fresh.



engine as a result of its lighter pistons and crankshaft, while its improved balancing and the adoption of a torsional vibration damper gives smoother running. A new camshaft, larger inlet and exhaust valves and a new combustion chamber pattern increase the combustion efficiency, while warming-up time is noticeably reduced thanks to narrower water channels.

While the engine's greater efficiency on its own contributes to improving economy, its stronger pulling power allows the further economy measure of lowering the final drive ratio so that the overall gearing is now a taller 19.7mph per 1000rpm in fifth gear compared with the 18.4mph of the 1600.

Out on the road the differences to the GTI are exactly as one would expect. The engine, which was always one of the sweetest fours anywhere, is slightly more refined, but feels much more impatient. With instantaneous throttle response and bags more torque in the middle range, overtaking, particularly in the crucial 50-70mph sector, is effortless. In third and fourth gears the car leaps forward at that speed more urgently, but most of the time fifth gear is perfectly adequate for overtaking.

One of the shortcomings of the 1600 was the boominess of its engine at high speeds, which made long journeys rather tiring. Motorway cruising in the new car is more relaxed, that lower final drive and the better balancing of the engine helping to keep noise levels subdued. The precious liquid is also consumed less greedily by the 1800, the Government 75mph figure of 36.7mpg putting the 1600's 32.5mpg into perspective.

The GTI's crisp five-speed gearbox has always been a joy, and the change in final drive has not altered the excellence of the ratios. Such an eager engine and perfect gearing make the 1800 even swifter in sprinting acceleration, the 0-60mph time being reduced to 8.3secs. There isn't a quicker saloon under 2-litres available, and the efficiency which Volkswagen's engineers have been able to squeeze out of 1800cc makes one wonder whether there really is any point in the turbocharging vogue. Any turbo which can match

Road Test

Playing better Golf continued

the GTI's acceleration won't be in the same class when it comes to fuel economy.

The GTI has always been let down by brakes which, quite frankly, are a disgrace in a car of such sparkling performance. Unfortunately, the opportunity to improve the braking on the new car was not taken, the action of the pedal remaining sluggish and not sufficiently confidence inspiring. The brakes work well enough when you push really hard on the middle pedal, but you expect a sharper response from a car with such sporting character.

The suspension also remains the same — independent all round with Macpherson struts up front and trailing arms at the rear — and keeps the GTI near the head of its class. Wider tyred opponents like the XR3i perhaps have an edge on roadholding, and the Alfasud still leads the field in handling finesse, but as an all-round performer the GTI still adds up to an outstandingly nimble package. Stability in all conditions is excellent, oversteer and understeer induced as one wishes with throttle and brake.

Unlike many performance cars with resilient springing, bumpy corners do not send the wheels skittering off line, the GTI being predictable at all times, wet or dry. Its limits are no longer in a class of their own, but few drivers would wish for higher cornering power. Although the steering wheel is a little large, there are no shortcomings in the precision and lightness of the rack and pinion set-up.

Now that the mechanical differences in the 1800 have been thoroughly covered, it must be said that the third significant change — the addition of an on-board computer — is most worthwhile. At the touch of a button on the end of the right hand stalk governing the windscreen wipers, the digital display in the centre of the instrument panel gives a read-out of seven functions arranged in a fixed order: real time (that means it is a clock!), journey time, journey distance, average speed, average fuel consumption, oil temperature and outside temperature. A visual symbol identifies each function as it is selected, and a yellow knob at the top right of the panel allows the data to be stored for continuous journeys with stopping intervals of no longer than two hours. When travelling a long distance in a day, therefore, one can record the overall fuel consumption regardless of halts for fuel and refreshment. Setting the knob in the other position allows continuous recording of individual journeys up to a distance of 6200 miles, 220 gallons of petrol consumed and 100 hours of driving time.

The device proved most useful for monitoring fuel consumption, although the figure at the end of one long journey proved to be 8 per cent optimistic when compared with the accurate figure of 31.6mph deduced from the traditional brim-to-brim method of checking consumption. The new GTI also has Volkswagen's and Audi's now familiar fuel consumption gauge on which a yellow light flashes when economy dictates that the driver should change gear. A needle swings into action to register mpg when fifth gear is engaged.

Apart from this thoughtfully designed computer, the GTI's equipment is unchanged. The interior is smartly trimmed with no ostentation, the Recaro style front seats being very comfortable, firm and figure-hugging, and the all-round visibility commanding from the unusually high driving position. The Golf's design perhaps shows its age in the minor blind spot created by the broad rear pillar and the lack of room in the rear when the driver's seat is towards the end of its travel, but by small hatchback standards it is comfortable, relatively free of wind and road noise, and well finished with durable fabric for the seats and neat plastic mouldings for the fascia. Although the Golf is a light car — no small saloon has a power to weight ratio as good as the GTI's — it is very solidly constructed, the doors closing with a good, firm clunk.

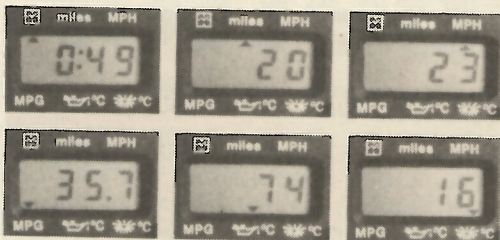
There is no doubt that Volkswagen's rationale behind the stop-gap GTI 1800 was to keep their racing performance car one step ahead of the opposition by changing it in several ways for the better.



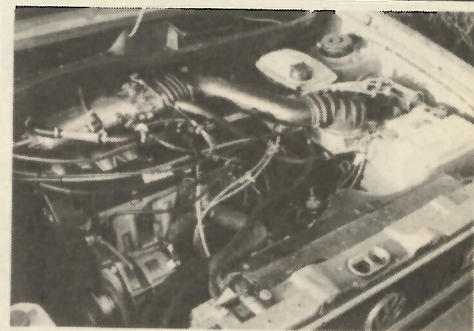
The GTI's handling finesse is superior to almost all of its rivals.

Nothing has been done for the sake of change, the improvements, with the exception of the dramatically better torque characteristics, being subtle rather than startling. With better performance and economy, the GTI's cult status can only increase in this final year of its distinguished existence.

It is with eager anticipation that we look forward to the new range of Golfs in a year's time.



Above: A micro chip information centre allows the driver to compute seven functions at the touch of a button. Below: The clear instrumentation is unchanged apart from the computer display and fuel economy meter. Bottom: The badge doesn't give the 1800 game away.



The familiar fuel injected four-cylinder.

VW GOLF GTI 1800

£6,499

Specification

Cylinders/capacity	4 in-line/1781cc
Bore x stroke	.81.0 x 86.4mm
Valve gear	sohc
Compression ratio	10:1
Fuel system	Bosch K-Jetronic fuel injection
Power/rpm	112bhp/5800rpm
Torque/rpm	109lbs ft/3500rpm
Gear ratios	0.912, 1.130, 1.440, 2.120, 3.450:1
Final drive	3.65:1
Steering	rack and pinion
Brakes	servo-assisted, split-circuit 9.4ins ventilated discs (front) and 7.1ins drums (rear)
Wheels	alloy 5 1/2 x 13
Tyres	175/70 HR 13
Suspension (front)	independent Macpherson with anti-roll bar
Suspension (rear)	independent trailing arms and torsion beam axle with anti-roll bar

Dimensions

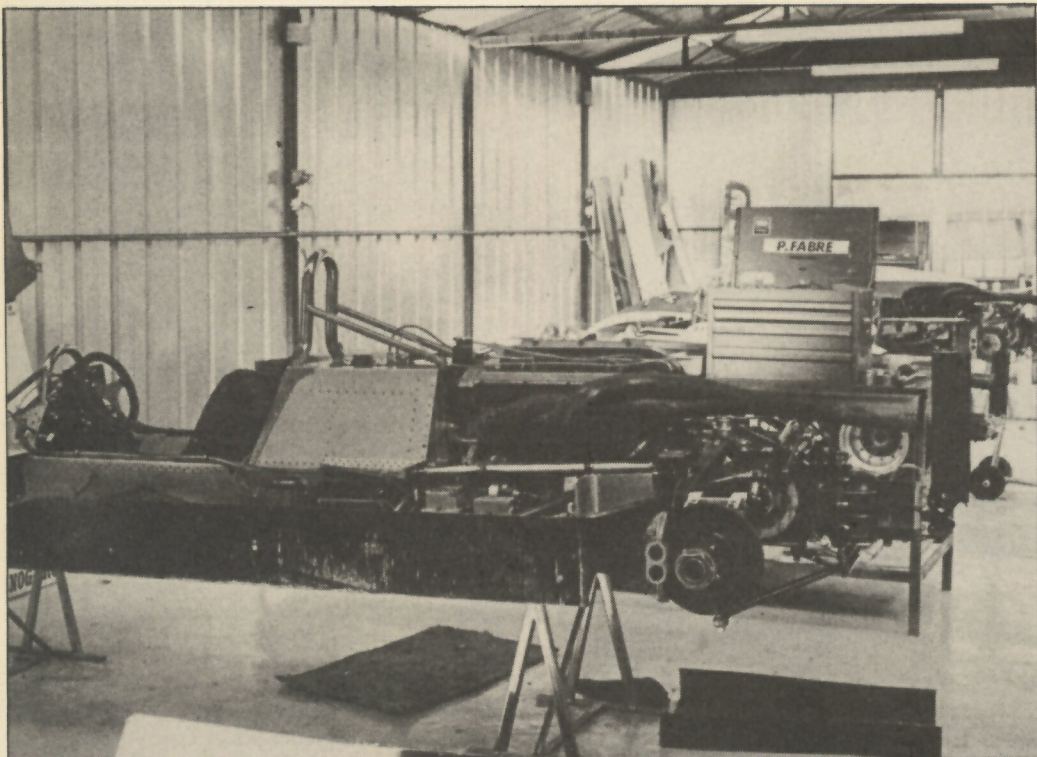
Wheelbase	94.5ins
Track (front/rear)	53.0/54.8ins
Length	150.3ins
Width	63.5ins
Weight	1896lbs

Performance

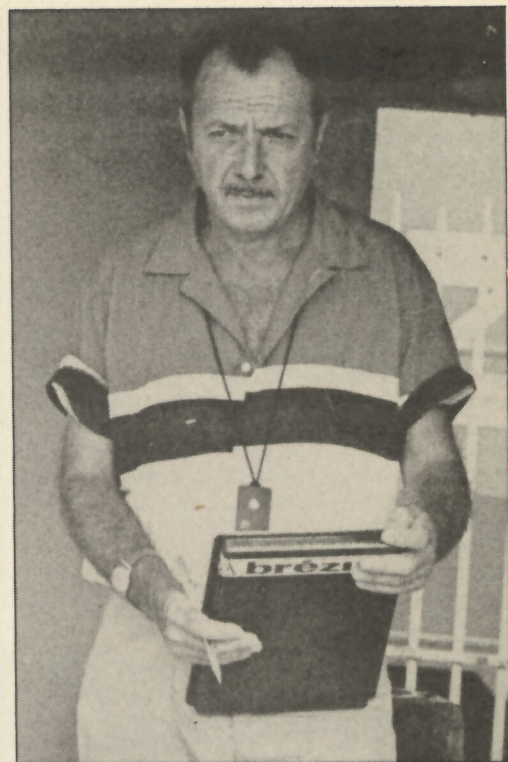
Max in fifth	114mph
Max in fourth	103mph
Max in third	83mph
Max in second	55mph
Max in first	34mph
0-30mph	3.0s
0-50mph	6.4s
0-60mph	8.3s
0-80mph	13.5s
0-100mph	24.1s

Fuel

Urban/56mph/75mph	26.6/47.9/36.7mpg
Test	30-33mpg



The interior of the AGS workshop where the small team prepares for the big league.



Le patron — Henri Julien.

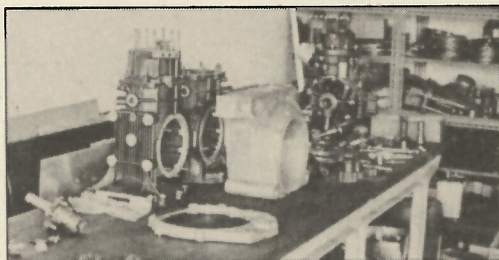
Cottage industry

BOB CONSTANDUROS takes a look behind the scenes at the little French concern of the AGS team.

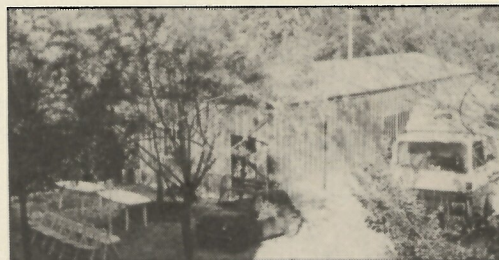
Since the Martini and Elf teams pulled out of Formula 2 at the end of 1977, France's only representation has come from the little AGS team. For the majority of the British and Germans, dazzled by the might of BMW, March, Maurer and the Honda-powered teams, the smart red, white and blue AGS equipe has been a slight mystery. Their transporter is the same size as everyone else's, and occasionally it seems that the budget is too. But Henri Julien's Automobiles Gonfaronnaises Sportives team is probably one of the smallest teams in the big league. Although Julien himself frequently appears somewhat glum, his little six-man team is capable, happy and talented, tackling any job from manufacturing most of their racing cars in the little village of Gonfaron in the South of France, to making up wheel studs for the transporter when a wheel fell off on the way to Spa this year.

These six men have this year run two cars, for Pascal Fabre and Philippe Streiff. The latter finished sixth in the championship, the best rookie of the year apart from Stefan Belof. Twice he finished second to a works March driver, and at Vallelunga, Fabre finished third behind him. AGS has become a team to be reckoned with and some say that next year, the Martini team, winners of the F2 series in 1975 and 1977 will have difficulty keeping up. With the help from the rest of Gonfaron, AGS will keep the flag of the cottage industry flying.

The AGS team is based at Gonfaron, a little town about 40 kilometres north east of Toulon. It's a picturesque place, the houses clustered under a hill which provides Gonfaron with its only other claim to fame: the legend of the goat which flew. A local man — probably under the influence of the excellent wine — saw a goat fall off the hill and later swore that it flew. The fact that



Above: Rebuilding gearboxes at AGS.



Above: Idyllic setting for the AGS workshop. Below: Philippe Streiff at Mantorp Park in the JH19.



the goat died on landing has done nothing to destroy the legend of the goat which flew.

The scene is depicted on the wall of the local wine co-operative, one of AGS's major suppliers. It is at this important landmark that one leaves the main road and dives off down a narrow street to the home of AGS. At one time the team was based only in four medium sized rooms, the basement of the Total garage on the main road above, which is now leased out by 'le pere Julien'. However, a new aluminium racing shop has been built recently, which easily houses the three cars run in Formula 2. An office was recently added from where Julien can organise the commercial side, and designer Christian Vanderpleyn can draw up his cars. Now the four rooms are spares, machining, fabrication and gearbox departments.

It's almost over-stating the case to call them departments, because although AGS is well-organised, it is by no means the big team such as March or Maurer. The staff consists of six people. Each member of the team is as good at machining or assembly as he is at working as a race mechanic. Christian may be the designer but he is also the fabricator when they have no one else. Staff members wander in and out, taking nose wings down the road to have them sawn by the carpenter, or down to the plumber with some simple welding work. The fibreglass man turns up at the factory in his Renault 5 with a side pod wing crammed into the passenger seat. A local gendarme/fireman arrives in his Renault 4 to find out what time the team is leaving for the next race. He's going along to help out.

It may appear casual and relaxed, but in appearing so, it conceals the actual efficiency of the team. Small is beautiful, it's sometimes said, and certainly AGS prove the point. Every man has to make an effort and it makes for a close-knit team. They work together and play together. If it's a nice evening and there's not too much work, they may drive the 25 minutes to St Tropez for an evening's windsurfing. That would sound idyllic to March in Bicester or Maurer in Manchester.

