Autosport

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Haymarket publication

June 11, 1981 50p



Vatanen wins in Greece

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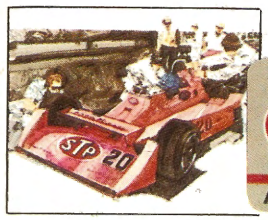
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June 11, 1981 Vol 83 No 11

FRONT COVER

Ari Vatanen took his second successive victory on the Acropolis Rally driving his Rothmans Ford Escort, but the main story of the event was the shock disqualification of all three Audi Quattros . . . Report: page 21. Photograph: Hugh Bishop.

NEXT WEEK

Our full report of *Les Vingt-Quatre Heures du Mans*: will Ickx get his fifth win? — The Marlboro F3 circus moves to the splendour of Cadwell Park — Spanish GP Preview — Full report of Lees's Pau F2 win — CanAm gets under way — Two 'hot' Opels on test: the striking Ascona 400 and a four-wheel-drive Monza — Complete news and feature coverage*

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CONTENTS

PIT & PADDOCK 2

International motor racing news — Postlethwaite to Maranello — Last minute Le Mans news — Ongais progresses — Acheson hurt at Pau — CanAm prospects . . .

COMMENT 6

Opinion from us and from you, with a word from Catchpole.

SCOTTISH RALLY 9



A lot of drivers started the Scottish Rally with a point to make, but out of it all Tony Pond's Vauxhall Chevette emerged as a winner. Jimmy McRae made his Rothmans Open Championship hopes look very secure, however, with second place. Rupert Saunders reports from north of the border.

SPORTS EXTRA 14

National motor racing news — Pacer found illegal: Groos fined and banned for three months — Another temporary reprieve for Castle Combe — The return of a Targa Florio Sprite — BARC Junior news . . .

SPECIAL STAGE 16

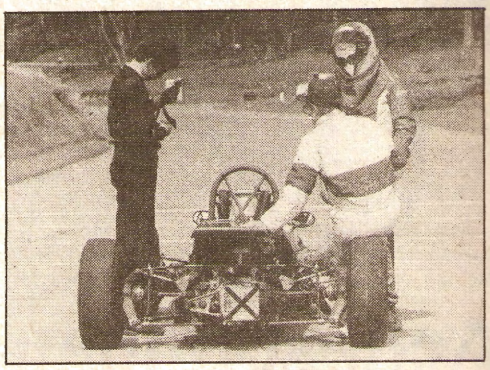
Rallying news worldwide — Background to Audi Quattro's disqualification — Colt Lancer Turbo's competition debut — Kaby to Taurus — World Championship heads for South America . . .

ACROPOLIS RALLY 21



The World Championship moved to Greece for the tough Acropolis Rally . . . which proved to be tough on the three Audi Quattros. Half way through, Mikkola's leading car was disqualified, which left Ari Vatanen on his own at the front to score victory for the second year running. And Fiat, second and third, did well on a rare championship appearance. Rupert Saunders saw it happen.

CADWELL SCHOOL 27



What a place to go back to school! Marcus Pye describes a day learning about racecraft at scenic Cadwell Park, where the Team Touraco School is based.

NORTHERN LIGHTS 28

Chris Mason's monthly look, from a northern angle, at some of club racing's important issues.

FIFTH COLUMN 32

Monaco saw Gilles Villeneuve's Ferrari turbo score a very popular win, which helped to put back some of the gloss on Grand Prix racing. Nigel Roebuck spoke to Villeneuve at length after the race and recalls the conversation, and also reflects on what was one of Alan Jones's greatest drives.

DONINGTON EURO 35

Two of the EFDA-organised championships visited Donington to provide the feature races on a massive two-day 15 event occasion. Paul Boothroyd saw Tommy Byrne win in FF2000, and Stanley Dickins in Sports 2000.

ROAD CAR 37

Mazda improve the RX-7: now the package looks even better — Alfa Romeo at last give the AlfaSud a hatchback, without altering the familiar shape — What goes on at the warren . . .

SPORTSCARD 39

Motor racing reports worldwide — Extravaganza at Donington — How things went at the free admission meetings (supported by the *Sun*) at Brands Hatch, Mallory Park, Snetterton and Oulton Park — Mosley's Eagle wins at Milwaukee CART — The seventh in seven: another new name, that of Geoff Lees, joined the F2 roll of honour at Pau . . .

WEEKEND SPORT 48

Previews of all the meetings up and down the country this weekend: F3 at Cadwell Park, FF2000 at Thruxton, and other meetings at Oulton Park, Snetterton, Croft and Lydden Hill, plus hillclimbing prospects at Fintray . . .