That's the way Julien likes it. "I'm not interested in

Industry Insight

Cottage industry continued

getting big. I don't want to be on the 'phone or dictating letters all day. The aim for a team is to win, and that's why we're still small and 100 per cent involved with racing." It's always been that way. In its 13 years of existence, only 26 AGS cars have been built, and nearly all have been factory-run. "We're not interested in production," said Julien, "the team can't be allowed to grow too big. It has to be friendly, tight-knit, a sort of co-operative."

Julien's racing experience stems from 1959 when, aged 29, he went racing in Formula Junior. Although they weren't known as AGS, his cars were self-built, powered by Panhard and BMW engines. His racing was limited to only two or three races a year, and it wasn't too successful. In fact in an effort to improve his record, he bought an Alpine F3 car, as well as one or two later cars, including one of only two Matra F3 cars in private hands. His car won 44 F3 races in the hands of Henri Pescarolo and Johnny Servoz-Gavin.

Meanwhile, racing was still a great interest. Christian Vanderpleyn had joined Julien as a 17-year-old apprentice in 1960 and 10 years later, he produced the first AGS. JH1 was a Formule France car designed by Christian. Although he had started out as a simple apprentice, Christian had gone to college in Toulon to study engineering and design on a part time basis and since then he has studied further. But he has no formal engineering degree to this day.

Between 1970 and 1977, the team concentrated on Formule France, Formule Renault and Formule

Philippe Streiff qualified fourth on the grid at Pau in the BMW-engined AGS, and ran well until sidelined by mechanical problems.



The AGS designer — Christian Vanderpleyn.

Renault Europe, plus one Formula 3 car which did two races. Among the drivers were Jean Ragnotti, Christian Ethuin, Richard Dallest and one François Berthelot. The latter was a struggling and impoverished driver, helped out by Julien and the team. But it was a very worthwhile investment, for Berthelot went on to build up the very successful GPA Helmet concern which now sponsors the AGS Formula 2 team. "We made an effort for him," says Julien, "and now he's making an effort for us. Without him, we wouldn't be

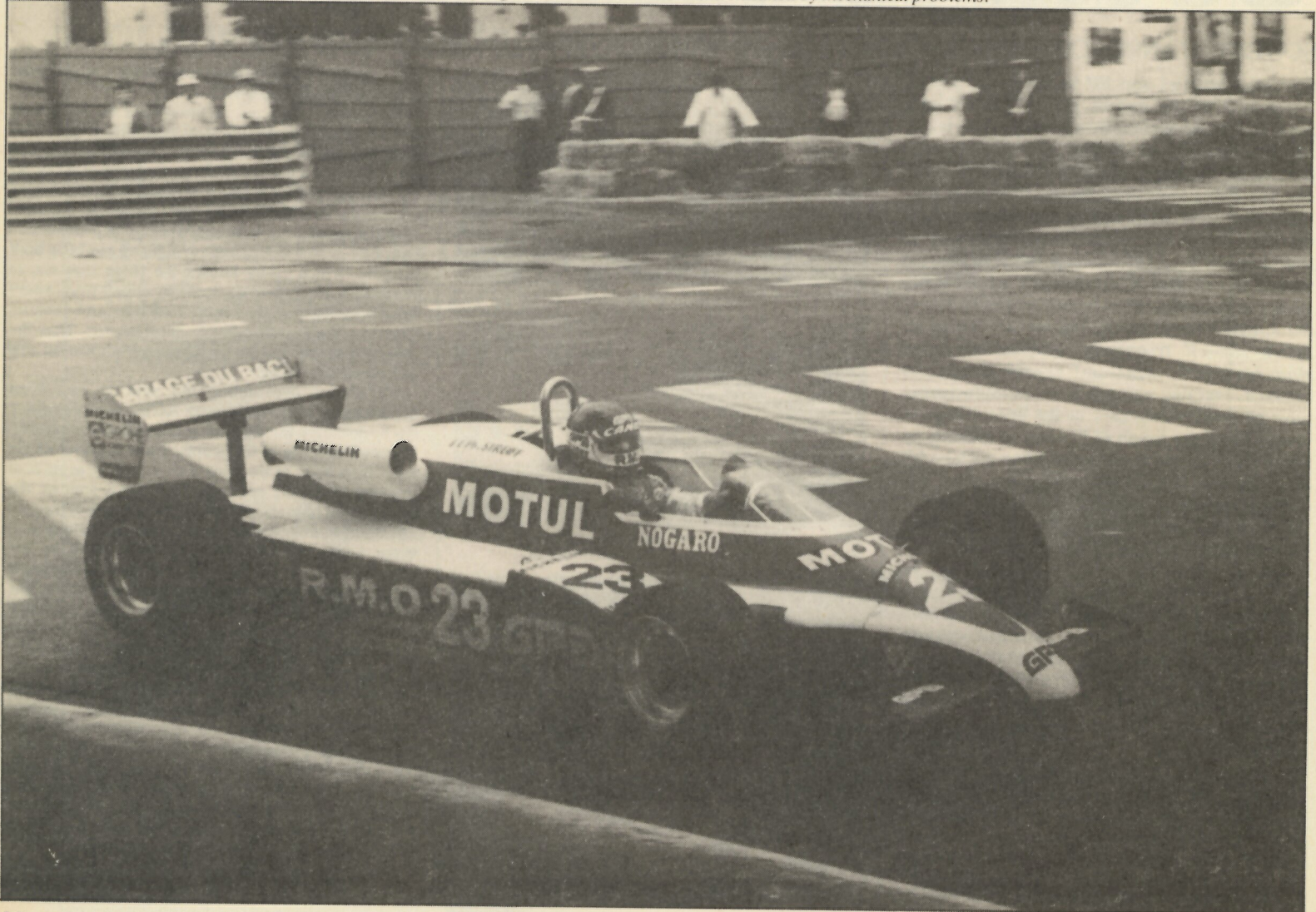
anywhere." GPA helmets are marketed through Motul, another team sponsor, and in turn, the Nogaro circuit manager is a Motul agent, hence the presence of that circuit's name on the AGS cars.

The AGS Formule Renault years weren't the most successful, although Julien finds good reasons for this: "It was very competitive then. It wasn't like Formula 2, where there may be 10 or 12 competitive drivers on the grid. In F Renault there were 22 potential winners out of 24 competitors. It was very competitive. We were often well up on the grid but we never had really good results."

For both Berthelot and Julien, Formula 2 was the logical progression from Formule Super Renault and in 1978 AGS went Formula 2 racing with Richard Dallest and the JH16. The JH17 was the more successful car, winning at both Pau and Zandvoort, but the JH18 proved to be a more difficult car to set up with its narrower track. An accident early in the 1981 season plus the lack of M&H qualifying tyres meant a difficult season last year.

This year, the team ran two Formula 2 cars for the first time. For both Julien and Vanderpleyn, the big difference was Michelin's involvement. "We're really glad to work with them," says the designer, "it's what we've been missing. They always promised us that if they came into Formula 2 we'd have their tyres. It's the same with Formula 1."

The team has been testing at Michelin's test track at Clermont Ferrand, and it proved a turning point. Thanks to an underground 'scale', Christian was able to analyse just how much downforce he was getting at the front and rear of the car. It was driven over this scale at progressively greater speeds which resulted in figures giving a graph of the amount of download generated. With this information, Christian was able to redesign his side pods to give optimum balance. "It took the guesswork out of our pod design. With this informa-



tion. there was a 95 per cent chance of improvement." That was prior to this year's Mugello race, and since then, the team has been even more competitive. Christian also had help from Bernard Boyer, the chief engineer with Matra at nearby Le Castellet.

The AGS cars have always been distinctive for their wide track. Christian explains this as being simply part of the quest for improved air flow through the side pods. The narrow track JH18 proved difficult to set up, but the wide track design works on both fast and slow circuits.

Running a racing team from the depths of rural France has its advantages and disadvantages. "It would be much easier to operate in England for example," says Julien. "but we like it here: the sun, the town, the atmosphere." Christian has had tempting offers from British teams to go elsewhere but he remains a faithful AGS man, preferring the gravel courtyard at AGS and the clear blue sky of the South of France to whatever trading estate in which a British team might have offered him a job. However, the team does have its supply problems in Gonfaron. AGS castings are done by Flabo near Varese in Italy, a company that does work for Osella and Giotti, but which is 500 kilometres to the east of Gonfaron. And major machining work is done by Duc at Valence, 200 kilometres to the north west. They also work for Matra and Ligier.

Running a Formula 1 team from Gonfaron might be a little harder. It is a prospect that has been seriously considered, and work was going ahead on initial drawings for a Cosworth-engined car. This was at Berthelot's suggestion, but the plan has been temporarily shelved due to Formula 1's current problems. However, it is not impossible that AGS might go F1 in the future. And then Gonfaron, its flying goat, and the little company from the Var will really be put on the map. Until then, AGS are happy to try for good Formula 2 results. ■



Below: Philippe Streiff pictured at Spa during practice for last year's F2 race. Above: Pascal Fabre powers out of the Thruxton pits while mechanics tend the sister car.



Seasonal Survey



Zandvoort staged the most enjoyable Super Sports race of the European season; here Ted Williams's massive March 707 leads Richard Knight's McLaren M1B.

Golden oldies

MARCUS PYE takes a retrospective look at the compelling variety of racing on offer on the historic trail in 1982.

There can be little doubt that historic racing in Britain is currently more popular than at any time over the past 15 years although memories of some thrilling confrontations between Maserati 250Fs and Lotus 16s in the late 1960s are still fresh in the minds of many ardent racegoers. This type of machinery traditionally enjoyed the premier billing on the historic scene until the resurgence of interest in other classic categories in the late '70s.

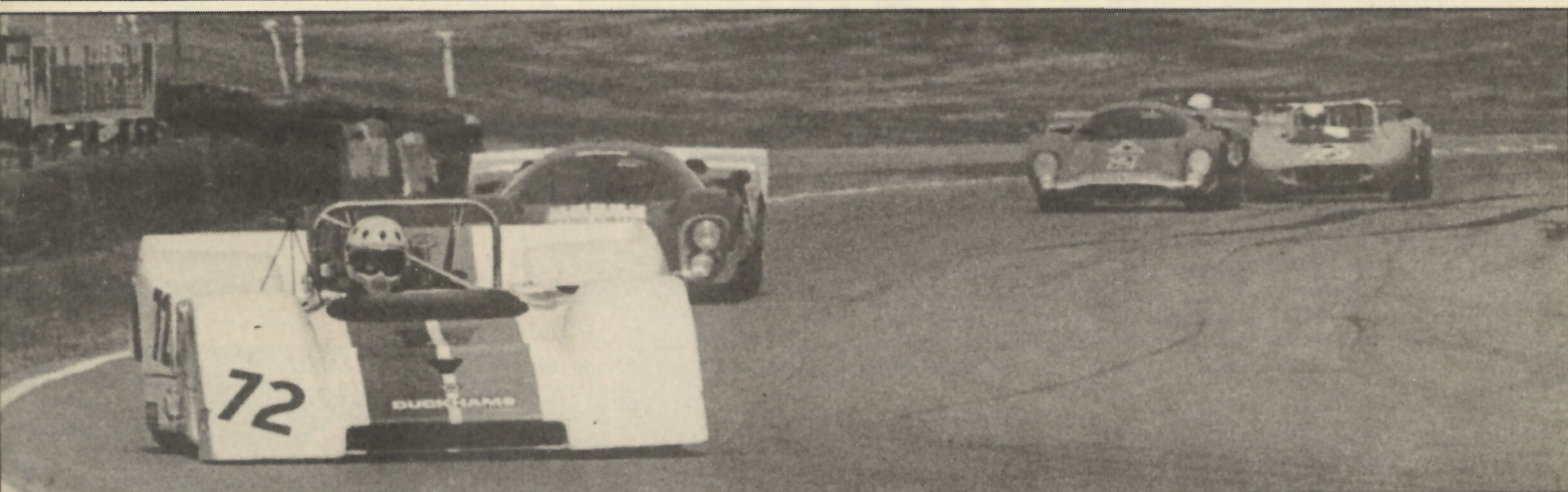
Over the past couple of seasons great strides have been made by championship organisers to broadcast the message of historic racing to a wider audience. In 1982 the HSCC's Special GT series, introduced in 1977, grew into a fully fledged 10-race promotion with considerable assistance from Atlantic Computer Leasing. While the addition of strong finance to the championship improved the fields beyond recognition, petty squabbles occasionally marred proceedings. In Europe the rival Super Sports series

remained mercifully free of hassles and benefited tremendously from some fine international exposure.

On a less professional — read expensive — plane, historic racing had a mixed year although generally, we are delighted to report, support for national championships improved. Only the AMOC Thoroughbred series really faltered although, conversely, the HSCC's Classic championship is now far healthier than a year ago. Post-Historic Road Sports and Formula Junior both gained higher levels of support and the specialised Classic/Pre-'57 tin-toppers ticked along as before. New championships for Historic F3 and Pre-'65 single seaters were created, the latter showing glimmers of promise despite sparse grids. Given time it could well produce a spectacular reminder of the great days of the 1-litre Formula.

A representative Atlantic/Bellini Special GT field powers away from the grid at Thruxton. A strong contingent of 2-litre machinery was a feature of the series.





Mike Wilds put in a sensational performance in the BRM at the Atlantic GP meeting, here holding off Mallock, Wheatley, Brindley and Foulston.

Atlantic Computers/Bellini Models

With large-scale financial backing, from **John Foulston's** successful Atlantic Computer Leasing company, behind it for the first time, the HSCC's compelling Special GT category could not fail to reach new heights of popularity in 1982. Indeed, so large were the entries for some rounds that the championship was divided at selected events, Tony Bellm's Bellini Models company stepping in to support the 2-litre competitors leaving Atlantic as sponsors of the 'big banger' 5-litre machinery and the overall series.

Catering for cars in two classes per division capacity, those built between 1965-68 and '69-70, the series was very well supported at most rounds, none more so than at the Marlboro British GP meeting which provided a valuable passport to international recognition for the Atlantic initiative. The HSCC are to be congratulated for getting both the Atlantic and Bellini races onto the busy World Championship F1 supporting bill for the first time (although SuperSports were featured at Silverstone in 1981 it should be remembered) alongside the regular AMOC-run Lloyds & Scottish series counter.

Peculiarly, the Special GT class structure was altered after the opening round at Silverstone where, as was the club's original intention, all the post-'68 cars ran in the same class, irrespective of engine size. It became apparent at an early stage that the 2-litre machinery would out-number the bigger cars in this class so these competitors were allotted their own class thereafter — with no scoring adjustment for Silverstone. The quicker FVC-engined chassis, nimbler than the vast Chevrolet-powered cars, still managed to humble them at certain circuits but, of course, by this time they were running for their own points rather than in direct opposition.

Foulston himself, as reigning champion (when Willhire backed the series) went all out to retain his title, this time in the newer 5-litre division with a magnificent McLaren M8C (formerly a 'customer' CanAm car) with the later, fenced, M8D body for additional downforce. John retained one of his earlier M1B/C McLarens — the 1982 series-winning M1B was sold to Richard Knight incidentally — and employed none other than the redoubtable **John Brindley** to handle it. Both Paul Lanzante-prepared McLarens were well turned-out (the M1 lovingly tended on racedays by Steve Lean) and both won their respective classes, but not the overall title.

That honour fell to **Richard Thwaites** whose vast experience and tenacity saw him clean up the Pre-'69 2-litre group at all but four of the rounds. The Yorkshire-

man, backed by the National Breakdown Recovery Club, compiled a tiring programme of HSCC and SuperSports events with the ex-Dr Peter Taggart Chevron B6, assisted by ace mechanic George Woodward. Thwaites did not have things all his own way, however, as **Richard Budge** — in only his second season — handled his ex-Bloor B8 with increasing confidence at every race, taking the class on three occasions and, more importantly, finishing in the top four each time. As the outright champion cannot take his class award this accolade went, fittingly, to Retford mining engineer Budge.

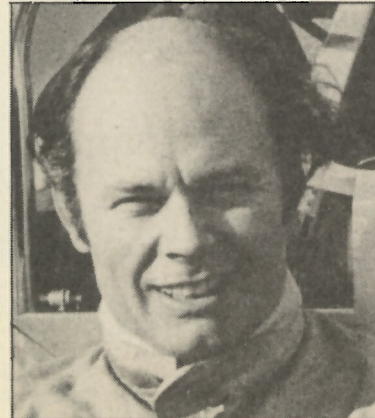
Vin Malkie, who prepared the Budge Chevron, was initially the quickest Pre-'71 2-litre runner in Dr Judith Townsend's glorious Plygrange Chevron B19 but the prodigious speed of **Tony Charnell's** Mogil Motors Lola T212 quickly restored the balance of power mid-season. Alas, Tony's second engine blew soon afterwards, forcing his withdrawal from the series whereupon **Rick Whyman** became Malkie's chief class opposition in the fine Chevron B19 of C. Paul Howarth.

Having secured the class with the blue Chevron, Vin, with Neil Bailey who ran the car, oversaw its preparation for the Brands Hatch finale where **Jim Wallis** drove it prior to buying it for 1983.

Brindley, already the winner of the HSCC Classic Sports and Monoposto Club Formula Junior championships, came very close to scoring an historic hat-trick with the Atlantic McLaren M1. John suffered a puncture at Thruxton and had a most uncharacteristic spin in the wet at Silverstone on August Bank Holiday Monday but otherwise maintained a perfect score. Foulston also had two class victories with the car having taken it over following a testing accident with the M8 at Silverstone in May and a split fuel cell at Oulton Park.

Mike Wheatley was Brindley's toughest challenger with his splendid Uni-Petrol Lola T70 (Thruxton being the DK

Brindley — 5-litre class winner.



Engineering-prepared car's only win) although Mike often threw caution to the wind in his efforts to match the McLaren's handling. The jovial Wheatley bought the sole-surviving BRM P154 CanAm chassis towards the end of the season and drove it typically hard at Brands Hatch in September before fuel injection problems intervened.

Third in the class and shining despite his relatively underpowered home-built Chevrolet engine was the irrepressible **Nigel Hulme** who excelled at Donington as ever in the Home Tune Lola T70 Spyder. Nigel's neighbour in Sussex **Charles Agg** was mightily impressive in the wet at Silverstone where he rocketed away from allcomers, including Brindley, with his garish yellow McLaren M1. Enjoying his first season in an out-and-out competition car 'Spiderman' Agg — son of Trojan boss Peter — has the talent to go much further in the sport.

Peter Millward went very well in the wet opening race in his Chapman-Spooner Lola-Aston Martin T70 which was, sadly, damaged in the heavily publicised GP incident and again later in the season to its detriment. **Martin Colvill's** superb Gulf Ford GT40 had more than its fair share of niggling faults — which did not deter Bobby Bell's partner — while **David Franklin's** ex-Koveleski/Apel McLaren M6B made the odd foray away from the SuperSports races, the hillclimb and sprint expert showing strongly, particularly at the British GP supporter.

Occasional competitors **Nick Mason** (McLaren M1C) and **Ian Taylor** (in the Thoroughbred Sports Cars-run Lola Spyder driven very briefly by **Willie Green**) earned useful places while **Malcolm Clube** did a few races in his trusty McLaren as his Lola T160 was not ready.

After the controversial finish to the first championship round, sponsor Foulston did not have an easy passage in the other 5-litre group as **Ray Mallock's** fuel-injected Lola T70 (moved into the

Thwaites — overall champion.



newer age group because of these modifications), the remarkable March 707 CanAm of **Ted Williams** and **Gerry Marshall** in Noel Gibbs's giant Lola T222 each enjoyed a period of domination. Having sorted the Redland Motor House March systematically, Ted's accomplished wins at Donington and Silverstone were true examples of the Bristolian all-rounder's prowess. What a pity that STP did not arrange to present Williams's car in its original livery!

Only at the final round did a really representative CanAm battle for supremacy develop and a marvellous spectacle Messrs Marshall, Foulston, Williams and Wheatley (now BRM-mounted) provided, this quartet finishing in this order after an enthralling inter-marque confrontation.

The BRM was run early in the year on a minuscule budget for **Mike Wilds** and super saloon stalwart **Mick Hill**, the Castrol-bedecked machine being very quick in both sets of hands. At the GP event Wilds diced furiously with Mallock for the race leadership, only to run out of brakes after a spirited effort. On a proper budget in '83 the car is sure to be a winner.

Overall champion Thwaites relied on one of George Wadsworth's Racing Fabrications twin-cam Lotus engines for all but the first couple of races but was constantly pressed by Budge, **Ray Bellm's** similar Chevron B8 and **Simon Hadfield's** very well driven Lotus 47. With this eager trio snapping at his heels Thwaites could never rest *en route* to the major honour.

Having shown a lot of promise at the end of the previous season Bellm was perhaps a little over-confident at the start of the season, his Andreason-built Mu-Cron Racing B8-BMW visiting the catch-fencing at the opener, for example, when Bellm was shadowing Thwaites for the class lead. A big engine blow-up at the GP saw Ray invest in a new unit with which the immaculate car flew thereafter.

Hadfield's season started badly also, his ex-Victor Walker Lotus being badly damaged in a shunt with **Martin Birrane's** Chevron at Donington. Beautifully rebuilt by Simon, an ex-Merzario F1 mechanic, it reappeared 'as new' and with better tyres from mid-season. The Racing Fabrication-prepared twin-cam unit never missed a beat and Simon, driving tremendously, finally achieved his ambition in defeating the B8s at the final round. Unfortunately the HSCC took exception to his 1800cc engine (on the basis that it was not original specification on the 47) and this cast a cloud over Hadfield's achievements.

More engine wrangles surfaced in the latter 2-litre class where it was decided that FVC engines of the original period were of 1800cc thus everyone should run

Seasonal Survey

Golden Oldies

continued

to this specification. The vast majority of FVCs were later bored down (many to 1970cc) and the much-vaunted engine checks did not materialise once the embarrassingly fast 2-litres were split from the modern 5-litre cars!

Charnell went to the trouble of having his best engine sleeved down to 1800cc once more (only for it to blow up) while the others ran what they had, rightly in my opinion, for it is chassis originality not petty engine niggles which the competitor and spectator care about.

Ian Giles enjoyed a great win at Donington in the Whyman Racing-prepared Lola T212 to break the Malkie/Charnell run before Rick himself emerged with Howarth's pristine B19 to win as he pleased at Oulton Park and Brands Hatch.

Another Lola T212, Nick Mason's car, ran consistently in the minor placings while the Chevrons of Birrane, **Tony Hill**, **Roger Andreason** (in Ray Bellm's car) and **John Lepp** (in Howarth's) did some of the rounds with mixed results. The stubbornly unreliable, but nonetheless attractive Astra-FVA of **David Beckett** was swift when it ran properly

while the Taydec of **Reg Skeels** helped to break the Lola/Chevron ranks.

Chevrons, in B8 trim, proved to be the most popular car of the championship, no fewer than a dozen joining Thwaites's B6 in the best-supported class. Of these, **Bob Linwood's Richard Dodkin's** clover-coloured car (which blew its cammy FVA at the GP), **Jim Wallis's** similarly-motivated Otford packaging example, **Tony Gordon's** North Downs Instruments machine and **Bobby Bell** (with Paul Palmer's Clearview car), together with **Alan Eisner's** Apollo version, chased the dominant trio hardest.

Historic Formula Junior

For the sixth successive season the enterprising Monoposto Club offered an outlet for the growing ranks of Formula Junior competitors within its membership. Larger grids of immaculately turned out Juniors — built between 1958 and 1963 when the formula was superseded by F3 — fully merited an increased commitment from the giant Gates-Varley group who sponsored the series for the first time in 1981.

Super Sports

The Super Sports movement, headed by **Mike Knight** and **David Piper**, race purely for their own enjoyment and that of their public, having little time for the politics and seemingly changeable regulations which proliferate on the domestic Special GT scene for which the majority of their cars are technically eligible.

In its second year Super Sports was, alas, unable to be seen in England and did not stage its finale in the middle East as before but the ranks of competitors strengthened during a spectacular five-race series. All but one of the events provided sensational action although, ironically, what should have been the highlight of the season, the French GP supporting round, was as much a disaster as the British GP Atlantic HSCC events were a success...

Entry to the select Super Sports club is by specific invitation from the organisers, whose aims to supply continental circuits with varied fields of priceless nostalgic machinery from the 1964-70 era and keen competition without sacrificing the vital camaraderie and sportsmanship among their drivers, were upheld honourably throughout the year.

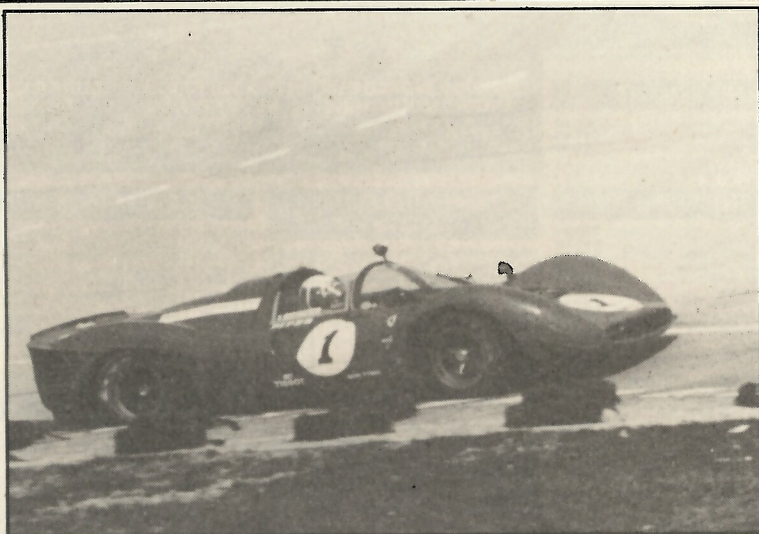
That Grand Prix star **Didier Pironi** saw fit to join in the fun and **Stirling Moss** chose to compete in selected rounds was both a valuable asset to Super Sports as a whole and a grand endorsement of the series's integrity for its sponsors and patrons, present and future.

Pironi joyfully accepted the offer of David Piper's superb Ferrari 330P4 for the opening event at Monthery, the Prancing Horse's F1 driver and national hero predictably drawing a vast number of spectators to the imposing part-banked concrete super bowl, south of Paris. Didier revelled in the challenge, giving fellow competitors and spectators alike an object lesson in precision and throttle control as he put the wailing P4 on the pole. With consummate ease Pironi whirled the scarlet machine away from the pack in the race itself, only an inspired Mike Knight being able to hang on until the big green Lola's engine lapsed onto seven cylinders.

Dickie Attwood overhauled Knight immediately but his chance of challenging the leading Ferrari evaporated as Pironi ground to a halt at one of the chicanes, its engine over-revved and seized. The impeccably driven Porsche 917 of Attwood thus rushed smoothly to the flag, **Albert Obrist** having retired his apparently brake-less Ferrari 312P from a strong position.

The battle of the closing laps was for runner-up spot though, for **Richard Knight** (in his Sogitec Computers-backed ex-Foulston McLaren M1B) caught and passed his troubled brother, both Knights demoting an on-form **David Franklin**. The Bristol garage owner spun his McLaren M6B out of a hard-earned second spot back to fifth behind **Ted Williams** who powered the mighty March right up to Mike's engine cover as he acclimatised himself and the heavy car to the banking which many drivers found brought on dizziness for the first few laps of the practice day.

Piper himself still found time to smile at the end of the meeting, Pironi's big engine bill being second of the day after his faithful



Didier Pironi in the Ferrari 330P4 on the Monthery banking.

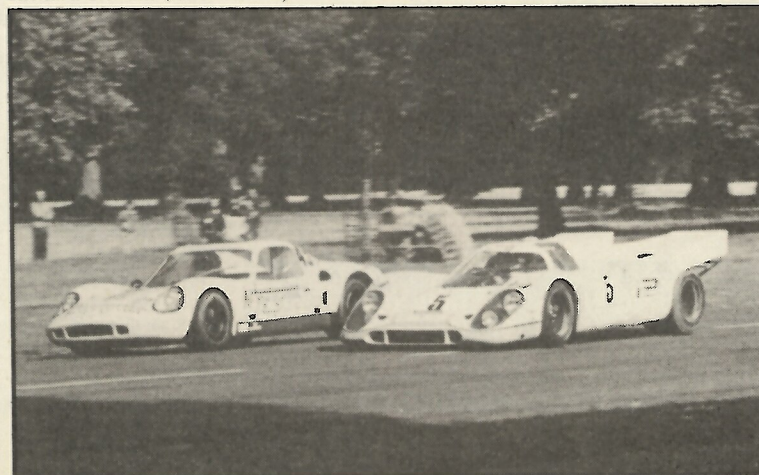
275LM dropped a valve in qualifying! Overjoyed sponsors Leonard Parfums, whose television and magazine exposure came cheaply in the circumstances, immediately decided to increase their Super Sports involvement for 1983 so all was not lost for 'Pipes'.

At Zandvoort the entire contingent basked in fabulous sunshine for the three day trip, enjoying the multitude of local attractions on the golden sands of the friendly Dutch resort of the free day between practice and race. For some those 24 hours' grace were all toil however for Stoic Racing's recalcitrant Nomad — which rant its bearings in France — melted a piston and, rather than withdraw, **Bill Stephens** and **John Piper** led an expedition to Cologne (!) for spare parts.

Obrist brought his other 312P to Holland (the ex-lckx/Redman '0888' chassis), the newest car in the race being joined at the front by Richard Knight in the oldest. Richard, brother Mike in the Pace T70 and the March of Ted Williams — from ninth place on the grid — beat Albert away but the Swiss Ferrari collector picked them off, one-by-one to win.

Richard fought gallantly in his efforts to

Richard Thwaits (Chevron B6) outrakes Dickie Attwood's Porsche 917.



turn in the Fletcher car at Zandvoort while Moss (whose B8's BDA-engine was replaced by a full 2-litre Hart thereafter) and Thwaites's NBRC-backed machine upheld B6/B8 honour in the company of Northern enthusiast **Peter Grant**.

The French GP meeting is one which Piper — back in his Ferrari LM after a couple of runs in his road-registered Bizzarini-bodied Porsche 910 — and Knight would rather forget with mechanical failures decimating a potentially strong field. Knight at least led the race until Obrist blasted by in the 312 taking Franklin and Williams with him. Mike recovered from a spin to finish fourth ahead of **Nick Mason's** concours Ferrari 512S and Thwaites in the first 2-litre car home, the yellow Chevron having been outrun on the opening lap by **Roger Friend** in Uncle Bill's masterfully-constructed racing Fabrications Lotus-FVA 47. An early sensation was Winfield School instructor **Simon Delautour** who, having entered his first race for several years, qualified Mason's Lola T70 coupé second only to fall to mechanical maladies.

The seasonal finale at Phoenix Park in Dublin was, by way of contrast, a positive cracker. Attwood brought out his Porsche 917 again, having opted for Piper's 275LM at Zandvoort and in Germany, qualifying on pole easily before a wheel bearing broke. Half of Ireland was scoured before a new one was located but Richard sat proudly at the front on race day, flanked by his 908/2 on its second outing in the hands of Citroën dealer **Mike Ostroumoff**. Right at the tail of the grid, Moss's B8-Hart, backed by Genair, and the Porsche 910 driven so capably at earlier rounds by German oculist **Bernd Becker** sat ready to pounce. A misfire had restricted Stirling's practice to a couple of laps while Becker had flown in from Hockenheim where he had raced his Porsche 356 the previous afternoon...

Some 70,000 spectators watched agast as Moss hustled his way up to third place at the first corner, Stirling filing through the tight right-hander at Mountjoy in the wake of Attwood and Thwaites's rapid B6. Both Chevrons outfumbled the sleek blue Porsche soon afterwards and Moss calmly took the lead on lap 4. As Thwaites's overworked brakes lost their efficiency Attwood was able to power his way clear again but, astoundingly, Stirling was equal to the situation and, able to brake much deeper into Mountjoy — a critical corner being the start of the very narrow sinuous 'country' part of the parkland circuit — slithered the lighter car ahead to stay near the end. He came in to a tumultuous welcome ahead of the sporting Attwood and a now distant Thwaites while Ostroumoff and Becker were next up, driving with caution in damp conditions.