Ing. Postlethwaite!

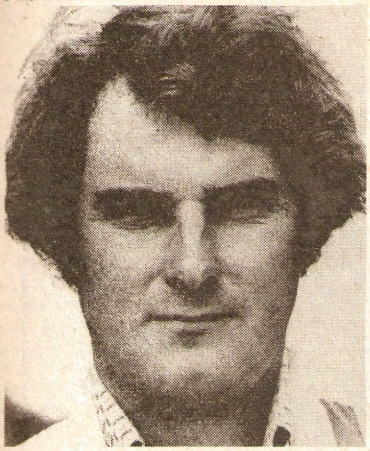
Harvey Postlethwaite has joined Setac Ferrari! This shock news was announced by Enzo Ferrari on Monday. Postlethwaite joins the team officially next Monday (June 15), and will devote his energies to chassis and aerodynamics work.

It seems that agreement was reached on Sunday at a meeting between Ferrari, Postlethwaite and Mauro Forghieri.

After working for the Hesketh and Wolf Formula 1 teams, Harvey moved to Fittipaldi Automotive when they took over Wolf's operation at the end of 1979. Recently he announced his resignation from Fittipaldi to devote himself to "other and different fields". At Zolder rumours were rife that he might do some work for Alfa Romeo in the capacity of consultant, and Italian sources remain convinced that the matter was discussed.

However, Ferrari have got him — and the news is bad for the British teams. Several designers, while full of admiration for Ferrari's turbocharged V6 engine, have described the 126C chassis as "agricultural", and Gilles Villeneuve's comments in *Fifth Column* this week (see page 33) confirm that the team's recent chassis development has suffered at the hands of engine work. With the V6 now working superbly, and Postlethwaite working on the chassis and aerodynamics, Villeneuve and Didier Pironi would seem to have excellent prospects. Harvey is the first English engineer to work at Maranello since the late Mike Parkes.

Postlethwaite — to Maranello.



Acheson injured in Pau F2 crash

It looks as if Kenny Acheson might be out of action for three months following his horrific accident in Pau's Formula 2 race on Monday. Kenny's Toleman was launched into a wall lining the street circuit and Kenny was lucky to come away with nothing more than a broken leg, albeit one with three fractures, one of which is described as serious.

The exact circumstances of the accident are confused. It seems that after discovering an aerodynamic fault with the car Kenny was able to extract the full potential of the car. He was a full second quicker than anybody else in the pre-race warm-up and was looking forward to a good race.

On lap 3 it looked as if that was about to happen. He was following leader Michele Alboreto but was content to bide his time and make a bid for the lead later in the 73 lap race. But at one 180 degree bend, Alboreto's Minardi ran wide and Kenny went for the gap: "I wasn't intending to go for the lead so early, but when you are presented with a chance like that you take it," he said.

The accident happened on the following straight up a hill. With the cars side-by-side Kenny and Michele fought for space on the narrow track, their wheels interlocked and Acheson was launched into a wall. Fortunately it was a stout wall, for it overlooked a 40 foot drop.

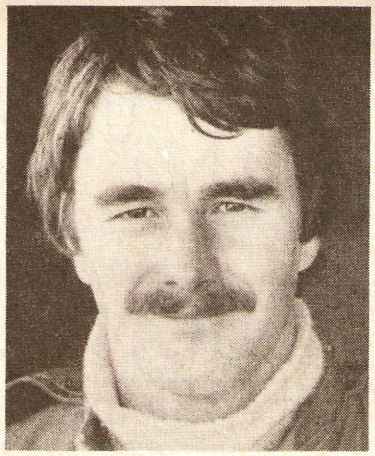
The Toleman was badly damaged but the all-important tub held up well and there was no fire, despite the tanks being virtually brim full as the accident happened so early in the race.

Although Acheson is not one to point the finger of blame, he did say that he felt the accident wasn't his fault. Eventual race winner Geoff Lees was more forthright. He was following the battling pair and considered that Alboreto squeezed Acheson off the track.

Kenny is likely to stay in hospital in France for at least a week before coming home. The F2 teams now have a six week break before the next championship round, which gives Kenny a breathing space . . . but he is determined to make it back in time for the Donington round in August.

Kenny Acheson's wrecked Docking/Spitzley Toleman — the Ulsterman was fortunate not to suffer more serious injuries.





Mansell — lucky escape.

Mansell's escape

Nigel Mansell was fortunate to escape with slight concussion after a testing accident in the Lotus 87 at Silverstone last week.

The car, which was the sensation of the Monaco Grand Prix, went off the road at Club. "We don't really know what happened," said Peter Collins of Team Lotus, "but we're pretty sure nothing broke.

"He went off at 4.30pm, and it was getting very windy and dusty. We think he may have been caught out by the wind, and blown a little off line. He missed his apex, got sideways and went off backwards.

"The car went through four layers of catch fencing, and stopped just short of the guard rail. The right front corner was torn off, and there was some damage to the right sidepod and the tub. It was the first shunt we've had with our carbon/Kevlar tub, and we're really pleased with the way it stood up to it. He was doing about 10,000 in fourth when he went off."

Mansell had spent the day testing the 87 and also the revised 88. Collins was unwilling to comment on the changes made to the controversial car (which, in original form, failed scrutineering at Long Beach, Rio and Buenos Aires), but Colin Chapman recently said that he had no doubts of the car's legality in its latest form — not that he had about the original car, for that matter!

However, the 88 will not be taken to Jarama next week. "We're going to do some more testing first. For Spain we'll have two 87s and two 81s — our spare 87 isn't ready yet."

In the meantime, speculation continues about the Lotus team's sponsorship. A little bird tells us that David Thieme was seen in Nottingham last week. And Nottingham, lest ye forget, is the home of John Player & Sons . . .

Brabham test BMW

Nelson Piquet was at Silverstone last week conducting further tests with the Brabham-BMW BT49. Towards the end of the day the Brazilian had the car going hard, getting down to 1m 13.9s.

It is believed that the German 4-cylinder turbo engine will make its competition début at the French Grand Prix meeting next month, although there is no guarantee that the motor will be raced.

Ferrari F1 turbo mods

Didier Pironi last week tested a modified Ferrari 126CK at Fiorano. Changes to the chassis apparently proved satisfactory, and this week the Frenchman and Gilles Villeneuve are expected at Dijon for three days' testing in preparation for the French Grand Prix.

It appears that there is some possibility that the Italian team will be trying their latest Comprex-equipped engine at Dijon. Instead of a single large Comprex unit, the latest one has two smaller units, these mounted at the sides of the engine rather than on top. However, both drivers will concentrate on the KKK turbo cars which have shown great reliability in the last three races.

CART to boycott Pocono 500

The Pocono 500, scheduled for Sunday week, was the subject of a CART Board meeting at Milwaukee on Sunday. The Pocono race is organised by USAC.

Any CART member must apply for permission to run in an Indy car race other than one organised by CART. Applications to run at Pocono came from the Machine Unionists team (Larry Dickson), from the Psachie team (Josele Garza and Geoff Brabham) and the Bignotti-Cotter team (Tom Sneva). All were turned down. Furthermore, the CART Board repeated their warning that anyone from CART who runs at Pocono will be suspended from CART events for 60 days.

It seems certain that the Pocono race will have a very poor entry, devoid of major stars. However, A. J. Foyt may well show up. The Texan is not a member of CART, of course, and is running this year on a NASCAR licence.

Ongais progresses

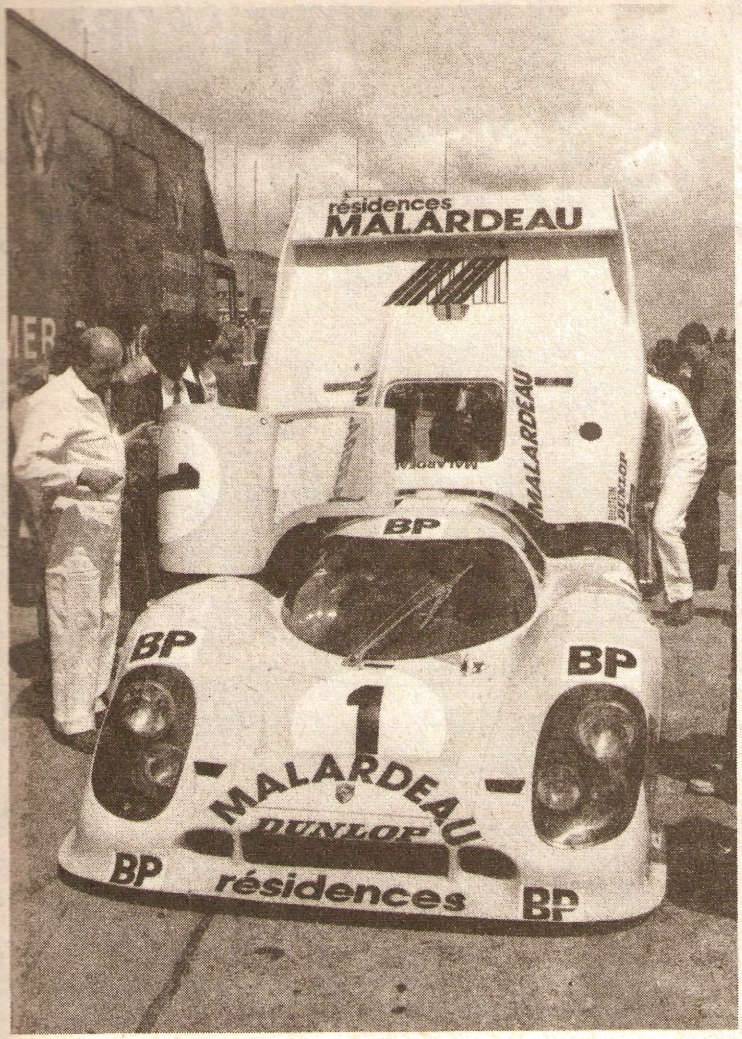
In Indianapolis's Methodist Hospital Danny Ongais continues to make excellent progress following his horrifying accident in the Indianapolis 500.