Variety is one of the key words in Super Sports racing. Circuits, as well as cars are all different but it is the machinery which still attracts the spectators in their thousands. Spare a thought for the less fortunate drivers this year; John Piper whose Stoic Racing Porsche 917 broke its cam gear soon after a costly rebuild or **Robert Horne** whose McLaren M8 and Ferrari 512 persistently dropped oil. Such is the charisma of Super Sports, its venues and its companionship that they, like the winners of 1982, will be back for more!

Seasonal Survey

Golden oldies

continued

Previous Historic Formula Junior champions **Allan Baillie** (1977-8), **Mike Harrison** (1979) and **John Narcisi** (1980-1) competed elsewhere during the season although a more worthy successor than John Brindley would be hard to find.

Brindley's success in the Gates-Varley championship was as much due to Peter Macdonald's beautiful preparation of the sleek Lotus 22 as John's consummate driving talent which brought five race wins, two seconds and a fourth place from eight starts *en route* to the title.

John made pole position his own during the year although an engine problem at the JDC-organised opening round accounted for his worst finish.

Having scored a fine win at Thruxton in 1981 with Norman Hillwood's front-engined Lola Mk2, **Roy Drew** opened his 1982 account with victory at Silverstone's opener in the same car. **Malcolm Ricketts's** John Robinson-prepared Lotus 22 had the legs of Drew on that occasion until an incident on some oil cost Malcolm time.

Brindley moved into the winners' circle at Thruxton and thereafter was beaten only twice in straight fights; both times by the highly respected **John Fenning** who raced in the heyday of the formula and has lost none of his flair.

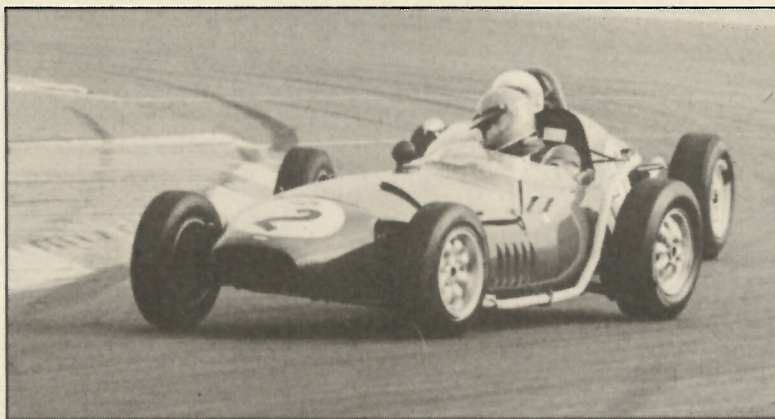
Fenning's Stockbridge Racing stable fielded the ex-Eric Offenstadt Lola Mk5A in selected rounds, John emerging victorious at Oulton Park and Donington in the pristine machine.

Midway through the year Drew brought out a more modern Lotus 20/22 in place of Hillwood's faithful Lola, taking the laurels at Mallory as a measure of the combination's potential. A good run over the last three rounds hauled Roy into the runner-up spot in the series for the second successive year.

Rickett's consistent Lotus claimed third overall ahead of **Peter Merritt's** Lola Mk2, the highest-placed front-engined car to run all season. The bearded Fenning's three outings were sufficient for fifth position in the table, he and Brindley being the class standard while **Andrew Chapman's** Lotus 20 completed the top six.

Closely matched behind the most successful competitors were **Brian Taylor** in the smart Merlyn Mk3 and **Arthur Mallock's** splendid U2-Chamberlain Mk2 with occasional intervention from the likes of **Mike Littlewood** (Brabham BT2 and Ausper), **Alf Skeels** (Brabham BT6), **George Dudley** (Lotus 22) and **W. Roger Williams** in his rare Lotus 27.

Adding inter-marque interest, (and making good progress towards the end of his first season) was **Fred Edwards** in one of Cyril Kieft's designs while **Roger Panter** ran his Envoy among the Elvas and Geminis and American visitor **Bert**



Roy Drew was probably the quickest of the front-engined Formula Junior runners.

Sadock drove the Ausper at Donington.

The enthusiasm among competitors continues to provide a championship where sporting camaraderie is perhaps more important than outright success. Long may stalwarts such as **Rodney Tolhurst** — and his fine collection of Formula Junior chassis — Monoposto founder member **Frank Tiedeman** and their friends continue to support this enjoyable venture. The future looks excellent with the continued patronage of Gates-Varley as sponsors.

Historic F3

In an effort to encourage the return to the circuits of the many surviving cars from the halcyon days of 1-litre F3 the Monoposto Club inaugurated the new category with the aid of blanket sponsorship from Gates Energy Products.

The preparation of a dozen or so cars was undertaken but such major projects take time, consequently very few chassis actually reached the championship grids. The expense of buying and running the Cosworth-MAE 'screamer' engines also delayed some competitors' plans.

Derbyshire driver **Peter Dorricott** converted his Brabham BT15 back from F4 specification and took the championship with four race wins from six rounds. Season-long rival **David Andrews**, a fellow F4 stalwart, finally got the better of Peter at the final round having chased the red car determinedly at previous events with his immaculate ex-Anderstorp Racing School BT28.

Probably the fastest combination of the season though was top photographer **Ian Giles** in his Chevron B15C. Giles stormed to victory at Mallory Park in the

Paul Howarth-prepared machine but damaged it severely at Brands's finale. **Mike Wilds** guested in ADA Engineering's Brabham BT21A at this round but mismatched tyres restricted the BRSCC Competitions Director to third spot behind the duelling Brabhams of Andrews and Dorricott.

Consistency provided **Peter Williams** (Brabham BT15) and Devonian **Simon Brookman** (Lotus 59) with third and fourth places in the championship standings while Neale Shepherd picked up sixth behind Giles with a BMC-powered Cooper T72. Monoposto President **Frand Tiedeman** was denied a start at Brands in his untested Brabham BT21 when the clutch slave cylinder failed on the warm-up lap.

With a few more cars this season the Gates-Varley series should pick up tremendously so don't be surprised to see some great 'slipstreamer' races, reminiscent of the F3 action in the late 'sixties next year.

Pre-'65 Single Seaters

The HSCC introduced their Pre-'65 single seater category in 1982 with Willhire, W. **Roger Williams's** East Anglian vehicle rental company transferring their allegiance from Historic Special GTs to the new series.

Classes for the 1½-litre F1 of 1961-5, the 1-litre F2 and F3 machines of similar capacity to 1964-5 regulations were, sadly, sparsely supported.

Former FF1600 and FF2000 driver **Mike Littlewood** won the championship by virtue of his tremendous versatility in three different cars. Victory at the Donington HSCC weekend in Mike Harrison's superb F1 BRM P261 was supplemented with some strong performances in the Formula Junior class, which he started with Mike's Brabham BT2. When this car let Littlewood down in practice at Brands Hatch he was sportingly loaned Rod Tolhurst's beautiful Cooper T56 for the event whereupon he sealed the Junior class, three points clear of **Roy Drew** who used Norman Hillwood's Lola and the ex-Narcisi Lotus.

John Foulston won outright at Brands in his misfiring Lotus-BRM 24 (still in UDT/Laystall green) while **John Fenning** was the only F2 competitor with his magnificent Lotus-BRM 35. Tolhurst's mechanic **Neale Shepherd** won the F3 group in a Cooper T72 from **Nick Lee's** unique but unreliable Barnet while **Hugh Clifford's** Cooper-Bristol outpointed **Amschel Rothschild's** blue Maserati 250F to take the division.

Behind the flying Littlewood and Drew in the best-contested class came **Ray Mallock** (in his father's U2 Mk2), Fenning's Lola Mk5A and Tony Steele's Lola Mk2 headed sponsor Williams's Cooper.

HSCC projects

In addition to their established racing championships the HSCC introduced two very promising new pilot schemes to their busy schedule, a long-distance Historic GT event and an evocative race for historic F1 cars embellishing the season where the Pre-'65 single-seater series (chronicled elsewhere) failed.

The concept of endurance racing is, of course, at the very heart of sports car racing and the idea of two-driver, pit-stop events for a wide range of HSCC-eligible machinery appealed to many.

Backed by Air Hanson, the trial event at Snetterton proved immensely popular and hard-fought. Predictably, the Atlantic/Bellini Special GT cars emerged on top, the 90-minute affair being dominated by the North Downs Instruments 2-litre Chevrons of **Stirling Moss/Tony Gordon** (B19) and **Roger Andreason/Marcus Pye** once the **Foulston/Brindley** McLaren M8 and the Plygrange B19 of **Malkie/Budge** succumbed early on.

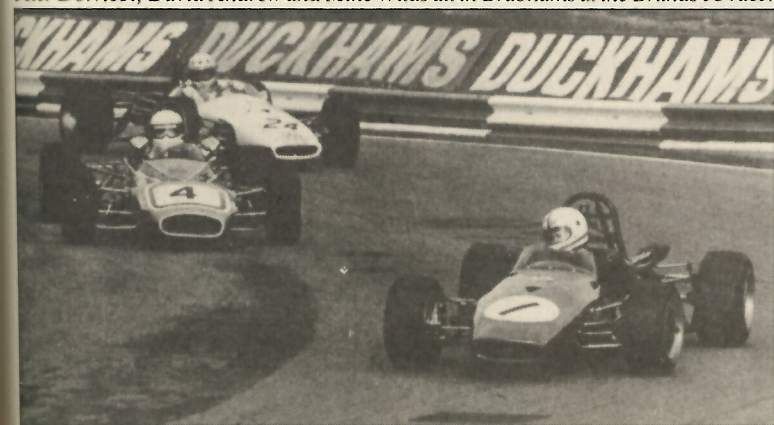
The whole Willhire historic meeting, of which the endurance race was the major part, received excellent TV coverage from

the Anglia station and more 'mini-endurance' races have been planned for 1983 as a result of its success.

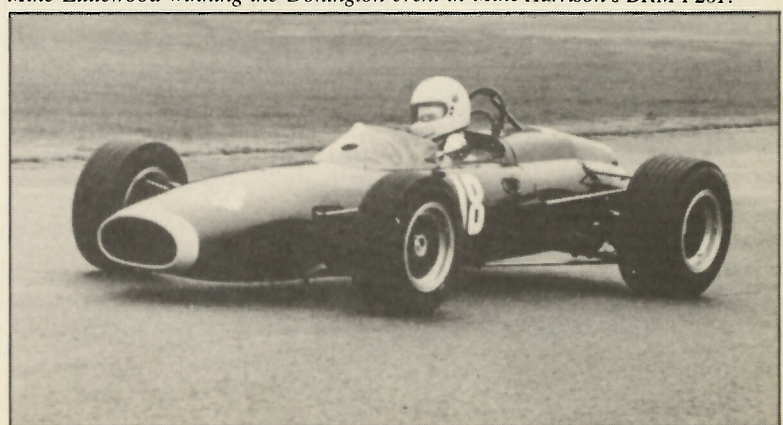
Donington Park hosted the HSCC's major presentation of the year in August, their big international weekend encompassing all the leading historic formulae in a most enjoyable ambience. While the racing was generally of high quality much of the event's interest lay in the inaugural historic F1 race. Although this drew the smallest field of the 16-race programme — just five cars — the sheer charisma of Grand Prix cars made the exercise worth repeating.

Four or five such events per season would be ample and potential support certainly exists within the ranks of the club's members. **John Brindley** won the Donington race at a canter in Nick Mason's ex-Depailler Tyrrell 007 (which also carried the Londoner to fifth place in the British F1 championship it should be noted) while **Roger Friend** (Lotus 78/1), the McLaren M19s of **Mike Littlewood** (Ken Moore's car) and **John Foulston**, plus American **Dave Williams** with the only non-DFV engine car present, John Jordan's raucous BRM P210.

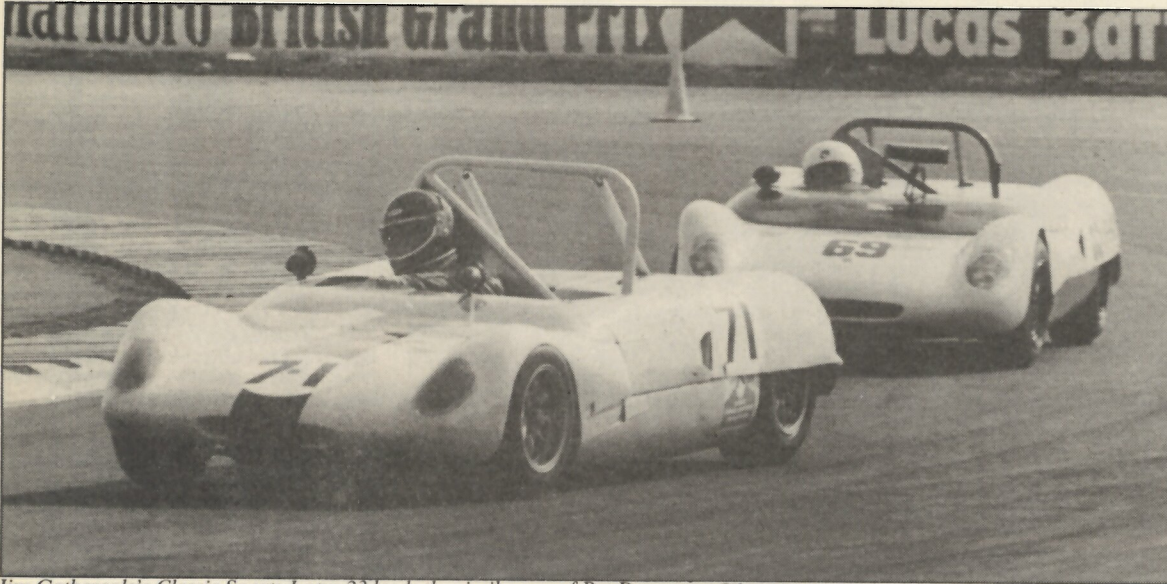
Peter Dorricott, David Andrew and Mike Wilds all in Brabhams at the Brands F3 race.



Mike Littlewood winning the Donington event in Mike Harrison's BRM P261.



Seasonal Survey



Jim Gathercole's Classic Sports Lotus 23 leads the similar car of Pat Dawson at Silverstone.

Golden oldies continued

Classic Sports

One year ago the HSCC's Classic (formerly Post Historic) Sports Car Championship was a rather weak affair with comparatively little, not to say inconsistent, driver support. It is with great delight therefore that I can record a dramatic upsurge in fortunes in this exciting category during the 1982 season.

Much of the credit for this renewed interest must go to the series's genial sponsor **Alex Seldon** whose family heating, ventilation and air conditioning business in Guildford also enters cars in the championship. Fittingly Alex himself was able to win the big front-engined GT class himself, albeit by the narrowest of margins from fellow Surrey resident **Martin Colvill's** less regularly raced AC Cobra.

Seldon drove the ex-Bob Linwood TVR Griffith (later sold to Wyndham Curtis) smoothly all year to claim third place overall in the title race although Colvill, the **Hon Amschel Rothschild** (AC Daytona Cobra) and **Tony Hill's** elegant

Roger Connel's TVR in Post Historic Road Sports action at Brands.



Ginetta G10 V8 were all able to out-handle the tricky short-wheelbase TVR on the twisty bits.

This time it was the turn of the Sports Racing divisions to provide the overall champion through John Brindley; (**Roger Ealand's** Marcos GT having been unable to defend the title with strong class opposition). The maestro Brindley extended his unprecedented run of success in the Classic series to four years (two outright championships with class victories in the intervening seasons) with his super-reliable Macdonald-tended Lotus 23.

The attractive Lotus model dominated its class, just as it did originally in the early 'sixties, no fewer than six 23s appearing regularly during the '82 championship!

Juliette Brindley drove the eventual championship-winning chassis for the first couple of rounds before John took it over, immediately scoring eight straight outright wins. His amazing schedule of Atlantic GT, Formula Junior and British F1 commitments meant that John had to miss two rounds mid-season whereupon **Alan Minshaw** capitalised with his super, Robin Gordon-prepared Demon

Tweaks 23B.

Minshaw's six outings netted him the class (overall champion Brindley not being eligible for the second award) while next best of the Lotus drivers was reigning PHRS champion **Michael Schryver** whose efforts in the ex-Roger Woodward 23B were sadly curtailed by lack of finance following an expensive engine blow-up at the Snetterton endurance event.

Wins at the opening two rounds saw Staffordshire dentist **Jim Gathercole** set the early championship pace although **Patricia Dawson** nearly matched his points tally after Jim withdrew mid-season.

Pat, who organises the Classic series, was the quickest of the three lady drivers in the class, her ex-Peter Sellers team/Barrie Hart 23 finishing ahead of Juliette Brindley's similar car at Silverstone while **Mary Foulston** (wife of Atlantic Computers boss John) just kept her Elva-BMW Mk7 ahead of Juliette — recovering from an early indiscretion — at Donington early in the year.

Best non-Lotus in class was, in fact, **Terry Green's** Seldon Racing Services Merlyn Mk6A (similar in concept to the 23) while **Stephen Mitchell's** very fast Lotus went well in the latter half of the season when **Robin Longdon** also brought out his Elva Mk7 as a change to the Thoroughbred Elite.

Only two cars contested the larger sports racing division all year — never at the same meetings alas. **Brian Cocks's** ex-Sadler Lotus 30 displayed marginally fewer handling vices than before with aluminium splitters improving matters in the aerodynamic department. The brave HSCC Chairman even found time to blast the beast up Prescott Hill on a weekend away from the circuits — "a hairy experience", he tells me . . . **Allan Wallis's** Lotus 30 raced but once, a feat both Alex Seldon and Terry Green would have been thrilled to emulate with their troublesome Attila which preferred to be recalcitrant in, or before, practice.

Second overall in the championship was **Tony Griffin** whose lightweight Lotus Elan defeated good opposition in winning the 1301-3000cc GT division, beating **Len Bridge's** Shapecraft Elan and the Marcos GTs of **Barry Sewell** and **Roger Ealand** during the year. Griffin, who has bought Paul Howarth's Chevron B19 for the 1983 Atlantic GT series had the advantage of competing in the majority of rounds while Ealand only did half the races having abandoned plans to emigrate early in the year. **Cyril Baxter's** Marcos was consistent as ever while the Divas of **Tony Spencer** and **Dr Tony Goodwin** lent variety.

Divas, in the hands of **John Corfield** and **Nick Overall** also ran strongly in the baby class where **Alan Hall** (using an Elite and a Marcos) eventually out-pointed Longdon, Corfield and **Richard Higgins's** rare WSM Sprite by taking in most of the rounds.

Hopefully the trend of larger, good quality grids will lead to greater things in the coming season for some of the best historic sport of the year was seen in the Seldon/HSCC promotion.

Post Historic Road Sports

Marque sports car supporters from the 1960s have much to thank HSCC PRO **Jeremy Hall** for as his Post Historic Road Sports category has captured the imagination of many new competitors in its third season. Surely the most economical way to race on the historic scene the PHRS series continues to go from strength to strength with large grids at most rounds justifying the organiser's faith in the category.

For 1982 bonus points were awarded to competitors who drove their cars to and from the meetings in an attempt to attract the genuine *bona fide* owner/driver. So popular has this move been that the emphasis will be loaded more heavily in their favour next season — a move to be applauded, especially when one or two professionally prepared and trailored cars have been on the scene for some time.

It is unusual in multi-class championships for the overall champion to emerge from the largest capacity class but, with competitors well distributed among the four PHRS classes (and no penalty for depleted class entries) this was the feat achieved by **John Atkins** whose EG Autokraft-prepared AC Cobra was invincible in the top group.

Atkins only had European traveller **Roger Mac** (in John Lewis's Jaguar E) to contend with on three occasions — Mac having won the class by a country mile in 1981 — and was never headed either in class or overall on the points tally.

At the opposite end of the scale **Barry Fernaly** again won the up to 1200cc class with his Honda S800. The Cheshire Honda expert was beaten on a couple of occasions though by **Mike Darrieulat** of Talon Engineering who returned the tracks after a long absence with a diminutive Turner.

John Jarvis (Elan) and **Dave Newman** (Reliant Sabre 6) won the 2-litre and 3-litre classes respectively to finish third and fourth respectively.

Jarvis's closest competition came from MG Midget racing specialist **Keith Ashby** whose spectacular efforts in the ex-Schryver '81-championship winning Lotus (now owned by Robbie Gordon) saw him take the division at five of the last six rounds, Keith missing out on a perfect score with a huge spin at Brands Hatch in an over zealous attempt to stay with Atkins's Cobra on the opening lap! The red Elan, in **Mike Schryver's** own hands, also beat Jarvis's less potent example at the first three rounds so John's win — and two class wins — are a tribute to his tenacity against the odds.

Tony Thompson's Elan (rolled at Donington yet raced later the same day!) and **David Chaney's** pushrod Marcos featured in the results of the toughest class too as did the Alfas of **Graham Bayley** and **Steve Millard**, the Elans of **Merv Sherlock** and **Bob Pomeroy** and HSCC Chief Registrar **Peter Dixon's** swiftly-conducted Ginetta G4.

Newman's attractive Sabre was often well matched with **John Gray** in the quickest of the Triumph TR5s, which was just two points adrift of the class winner on the 'best eight rounds' adjusted scores. The burly **Chris Burbury** led the



Dave Burrows and 'Bugs Bunny' pass Ian Roberts's MG Magnette at a Brands Hatch Pre '57 Saloon event.

true road-going contingent home, third in class, with his TR5.

Champion John 'Cobra' Atkins (namesake John 'Ferrari' Atkins also contested a round in his 275GTB) could not expect overmuch trouble from his classmates in all honesty. Tim Sisson's courageously driven Jaguar E and David Barraclough's gorgeous Shelby Mustang 350GT running him closest season-long although Mac, Des Cassidy and Alex Boswell (Cobra) and Roger Connel (TVR Griffith) chased vigorously.

The popularity of the PHRS series is beyond dispute with 43 competitors gaining points in 1982. More bonus points for drive-and-race cars (two instead of 1½) plus a stipulation that no car may be trailed to more than five events in '83 should go a long way to maintaining this situation for the future.

The HSCC's list of eligible cars from the 1961-70 period has been extended to 67 models from no fewer than 39 manufacturers with the committee constantly on the lookout for additions to the ranks. Motor sport for gentlemen is promised with PHRS . . .

Thoroughbred Sports Cars

The Aston Martin Owners Club's interesting Thoroughbred Sports Car series, which caters for a wide range of superb machinery from the 1950s and 'sixties era, had a rather poor year in 1982 with no overall sponsor and fewer competitors than before.

The complex six-class format (four for standard cars and two for modified vehicles) was retained for a second season and, at several rounds, the number of divisions barely outweighed the driver turnout!

Unfortunately two of the standard categories were contested by a solitary driver, last year's champion Major Patrick Keen winning the Post-'55 2-litre division unopposed in TOK 258, his beloved ex-Le Mans class-winning Morgan Plus 4 and Dennis Welch the over-2000cc equivalent with his purposeful Austin Healey 100/6.

Indeed the other classes for standard production cars were little better populated, Mike Ridley's 'flat-rad' Morgan outrunning Roger Joice's fabulous Fraser-Nash Le Mans Replica and John Cook's Triumph TR2 in the earlier 2-litre section while Tim Burnett's swoopy Lancia Aurelia B20 was invariably ahead of the Healey Silverstones, winning its class each time it started.

The AMOC scoring system naturally favours competitors with greatest

opposition within their classes thus the modified cars figured prominently in the overall standings.

Only the bigger modified cars could provide a serious class tussle. Reg Woodcock's legendary Triumph TR3 and Lloyds & Scottish champion Michael Salmon (in Viscount Downe's Aston Martin DB4) engaging in a series of enthralling dices for supremacy, usually with David Heynes's capably driven DB4 in their shadow. By virtue of his four class wins to Salmon's three Woodcock put himself not only 'top of the class' but also earned the overall title, again from Salmon.

Without Chris Smith's impudent Sprite to worry about this year, Darryl Uprichard's neat Triumph TR3 cleaned up the smaller modified group to finish third in the series ahead of Burnett, the top standard competitor. Uprichard saw off allcomers on each appearance although Richard Brightman's 'bug eye' Sprite and Robin Longdon's Strand Glass Lotus Elite pounced when the TR driver didn't show.

Allan Miles was another Sprite driver to go well as did the amiable Peter Preston in his underpowered example. Henry Tombs also deserves a mention for his panache at the wheel of his beautiful TR3, seen more often in the Donington Production GT championship.

Given plenty of hard work over the next couple of months in the competitor canvassing department the AMOC's championship could, and should, bounce back in 1983 for it still, theoretically at present, has a place on the busy historic racing calendar.

Classic and Pre-'57 Saloons

The Classic Saloon Car Club's championships for 'standard' and 'modified' pre-'57 vehicles continue to attract a reasonable following of specialists, many drivers competing in both series with the same ostensibly 'low cost' machine. While the term 'classic' is perhaps, open to debate when discussing a Standard Vanguard or a Borgward Isabella, oft-accused prejudice need not be aired here — the racing itself remains close and clean, particularly down the field where club drivers dice home-built Austin A35s and Morris Minors in the wake of some frankly over-engineered devices.

Preparation of the varied cars ranges from spotless to appalling — quite how some of the saloons pass scrutineering baffles me — the best being on a par with any in national racing; the worst falling to bits and addled with rot commensurate

with their age.

Having moved up to an Andreason Racing & Tuning-built Jaguar 2.4 from his Morris Minor electrical contractor Dave Burrows won the road-going Pre-'57 series with the car, reigning double-champion Roger Andreason emerging to challenge class winner Dennis Carter (MG Magnette) at the final while Mike Cox's little A35 was right up there too having fought off the Standard 10s of Brian Pollard and Chris Sergison, Andreason (in Burrows's Minor) and Pat McCloy's Morris during the season. Boopspeed BMC expert Paul Gaymer beat Cox in a Minor as did Pollard on occasions. In the big class Dick Bradley's massive orange Jaguar Mk7 beat club chairman Peter Deffee's disgraceful version as often as not to take the award.

Paul Harrison's tatty Borgward and Anthony Scott-Andrews's MG Magnette were the chief protagonists in Carter's class, the German car winning the division a couple of times while Tom Luff's Zodiac was Burrow's only consistent challenger.

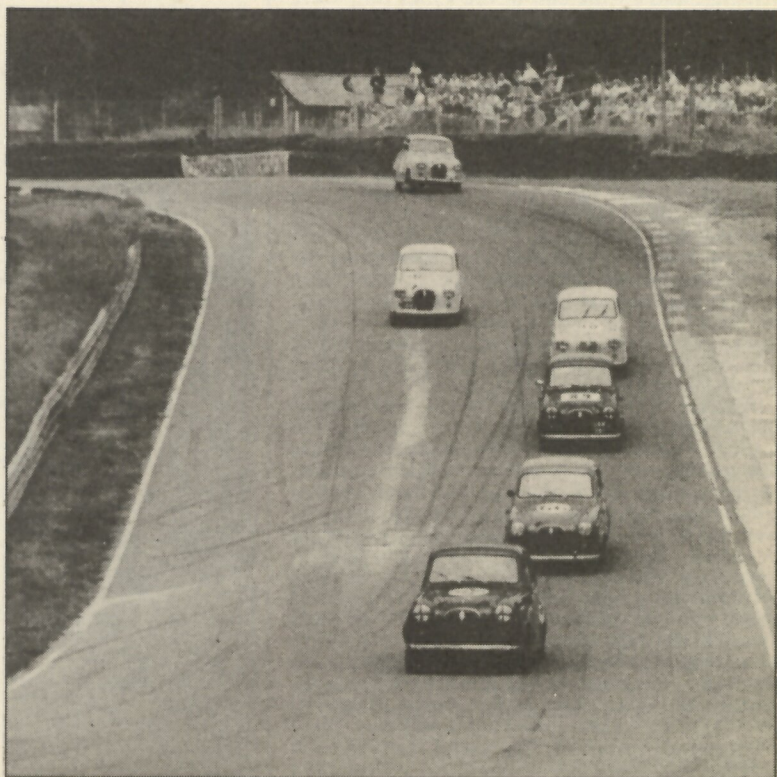
In the modified series the brown and bronze Borgward emerged on top of a

teebly (two other competitors) supported class and the championship. Henry Crowther faced opposition only once — from Dennis Carter in a Jaguar Mk8 — to win the unlimited group in his Mk7. Andrew Moore-Hinton's Jaguar Mk1 beat George Page and Burrows in the 2700cc class while Bill Hewitt's very quick Austin A35 (very well turned out by Bill and brother John) pipped Anthony Raine and Glen Maskell in similar cars in the tiddler group.

Alas the image of classic saloon racing is not enhanced by two parallel championships. One well-supported series would be a more realistic idea surely (?) although the problem of adopting one set of regulations would then arise leaving disgruntled competitors. The CSCC is additionally to introduce a series of races for Pre-'65 cars in 1983, encouraging such fine machines as the Ford Cortina-Lotus back to the circuits but excluding the Mini horde . . .

A trial race for these cars was run at Silverstone late last year, Mike Sherwin winning (albeit on ineligible tyres) in Dave Barraclough's concours condition Shelby Mustang. ■

A35s at Oulton Park. Classic Saloons at their best.



Yesterday's Cars



Members of the 1960 Rapier team at Marseille prior to the start of the Alpine Rally. From l to r: Hopkirk, Scott, Lier, Walter, Mitchell, Seer, Jopp, Ray, Procter and Garrad.

The rallying Rapiers

Triumph TRs and the Big Healeys were perhaps the most exciting rally cars of the late 'fifties and early 'sixties but as GRAHAM ROBSON recounts, if you wanted to *win* a rally the only car to have was a Sunbeam Rapier.

The year was 1956, and I thought it was a bit of a joke. Peter Harper and Sheila Van Damm in Sunbeam Alpines or Mk III saloons were right, and looked right. In Rapiers, potentially, they looked all wrong. It was something to do with the styling, I think — at first the Rapier just didn't look like a competition car at all.

But I was wrong — everyone was wrong, in fact. Within two years the 'works' Rapiers were winning, and by the end of the 1950s they were formidable competition in any of Europe's major rallies. In addition, they had given me a personal taste of big-time rallying, and I'll always remember them fondly for that.

The Rapier, however, might have been strong, and it might have been fast for its day, but it wasn't, ultimately, a very lucky car. Even though it was Rootes's principal rally car for seven years, it only ever won three major international rallies, all in the British Isles. All of which goes to prove that statistics, and the bare results you see when reading back into history, can sometimes tell a false story. From 1958 to 1962, for sure, the Rapier was the rallying saloon every would-be 'works' driver wanted to drive. It was as simple as that — he looked at Big Healeys and Triumph TRs for sports car rallying, and at Rapiers for saloons.

However, if it hadn't been Rootes, and Norman Garrad, who set out to make a rally car of the Rapier, I doubt it would have been right. As far as Norman Garrad, Rootes's renowned competition manager, was concerned, the Rapier just *had* to be right — management policy told him that Rapiers were to be used, and by this time he had a splendid rallying record to defend. He'd started the Rootes competitions department from scratch in 1948, made a thoroughbred out of the over-weight Sunbeam-Talbot 90 saloon, and turned it into a most unexpected winner. Outright victory in the 1955 Monte Carlo Rally (by a private owner) was their best performance of all, but Stirling Moss's fine drive into second place in 1952, and his hat-trick of 'clean' runs in the Alpine Rallies of 1952-1953-1954 (which gained him a very rare *Coupe d'Or*) weren't far behind. The team's reputation was such that famous racing drivers like Stirling Moss, Mike

Hawthorn and (later) Graham Hill, were persuaded to compete, mostly for the glory (certainly — I vouch from personal experience — not for the money!).

In 1955, however, the styled-by-Americans (Raymond Leowy) Rapier arrived. Even though it was little more than a tarted-up two-door Hillman Minx at first, the Rootes Family (yes, I use the word advisedly) sent down the edict: The rapier *will* be your next rally car, and it *will* be a winner.

It all started slowly (in more ways than one . . .) in 1956, where two cars contested the Mille Miglia, and the Peter Harper/Sheila Van Damm car won the 1600cc Special Touring car class. Even so, no factory Rapier

won anything in rallying until 1957, and even then it was only a relatively gentle Tulip Rally class victory at that.

The big upsurge came in 1958. On a very snowy Monte indeed, Peter Harper battled his way down to the Principality from Oslo, to be one of only nine unpenalised drivers at that point. The 655 mile mountain circuit which followed was a taxing blend of high-speed ice driving, and accurate time keeping. A wonderful drive by Harper in what was still not a quick car resulted in fifth place, and a great deal of favourable comment.

In March, however, there was even more, for in our own RAC Rally, also badly smitten by snow, Harper

Peter Procter (left) and the author Graham Robson (right) with the remains of a wheel after 20 miles on a puncture!



and 'Doc' Deane slithered their way around Britain to take the Rapier II's first, and only, outright victory. It wasn't just that Harper was so professional, or had such cat-like responses to this sort of surface — it was also that the car was becoming very responsive as well. One statistic tells it all — a control was sited atop Hardknott Pass in the Lake District. The pass was ice bound, and a mere 15 out of 196 cars battled their way to the summit. Harper's Rapier was one of them.

For the moment it was all Harper, but shortly another name began to appear in the 'works' Rapier results as well. Paddy Hopkirk, still looked on at this period as a wild young Irishman, had unceremoniously been sacked from the Triumph team in 1958, and moved smartly into a seat at Rootes. Norman Garrad, once a Lieutenant-Colonel in an Armoured Division, knew he could deal with men of any temperament, and recognised real talent when he saw it. For the next four years, as Hopkirk matured, he was the perfect foil for Harper in the team, and other personalities like Ronnie Adams, Peter Jopp, and — eventually — Peter Procter were rather overshadowed by this.

By the end of the 1950s not only was the Rapier improving fast, but the driving talent was matching it as well. In 1959 the two-seater Sunbeam Alpine sports car arrived, complete with its aluminium cylinder head, and its front wheel disc brakes — in a matter of weeks the Rapier had become Series III, and adopted the same gear.

What made the cars even faster was the team spirit — or, rather, the lack of it — which developed. Garrad knew that in rallying terms Harper and Hopkirk were at each other's throats, and chose to ignore it. There was no question of team orders, and no way that the one would help the other.

How do I know? Later, in 1961, I joined the team as a co-driver, and saw it at first hand. When I was sitting alongside Peter Procter, and my good friend Ian Hall was with Peter Harper, we were usually instructed to compare notes on times and problems. The big Citroens, or the Volvos? Certainly not. Beating one's own team-mate was what mattered!

Not that Garrad seemed to mind. His cars, after all, had been made faster and stronger with every season which passed. His son, Lewis, looked after team administration, with Jim Ashworth as foreman-mechanic. Their job was to keep the car simple and nimble (and it *was* nimble, make no mistake about that), to make it strong enough to withstand rough events like the Liège-Rome-Liège, and produce the sort of inventive homologation which many enthusiasts still think began with BMC and Ford in the 1960s.

In 1959, running somewhat modified, with bonnet scoops and side exhausts, Paddy Hopkirk's SII model took third place overall on the Alpine Rally, with Peter

Along the waterfront on the 1962 Monte Carlo Rally. Procter and Robson went on to finish fourth overall.



Graham Hill drove for the Rapier team on the 1962 Monte, here approaching the top of Col du Turini.

Jopp sixth. In 1960 Peter Harper (with co-driver Peter Procter) not only won another good class on the Alpine, but took third in the Acropolis, being beaten only by Shock's invincible Mercedes-Benz 220SE, and Erik Carlsson's Saab 96.

By the time the Rapier became SIIIA in the spring of 1961, the 'works' rally cars were getting to be very quick indeed. Not only did they have disc brakes and new-fangled steel-braced Dunlop Duraband tyres (we thought they were wonderful then . . .), but they were running as 'standard' Group 1 cars, with firmed-up suspension, a lot more horsepower than usual thanks to special camshafts, and overdrive which operated on all forward gears.

Lewis Garrad, who was as sharp with an homologation sheet as anyone else (pre-Turner), once told me: "Everybody cheated of course. I remember we'd take pictures of Citroen doing something illegal, and they'd take pictures of us, and we each agreed not to tell . . ." It was the time when organised assistance (service cars) was forbidden on some events, and when it was quite amazing how often team managers and mechanics just 'happened' to be on holiday in the area covered!

The Rapiers, however, could keep going longer than most, even without much assistance. By later standards

they were almost absurdly heavy, over-equipped and looked it; when Peter Procter and I picked up our car for the 1962 Monte, we spent a happy hour going round the car throwing out extra fittings which we reckoned to do without. But they were also *very* strong — even though the 1961 RAC Rally cars suffered silly teething troubles on the early forestry stages (like radiator drain taps being opened and fan belts being forced off by flying stones. The team, like most others, were so inexperienced in special stage events that sump guards were not fitted all the way to the nose!), but otherwise they were nearly unbreakable. Peter Harper fought Paddy Hopkirk, and Peter Procter fought both of them. In the end the two leading cars finished third and fourth, with only Erik Carlsson's Saab and Pat Moss's Big Healey ahead of them.

By this time too, the Rapiers had proved just about as much as they could. British teams tended to get into a rut in those days — a typical programme would encompass Monte Carlo, Tulip, Alpine, Liège-Sofia-Liège and the RAC Rally, with the odd car released for the Scottish or the Circuit of Ireland to keep the drivers happy. In the Monte, even Peter Harper's now legendary ice-driving expertise could rarely get the Rapier above fifth or sixth, and the three-four finish of 1962 was to unseasonably dry conditions.

In the Tulip, stupid handicaps were not worth fighting against (as BMC later found with the Big Healeys), and in the Liège the cars simply lacked the brute performance needed to thunder up and down the steep hills of Italy, even if they could survive the breakers-yard conditions of Yugoslavia. They could still be competitive in the French Alpine it seemed, especially among the saloon cars, but even in the RAC they would eventually be out-classed unless a Scandinavian joined the team.

It was at this point that Garrad changed back, and entered his team cars for the Tour de France. Shell, who sponsored the Tour and had Rootes under contract, no doubt had something to do with this, but it was a very astute move. All over Europe, the Tour was known as a long-distance road rally for racing cars, mixing a 4000 mile route with hour-long races at famous circuits, speed hillclimbs, and nights of classic rallying in the Pyrenees and Alpes Maritimes.

In 1962, the 'old firm' of Peter Harper and Peter Procter won their class, and in 1963 'Tiny' Lewis and David Pollard took a wonderful fourth overall in the Touring Car category. Not only that, but a slender young lady from Dublin, Rosemary Smith, appeared in the team for the first time and immediately confounded the critics by proving that she could drive, as well as look glamorous.

In between times Rootes found time to go racing as

Yesterday's Cars

The rallying Rapiers continued

well, and in 1962 and 1963 (before the very specialised Lotus-Cortinas took hold of British saloon car racing) pensioned off team cars found their way into the British saloon car championship, driven by Peter Harper and occasionally Mike Parkes. It was on occasions like that where we saw that a Rapier handled at least as well as a Riley 1.5, and went as fast — there was a whole series of 'match races' between Harper and Alan Hutcheson's Riley 1.5, which could only end in disaster.

It did. At Aintree, Harper's car was nudged off by the Riley in front of the grandstands and retaliated a few laps later, the result being a low-flying Riley, and general agreement that this would have to stop. Harper also made the headlines in 1963 at Silverstone when a first-lap mêlée led to his car being mounted by Christabel Carlisle's Mini Cooper in a most undignified manner . . .

To see the Rootes Rapiers arrive at the start of a big event was to see professionalism at work. Although Norman Garrad did not believe in using the same colour for his team cars (the standard colours, with two-tone fin treatment, made for easy recognition anyway), he did believe in standard mechanical specifications, and there was usually at least one new set of cars every season, five or six of them, with consecutive registration numbers.

Unlike the Big Healeys of the day, Rootes drivers tended to have a personal car, with a recognisable number — Harper's best known SIII A, for instance, was always 5190 RW, Hopkirk's 5192 RW, and Procter's 5191 RW. Before that, there had been an easy-to-remember sequence of YWK 1, 2, 3, 4 and 5, of which Harper's own car was YWK 4, which he raced and rallied between 1960 and 1962.

When the first of the Boreham-built Ford Cortina GTs came long in 1963-1964, the Rapiers were soon overwhelmed. It was the Cortina's performance, rather than its strength, which made the difference, for the Rapier in 'works' rally trim was now virtually unbreakable. The pages of AUTOSPORT between 1959 and 1962 were spattered with pictures of Rapiers which



A picturesque scene from the 1961 Tulip Rally as Rapiers make their way across the Dutch countryside.

looked as if they should have been shovelled into a heap, rather than finishing a rally. One, leaned very hard against a mountain in 1959 by Ronnie Adams, destroyed most of its off side, but was driven back to the finish of the Alpine rally with the chassis virtually untouched.

Even so, with a dry weight of at least 2400lbs in rough-rallying condition, and never more than 100bhp (even in tuned 'Group 1' form) available, the Rapier was never quick on acceleration. Its major advantage (and I can vouch for this, having sat in the co-driver's seat on many occasions and watched it demonstrated) was that once wound up, it could be thrown about with great sure-footedness by its drivers and it rarely seemed to have to slow down at all!

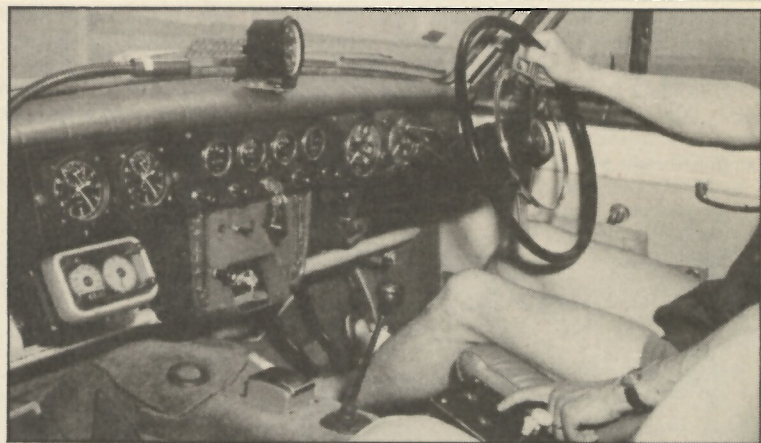
To watch a Harper or a Hopkirk wringing the very

best out of a 'works' Rapier, his hands a blur of activity at the gear lever and overdrive switches, so as to keep the engine turning over at 5000-6000 rpm, all the while twirling the steering wheel, dabbing the brakes, and generally giving a great imitation of virtuosity, was to see the leader of the orchestra at work.

These were indeed, the great days for Rootes. Not even the London-Sydney Marathon achieved the lasting publicity produced by Norman Garrad's performing Rapiers, and the Imps which replaced them were neither fast enough, nor strong enough to take their place. The tragedy of all this is that, once gone, the 'works' Rapiers were almost forgotten. More than 20 of these fine machines were built but as far as is known only one of them — YWK 1 — an ex-1960 Peter Jopp Monte car, survives. Are there any more out there? ■



Peter Harper finished first in class on the '63 Tulip, one of the car's last major honours.



The comprehensively equipped fascia of the Sunbeam Rapier.

The 'works' Rapiers — major successes

1957			
Tulip.....	Jimmy Ray/Ian Hall	7th overall 1st class	
1958			
Monte Carlo	Peter Harper/Peter Elbra/Reg Phillips	5th overall	
RAC.....	Peter Harper/Bill Deane	1st overall	
Tulip.....	Team	1st Team Prize	
Alpine	Peter Harper/Peter Jopp	6th overall, 1st class	
1959			
Monte Carlo	Ronnie Adams/Ernest MacMillan	5th overall	
Alpine	Paddy Hopkirk/Jack Scott	3rd overall, 1st class	
	Peter Jopp/Les Leston	6th overall	
Liège-Rome-Liège.....	Jimmy Ray/Mike Cotton	1st class	
1960			
Monte Carlo	Peter Harper/Raymond Baxter	4th overall, 1st class	
Acropolis.....	Peter Harper/Peter Procter	3rd overall, 1st class	
Alpine	Peter Harper/Peter Procter	1st class	
1961			
Monte Carlo	Peter Harper/Peter Procter	1st class	
Circuit of Ireland	Paddy Hopkirk/Jack Scott	1st overall	
Acropolis.....	Peter Harper/Peter Procter	5th overall, 1st class	
	Team	1st Team Prize	
			Alpine
			Paddy Hopkirk/Jack Scott
			3rd overall;
			1st overall (Touring),
			plus 1st class
			Peter Harper/Peter Procter
			5th overall (all cars)
			RAC.....
			Peter Harper/Ian Hall
			3rd overall, 1st class
			Paddy Hopkirk/Jack Scott
			4th overall
			Team
			1st Team Prize
			1962
			Monte Carlo
			Paddy Hopkirk/Jack Scott
			3rd overall, 1st class
			Peter Procter/Graham Robson
			4th overall
			Team
			1st Team Prize
			Circuit of Ireland
			Paddy Hopkirk/Jack Scott
			1st overall
			Tour de France.....
			Peter Harper/Peter Procter
			1st class
			RAC.....
			'Tiny' Lewis/David Mabbs
			4th overall, 1st class
			1963
			Monte Carlo
			Peter Harper/Ian Hall
			1st class
			Circuit of Ireland
			Adrian Boyd/Maurice Johnston.....
			3rd overall, 1st class
			Team
			1st Team Prize
			Tulip.....
			Peter Harper/Ian Hall
			1st class
			Tour de France.....
			'Tiny' Lewis/David Pollard
			4th overall (Touring)



Esso's Jeff Edwards (right) and Jim Russell (centre) are shown Kirkpatrick's Argo.

Argo JM14 FF2000

The sensational new Argo JM14 prototype FF2000 chassis, finished last week by sole concessionaires John Kirkpatrick Racing, was the star attraction at the 25th anniversary celebrations and awards presentation of the Jim Russell Racing Drivers Club in Beaconsfield on Friday.

Designed by Jo Marquart and Nigel Stroud the beautifully sleek machine features neat inboard suspension all-round (with Girling spring/damper units), special Argo-centred Compomotive

splitrim wheels and the narrowest practical chassis dimensions, the spaceframe clothed with very striking panelling.

JK Racing's works driver Anthony Reid is continuing the development programme this week, prior to the Market Harborough team laying down an initial batch of five production chassis. The attractive Argo package is competitively priced and finished to a high standard. Early testing times are encouraging.

... to make its Mark in '83

John Kirkpatrick, principal (with Kevin Barrett) of JK Racing, has generously donated an FF2000 race — including test session — with the exciting new Argo JM14 as a special Silver Jubilee award for the Russell School, of which he was formerly the chief instructor.

This deal has been given to Mark Woodwiss, the JRRDS pupil of the year, 1982. Woodwiss, who, it will be remembered from his own press release of 1980, is a lager-drinking assistant golf professional (!) will be given his big race opportunity in the second half of '83!

Abram's Van Diemen duo

Lancastrian Dave Abram, who ran a good professional FF1600 team in the novice championships last year, is mounting an assault on the major National series this season. Andy Middlehurst will continue his association which guided him to second and third places in the 1982 Dunlop-AUTOSPORT and BP Superfind championships under his father's St Helens-based Datsun dealership's banner.

Joining the set-up on a permanent basis alongside Andy will be Peter Hardman, the Solarfilm-backed Northerner who had occasional outings with the equipe last season. A pair of new Van Diemen RF83s have been ordered and testing is due to start in February.

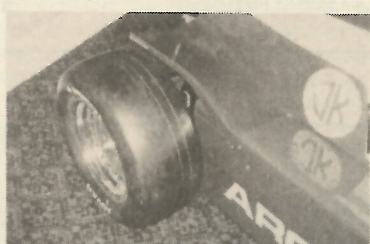
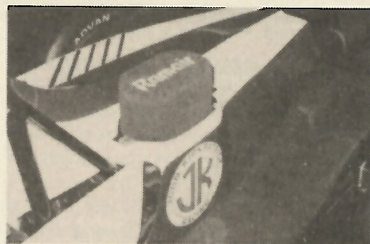
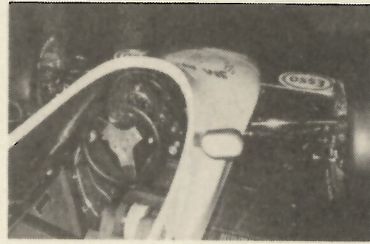
An older Prospect

Recently retired Britannia Airways pilot Gordon Wade, now 60 years of age, has decided to graduate to FF2000 this year with British Racing Prospects, the Gerry Corbett-managed team which ran him in FF1600 during the 1982 season.

Wade, from Bedford, will contest the Donington championship in the ex-Davis/McGuigan Van Diemen RF81.



Argo JM14 FF2000 detail. Above: Lightweight centre-post wing carries Esso's message. Below, downwards: Narrow but functional cockpit; cleverly ducted engine cover and fully faired-in rear suspension for improved airflow.



Pegasus flyers at Silverstone

Having transferred their allegiance from Royale to the Lola marque for 1983, the Pegasus Motorsport team, headed by former F1 mechanic Trevor Foster, gave two of their three new T642E chassis a run on the Silverstone GP circuit last Tuesday, with promising results.

Although the circuit was initially rather damp and did not dry fully, Andrew Gilbert-Scott, Robert Gibbs and team patron Graham de Zille all recorded very respectable times, AG-3 and Robert shaking down a fresh chassis.

Andrew, who only drove in the morning set a target of 1m 44.2s, mark comfortably beaten by both de Zille (1m 43.2s) and the former Reynard works driver (1m 42.2s) when condition improved. Indeed Gibbs lapped consistently in the low 1m 42s bracket within his 22 lap stint — the record is a mid-1m 40sec time. Foster is hopeful that Andrew and Robert will now join Graham for a full season.



Bernard Devaney — planning comeback

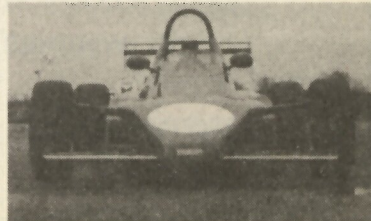
Devaney back to PRS

Talented Irishman Bernard Devaney has, it seems, been tempted out of a finance-enforced 'retirement' from racing by the Hollman brothers' offer of a semi-works PRS FF2000 chassis for 1983.

The Dubliner, who put PRS on the FF1600 map back in 1978 with a mighty win on the *marque's* debut — and whose Formula Ford lap record at Donington Park still stands incidentally — graduated swiftly through F3 to European F2. Sadly, after a few good races with Markus Hotz's March team in 1980, Bernard's sponsorship money dried up and he, regretfully, returned to his garage business in Dublin.

Devaney hopes to compete in all the Irish FF2000 events and, where possible, British and Euro-rounds. Finance is currently being sought for the programme in which Bernard will undoubtedly be a front runner.

PRS 83SF from the Hollman brothers.



Kenny Andrews will join Tim Davies in the Penistone-operated Reynard FF2000 team.

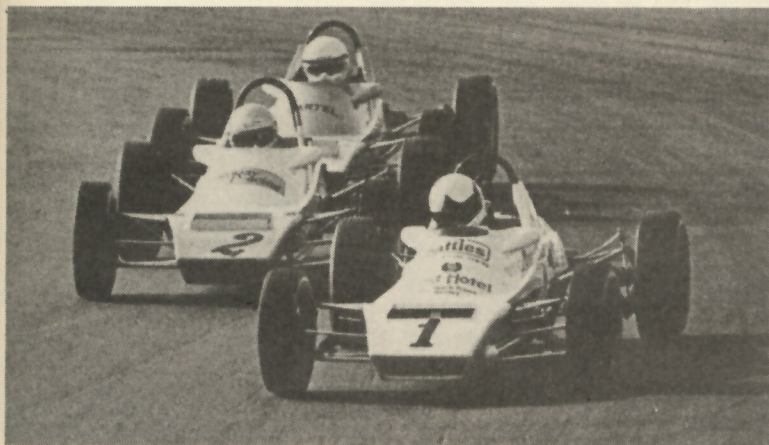
Reynard's busy show

Reynard Racing Cars had a highly successful Motor Sports Show; General Manager Rick Gorne and Adrian Reynard himself being on hand throughout to discuss the 1983 range with potential customers. No fewer than nine deposits were taken during the BRSCC show, four for FF2000 chassis and the remainder for FF1600 versions.

The works FF2000 team in Britain will be operated by Trevor Hegarty's Penistone Hardmetals racing operation in Sheffield. Hegarty is delighted to be

running Tim Davies in one of the cars — the Welshman has driven Penistone Royales and Van Diemens before — and confirmed on Monday that the hard-charging Kenny Andrews has been signed to bring the team up to full strength.

Andrews finished third in last year's Pace championship in a Rushen Green Van Diemen and is expected to sport Esselte colours on his car. Testing for Tim and Kenny was due to start at Silverstone on Wednesday.



Ray cars dominated the Brands FF1600 series, Ackerley emerging champion.

Ray to contest '83 TT

Ray Cars will be planning an attack on the competitive Townsend Thoresen FF1600 championship this season with a works-assisted Ray 83F chassis, having dominated the Brands Hatch-based Kentagon in 1982, supplying champion Andy Ackerley and three of the other drivers in the top six.

Although he was clearly upset at the untimely death, last weekend, of Paul Gerrish who had developed the 82F into a race-winning car and intended to run a full season of top-line events in the new season, constructor Bert Ray has resolved to win the TT series with a

development of the machine. A single car only will be run and could easily upset the establishment with a good driver aboard.

Swallows spread their wings

At least four of the superb Swallow-Pilbeam SP3 FF2000 chassis will be raced in Britain this season and a further example is destined for Denmark as a result of deals struck by Swallow Racing's Julian Gerard at the BRSCC Motor Sports Show which closed on Sunday.

Experienced FF1600 and Formula Talbot competitor Sean Walker and New Zealander Roy Steele have both bought Pilbeams and will contest the British championships alongside the works lineup of Donington champion Russell Spence and Harry Goodman.

Walker's car will be run from the team's Donington base in the colours of his well-known father Ian's Blue Flash Products company and Motor Trader magazine. Henrik Larsen has ordered an SP3 for continental events.

New Royale awaited

Sheila Cornock, wife of Royale Racing's flu-smitten boss Alan, reported a great deal of interest in the yet-to-be-seen RP34M FF2000 model during the Motor Sports Show in London last week.

"If the new car had been ready we reckon we could have sold six but we were happy to take several S2000 and FF1600 orders for the UK and overseas."



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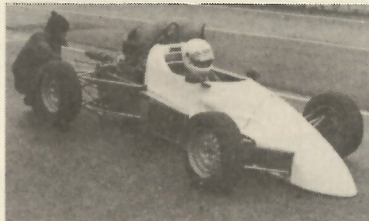
Londoner Neil Martin (22) is undertaking a programme of Dunlop-AUTOSPORT 'Star of Tomorrow' and Kentagon FF1600 championship races this season in the ex-Mike Baker/Nick Burrows Van Diemen RF79/80 run by Tony Heath. Martin, who started racing only last year with an uncompetitive Elden Mk24, has assembled limited support from "friends in the printing industry" and is rapidly getting to grips with the yellow Van Diemen. A winter engine rebuild will, it is hoped, put the combination on the pace!

Briefly . . .

● The Racing & Technical Group meeting of the 750MC next Monday features a discussion on modern racing car design with guest speakers Norman Pierce and Paul Jackson of Sparton Engineering. An interesting session is promised and all are welcome to the Craven-on-the-Hill pub, Lavender Hill, London SW11 at 8.15pm.

● Aston Martin is to sponsor the RAC Hillclimb Leaders' championship this season. Events will be run concurrently with the British championship rounds on the mainland. These will be backed, for the second year, by Pace Petroleum.

● Bob Lobenberg has been awarded the Mark Donohue trophy for his SCCA run-off wins in FF1600 and S2000 last season.



Warren Briggs — more Delta tests.

● Testing of the works Delta T83 FF1600 car continued at Brands Hatch last week where Kiwi Warren Briggs's development of the Ken Taylor/Mark Williams-designed chassis again went well.

● Canadian FF1600 stalwart Paul Sleeman will contest the entire Pre-'74 FF1600 championship this season in his Rostron CT3. Backing has been forthcoming over the close season from Southern Litho and Connaught Motors of the Medway.

● Lorina Boughton's modsports outings in a Pat Longhurst-owned Davrian are set to continue in 1983 although the recently engaged Lori is ambitiously trying to form a two-girl Thundersports team. Co-driver, car and sponsorship details remain a closely guarded secret.



Coker — switching to open-wheelers.

● Former Mini *Se7en* pilot Danny Coker is moving into the FF1600 category this season with an ex-team Touraco Royale.

● The TR Drivers Club is organising its own one-marque racing championship (for TRs of all denominations) in 1983. Full details from the competition secretary at 16, Talbot Road, Twickenham, Middx.

● Brian Cutting's Donington and Castle Combe GT championship-winning Maguire-Stiletto/Hartwell has been sold to the quick Imp hillclimber Dave Watson. One of Ray Payne's demon engines will again be installed.

● Leighton-Bell International Autoracing have been appointed as official Lola importers for Australia. Kevin Leighton will run a top young driver and operate a full customer spares programme.

Morant's TR6 — TRDC eligible.



PAUL GERRISH

We were shocked and saddened to learn, on Monday, of the sudden death of Paul Gerrish, the likeable and underrated Formula Ford 1600 driver from Claygate. Paul suffered a massive heart attack on Sunday morning and died later in the day.

Gerrish first competed in an old special saloon Mini before acquiring an early Elden for Pre-'74 FF1600 races in 1979. After hiring a more modern Image FF4 he switched to a new Van Diemen RF80 and subsequently to the Royale RP29 with which he claimed second place in the 1981 Kentagon Formula Ford series, his best result.

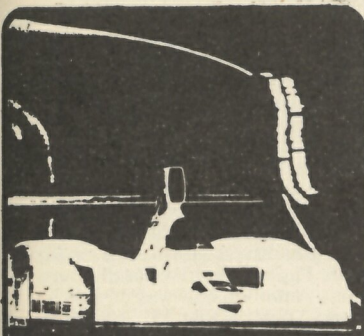
An accomplished test driver, Paul was asked to develop Bert Ray's 1982 contender in the early part of the year and it is testament to his ability in this field that the marque's representatives finished first, fourth, fifth and sixth in this year's Champion of Brands series in Ray 82F cars.

Sadly, Gerrish was unable to realise his full potential as illness forced him to take a break from the tracks mid-year. Paul returned, invigorated, and forged a deal to run the unique Pilbeam F3 car for a couple of Marlboro championship events, immediately proving himself to be the car's quickest driver of the season despite its lack of development.

Paul, a computer programmer by profession, realised early in his racing ambition that finance plays a major part in every successful team. Not prepared merely to wait for that elusive sponsor to materialise he worked stoically with the goal of earning sufficient money to race efficiently, regularly holding down two or more jobs at one time. It is cruel irony that his life was cut short just as a part-sponsored works drive had been achieved for 1983.

Paul's smooth, flowing driving style will be sadly missed as will his perceptive and brilliant wit, his courage and determination. To his charming girlfriend and constant companion Karen, Paul's family and many friends in racing, AUTOSPORT extends its sincere condolences.

MAWP



International Races

MANFEILD MONDIAL

Cheers for Charlie

Australian former touring car ace Charlie O'Brien scored the biggest single-seater victory of his career at Manfeild last weekend when he took his Centrivac Industries Ralt RT4/83 to a fine win in round 2 of the FIA World Cup Series for Formula Mondial cars. The event, held over a pair of 27-lap legs, also counted as round 3 of the Just Juice International Pacific series.

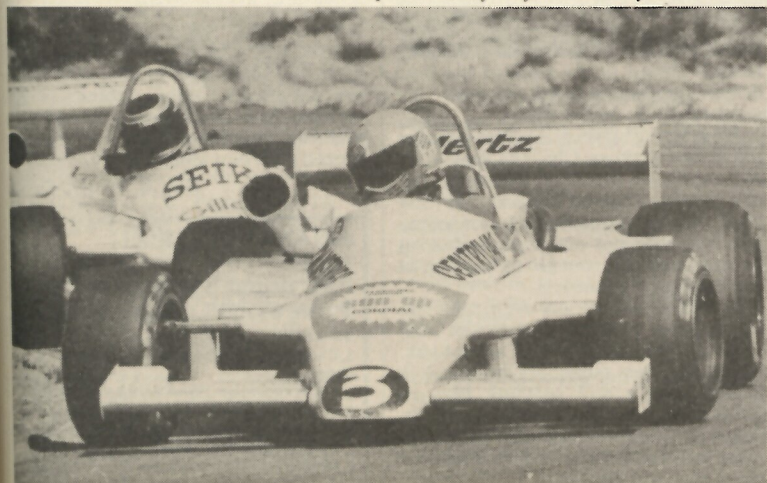
The qualifying sessions provided some of the most exciting motoring seen in all of New Zealand's racing history and eventually saw the top 10 contenders all qualify within 0.63 sec of the pole position time! Californian Norm Hunter once again displayed his pace to head revitalised local man Kenny Smith on the 17-car grid, while O'Brien and Pukekohe winner Oxtan shared row 2 after recording identical times.

QUALIFYING

Hunter (USA)	Ralt	1:05.29
Smith (NZ)	Ralt	1:05.47
O'Brien (AUS)	Ralt	1:05.47
Oxtan (NZ)	Ralt	1:05.49
McMillan (NZ)	Ralt	1:05.50
Danner (D)	Ralt	1:05.65
Radisich (NZ)	Ralt	1:05.71
Watson (AUS)	Ralt	1:05.78
Campbell (NZ)	Ralt	1:05.86
Berg (CDN)	Ralt	1:05.92

Hunter took off from the start of the first heat in determined fashion, hounded immediately by veteran Smith, who has really got to grips with his new RT4. Sadly, though, the Kiwi's efforts were rendered useless by a carburettor jet problem, which caused him to head for the pits and retirement after only five

Australian Charlie O'Brien was well on the pace at Manfeild for round 2 of the NZ series.



laps. O'Brien took over the chase of Hunter, who was never able to extend much of a lead on a very blustery day, although the loss of fifth gear towards the end meant that O'Brien was to slip behind Oxtan and Berg before the finish. Dave McMillan also remained in close contact after a thrilling 27-lap race that had the 15,000 crowd roaring in approval. American Hubert Phipps rounded out the top six in his rebuilt Tiga after a steady drive, while Christian Danner ran well early on in his Rifle Jeans Ralt until succumbing to an ignition problem.

The second leg again saw Hunter leap away from the start, although Smith again gave valiant chase as did O'Brien, now back again with five fully operative gears. The latter pair enjoyed a tremendous duel for most of the race, only around 0.5s behind Hunter until shortly before half-way when Hunter's engine went off-song and brought about his sad retirement.

Just before the leader's demise, O'Brien had demoted Smith and so the Australian now took over the lead, eventually pulling out a margin of some 3.08 secs. Oxtan was not quite able to repeat his previous weekend's result but nevertheless claimed second on aggregate, while Danner's new engine for the second heat enabled him to haul up to a creditable fourth, just ahead of Berg.

The Canadian holds a narrow, 3-point advantage over Oxtan in the Just Juice series, which closes at Wigram this weekend, although O'Brien, Danner, Dave McMillan, who was out of luck this time with a down-on-power engine, and Paul Radisich are all still in with a chance of the title.

RON FROST

MANFEILD (NZ)

Jan 16

**FIA World Cup Series, round 2
Just Juice International
Formula Pacific
Championship, round 3
2 x 27 lap heats — 97.2 miles**

Overall:

- 1, Charlie O'Brien (Ralt RT4), 30pts;
- 2, David Oxtan (Ralt RT4), 27pts;
- 3, Allen Berg (Ralt RT4), 20pts;
- 4, Norm Hunter (Ralt RT4), 20pts;
- 5, Kenny Smith (Ralt RT4), 15pts;
- 6, Dave McMillan (Ralt RT4), 11pts;
- 7, Grant Campbell (Ralt RT4), 10pts; 8, Christian Danner (Ralt RT4), 10pts; 9, Mike Rosen (Ralt RT4), 7pts; 10, Hubert Phipps (Tiga FA82), 6 pts; etc.

Heat 1 (27 laps): 1, Hunter, 29m 56.45s, 97.39mph; 2, Oxtan, 29m 58.74s; 3, Berg, 30m 02.72s; 4, O'Brien, 30m 04.23s; 5, McMillan, 30m 04.92s; 6, Phipps, 30m 21.60s; etc. **Fastest lap:** Oxtan, 1m 05.73s, 98.58mph.

Heat 2 (27 laps): 1, O'Brien, 29m 51.01s, 97.69mph; 2, Smith, 29m 54.09s; 3, Oxtan, 29m 54.79s; 4, Danner, 30m 03.66s; 5, Berg, 30m 04.14s; 6, Campbell, 30m 13.68s; etc. **Fastest lap:** Berg, 1m 05.59s, 100.65mph.

PORT ELIZABETH ATLANTIC

Magical Maurer?

The 1983 South African Sigma Series made an inglorious start at the 1.5-mile Port Elizabeth circuit last Saturday. Cars were very thin on the ground at this opening round and one of them, the brand new Maurer MM83 of Tony Martin, cleared away in the lead to easily win both 15-lap heats from the Team Gunston March 822 of racing returnee Ian Scheckter. To cap it all, a protest was later made against the legality of the winning Maurer, which features the same cockpit-adjustable ride-height system as seen on last year's works Formula 2 cars.

Martin's dominance of the event was complete as the BP-supported driver qualified on pole position, led both heats on every lap and also established a new lap record to boot. In short, no-one even got near him.

Ian Scheckter, however, showed that he has lost none of his old flair after a lengthy absence from the tracks and it was he who led the chase of Martin in each heat. In the absence of Trevor van Rooyen, who narrowly missed out on last year's series and has since lost his sponsor, the honour of the Ralt marque was left in the hands of Wayne Taylor, whose car is now looked after by former Lotus mechanic Geoff Hardacre. Taylor made a superb start from row 2 to lead the first heat but then his enthusiasm got the better of him at the first hairpin where an untidy spin saw him fall to the back of the field. A brief flash fire in the engine compartment failed to deter the plucky Taylor, who resumed to finish fifth.

Thus, Scheckter, reigning champion Graham Duxbury (March 822) and a second new Maurer in the hands of 1981 champion Bernard Tilanus were left to trail round behind the unassailable Martin, while Peter Haller completed the field in his home-built car.

The story was much the same in heat 2, except that Duxbury, who was suffering all weekend from a back injury, ran fourth for most of the distance, behind Scheckter and Tilanus, but then fell back a further place on the penultimate lap when a missed gear allowed Wayne Taylor to slip by.

The protest against the legality of the Maurers, apparently, was not made in a vindictive vein and was made in order that the organising body, the Automobile Association, may clarify whether or not hydraulic suspension systems are allowed. It is hoped that a decision will be forthcoming prior to the next round at Kyalami in two weeks' time, by when it is also hoped that a more representative field will gather.

COLIN WINDELL

PORT ELIZABETH (ZA)

Jan 15

**South African Sigma Series,
round 1
2 x 15 lap heats (46.2 miles)**

Overall:

- 1, Tony Martin (Maurer-Mazda MM83), 29m 27.7s, 93.95mph;
- 2, Ian Scheckter (March-Mazda 822), 29m 49.0s;
- 3, Bernard Tilanus (Maurer-Mazda MM83), 29m 53.2s;
- 4, Graham Duxbury (March-Mazda 822), 30 laps;
- 5, Wayne Taylor (Ralt-Mazda RT4), 30 laps;
- 6, Peter Haller (Haller Special-Mazda).

Fastest lap: Martin, 58.4s, 94.80mph (record).

Heat 1: 1, Martin; 2, Scheckter; 3, Duxbury; 4, Tilanus; 5, Taylor; 6, Haller.

Heat 2: 1, Martin; 2, Scheckter; 4, Tilanus; 5, Duxbury; 6, Haller.

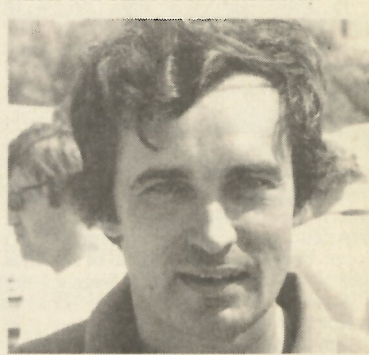


International Rallies

JANNER RALLY

Wittmann's hat-trick

Franz Wittmann took his eighth victory on the Janner Rally when, for the third successive year he mastered the difficult conditions with his Audi Quattro. The rally that saw the Quattro's first victory two years ago, this year saw the competition debut of the Audi 80 Quattro in the hands of rallycross star, Franz Wurz. Another rally debutant was Grand Prix driver, Marc Surer who was behind the wheel of a Talbot Sunbeam Lotus.



Wittman — hat-trick.

The Janner Rally is famous for snow but this year the conditions were even worse with ice to trap the unwary. It was definitely Quattro weather and Wittmann's cautious style of driving was to pay off yet again. Freddy Kottulinsky on the other hand found to his cost that the flamboyant approach was unsuitable and he crashed his similar car out of the event. Other retirements included Josef Haider and former downhill ski champion, Werner Grissmann.

At the finish, Wittmann had over 7mins in hand over second place Georg Fischer in a Mitsubishi Lancer Turbo. Group A fell to the Opel Ascona of Karasek while Wurz finished eighth.

JANNER RALLY (A)

**European Rally
Championship, round 1
Jan 3/9**

- 1, Wittmann/Nestinger (Audi Quattro), 4h 15m 18s;
- 2, Fischer/Wienzirl (Mitsubishi Lancer Turbo), 4h 22m 37s;
- 3, Mattig/Stadler (Opel Ascona 400), 4h 30m 38s;
- 4, Haugland/Bohlin (Skoda 130RS), 4h 32m 41s;
- 5, Grunsteidl/Hopf (Talbot Sunbeam Lotus), 4h 34m 10s;
- 6, Karasek/Trinkel (Opel Ascona), 4h 34m 32s;
- 7, Wiener/Zehetner (Audi Coupe), 4h 36m 57s;
- 8, Wurz/Geist (Audi 80 Quattro), 4h 37m 29s; 9, Krecek/Mott (Skoda 120LS), 4h 40m 24s; 10, Husar/Adamec (Porsche 911SC), 4h 47m 02s.



National Rallies

OAKLEAF RALLY

Boyle's run

The Oakleaf Rally, first round of the LCAMC and ACSMC Championships took place at the weekend with a full entry of 80 cars. First car away from the spacious start facilities at High Wycombe sports centre was Bill Boyle followed by Keith Rumery. Unfortunately the start venue was a bit chaotic but all was in order by the time the cars were due to leave.

A short run out took crews to Prestwood, the first of three legs. The section through the Hampdens used some unusual roads but police activity stopped a few competitors. Three more sections followed via Bledlow Ridge, Shabbington Woods and Merton Grounds before crews reached the petrol halt at the Oxford Travelodge. There, Don Mowler in a TR7 V8 was leading by nearly 2 mins. The second leg started at Freeland and crews took in an 80 mile loop. Fowler was in trouble at the first junction when he spun in front of the spectators. The second leg sections included the Radford white and the infamous yumps along Great Brook.

Crews then returned to the Oxford Travelodge before tackling the final four sections which included many new roads in the Hambledon Valley. At the finish the results could only be declared provisional until certain technicalities are checked. Final results will be released next week.

BRIAN COX

Kim Reddaway came home the overall winner of the Rally Petite in his Escort.



OAKLEAF RALLY

Jan 15/16

Provisional Results

- 1, Bill Boyle/Pat Gadsby (Ford Escort RS2000), 27m41s;
- 2, Tony Wardle/Tom Bigwood (Ford Escort RS2000), 29m36s;
- 3, Nick Ground/Mick Ground (Ford Escort), 29m49s;
- 4, David Ginn/Jogn Goode (Talbot Avenger), 29m54s;
- 5, Donald Fowler/Andy Berry (Triumph TR7V8), 31m43s;
- 6, Ray Jones/Colin Mackman (Ford Escort), 32m17s, etc.

RALLY PETITE

Reddaway rides away

Another popular Rally Petite was laid on last Saturday by Lancashire & Cheshire CC with Knutsford & DMC. Based as last year around Oswestry, a full entry of 90 cars enjoyed 96 miles of classic Welsh lanes. Seeded one, two and three, the first three cars arrived home in that order with Kim Reddaway and Carol Hughes first, despite an early oil loss followed by John Leckie and Carol's husband Keith Hughes. Derwyn Evans and Dave Evison came third and could easily have improved their position had they not been slowed in the second half by brake problems on their Mini's offside rear wheel.

Evans has shown consistent improvement since last year when he won the Novices Trophy on the same event.

The Petite Novices Trophy was this year won by Malcolm Rich and Mike Simpson who did well to finish ninth overall in their Escort while the beginners class fell to Roger Sutcliffe and Dave Curry who received the Mercury Trophy for their efforts.

PHIL WHATMOUGH

RALLY PETITE

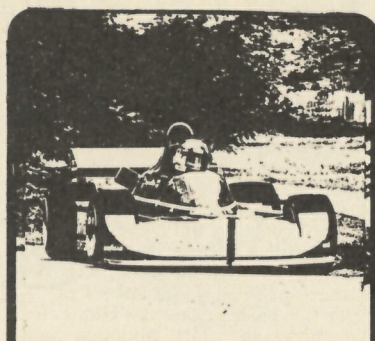
Jan 15/16

Overall

- 1, Kim Reddaway/Carol Hughes (Ford Escort RS), 1m 15s pens;
- 2, John Leckie/Keith Hughes (Ford Escort RS2000), 1m 47s;
- 3, Derwyn Evans/Dave Evison (Mini), 2m 18s.

Novices

- 1, Malcolm Rich/Mike Simpson (Ford Escort RS2000), 6m 38s;
- 2, Timothy Bailie/Robyn Jones (Opel Kadett GT/E), 7m 33s;
- 3, Richard Hughes/Robert Benson (Ford Escort), 8m 59s.



Off-Track

24 HOURS OF SESTRIERE

Chauche starts riot

Amid jeers and a hail of snowballs from the crowd, Frenchman Francois Chauche had to have a police escort to leave the Sestriere ice-racing circuit high in the Italian Alps, just across the border from France. Instead of a front-wheel-drive final we were treated to a Franco-Finnish-Italian war, Chauche taking his familiar Shell backed Peugeot 104 into the lead on the first of 10 laps.

Then followed the young Finn Mikael Sundstrom in a borrowed Fiat Ritmo 75 and local hero Marco Rocca in a similar car. On the first corner of the second lap Sundstrom stormed up on the inside of



Chauche — not the Italians' favourite.

Chauche, using the Peugeot as his brakes. Chauche hit the snow-bank and later on the same lap Rocca tried exactly the same tactic, and poor Chauche found himself almost at the back of the field despite having proved he was the quickest driver on the circuit.

After trying for several laps to make up the deficit an angry Chauche decided to dish out his own revenge, waiting for the two battling Fiats to lap him. He first tried to block Sundstrom at the end of the pits straight, but only succeeded in slowing him up enough to let Rocca through into the race lead.

Chauche then set off after both the Fiats, soon catching Sundstrom and sending him off into the snow-bank. Sundstrom then pulled off the circuit in disgust, but a still seething Peugeot driver was now rapidly catching Rocca, finally punching the Fiat right up the back going into the same corner on which he had earlier lost his lead.

Now he had struck an Italian on hom ground and the crowd went mad hurling lumps of ice and snow-balls at the battered French car. Fighting broke out among the crowd, while Chauche was forced to stop by the organisers, and some Italians tried to drag him from his car.

The two day festival on ice started on the Saturday. The ice-racing proper began after demonstrations by the Lancia works drivers with four drivers invited from Finland to drive locally prepared cars, Antero Laine was in a Fiat 127 Timo Tuumi a Fiat 131 Abarth, Harr Uotila a Porsche 911 and Sundstrom in the Ritmo.

HUGH BISHOP

24 HOURS OF SESTRIERE (1)

Jan 8

- 1, Franco Uzzeni (Porsche 911), 8hr06m5s;
 - 2, Marco Rocca (Fiat Ritmo 75), 8hr06m6s;
 - 3, Leo Garin (Fiat Ritmo 125), 8hr07m0s;
 - 4, Harri Uotila (Porsche 911), 8hr18m4s;
 - 5, Giovanni Boero (VW Scirocco), 8hr21m6s;
 - 6, Giorgio Piodi (Fiat 127), 8hr23m2s;
 - 7, Timo Tuumi (Fiat 131 Abarth), 8hr29m0s;
 - 8, Maurizio Verini (Citroen Visa), 8hr29m3s;
 - 9, Emilio Corio (Lancia Beta MC), 8hr29m7s;
 - 10, Daniele Griotti (Fiat 127), 8hr30m0s;
- Fastest Lap:** Francois Chauche (Peugeot 104), 46.2s.

BRIAN LEWIS TRIAL

Harrison highlight

The weatherman turned his kindest face onto Boxley Warren near Maidstone on Sunday where the Maidstone & Mid-Kent MC ran their Brian Lewis Trial. The three rounds were run without a hitch and in the end it was Chris Highwood who scored maximum points in the British Trials Championship and the Five Ways Tyres BT&RDA Championship for both of which this was a qualifying round.

But the man who stole all the headlines was Ken Harrison. Ken is better known in racing circles for his construction of the Harrison KH4 Clubmans cars but he also builds the estimatable IbeX Trials cars and is no mean driver. He was joint leader at lunch and even in the afternoon made only one mistake. He turned over! A damaged front wheel was replaced but a damaged leg could not be although he valiantly soldiered on, dropping to fifth place at the end behind John Fack and Richard Rimes who could only be separated in a tie decider at the end.

Into a marvellous sixth place came Richard Poole he jointly owns and alternately drives with Richard Rowe. In the dry weather the sections were necessarily tight but in the sunshine was enjoyed by all. Simon Durling was next followed by Charles Pollard while the ninth and 10th places represented excellent results for Cyril Gamblen and the amiable Alan Wickham, who, with his amazing mechanical friend WERV, scored their best championship result.

PAUL SHELDON

BRIAN LEWIS TRIAL

Jan 16

RAC British Trials & Five Ways Tyres/BTRDA Championship rounds

- 1, Chris Highwood/Denise Highwood (Sherpa), 49pts;
- 2, Robin Alexander/Claire Wickham (Jabs), 51pts;
- 3, John Fack/Jeremy Fack (Impunity), 60pts;
- 4, Richard Rimes/Julia Rimes (Concord), 60pts;
- 5, Ken Harrison/Vince Hurst (Ibex), 62pts;
- 6, Richard Poole/Richard Rowe (Concord), 68pts.



Coaching

**Plygrange Racing / Chevron B19 - Driver: Vin Malkie -
Winner of the 1982 Bellini up to 2 litre Championship**