The Hawaiian's internal injuries are less serious than was originally thought, and his main problem appears to be his badly broken right leg, which could well take a long time to mend.

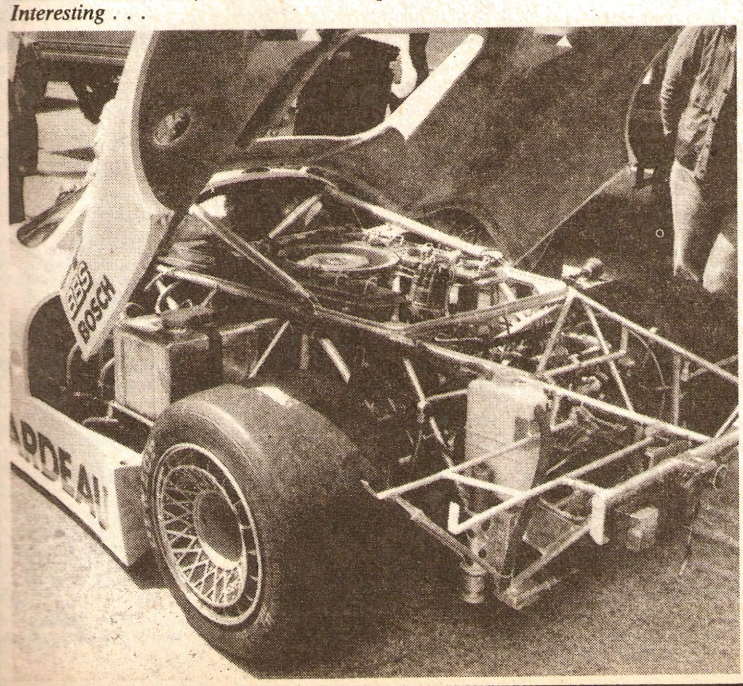
However, Danny is already talking enthusiastically about his comeback to racing, and says that his aim is to drive in the Michigan 500 on July 26!

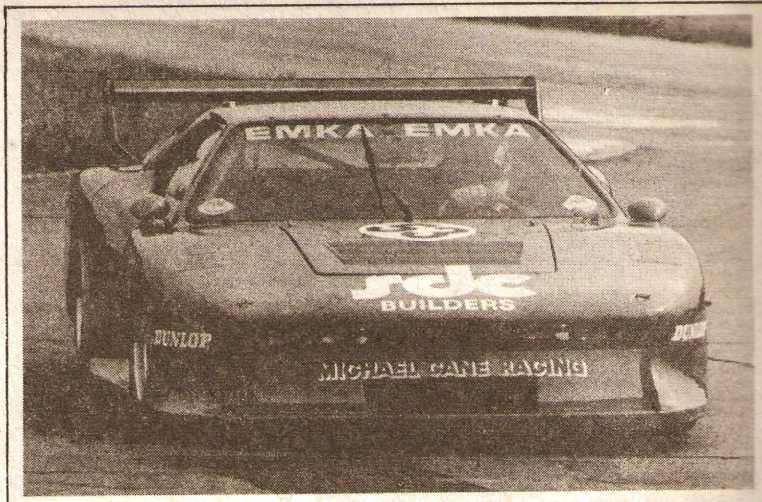
In the meantime, Ted Field's Interscope team members are hard at work on the completion of a new car for Ongais's return. The original chassis, designed for the ill-fated Porsche engine project, has already been modified for use as the team's 'road racing' car. Field says he will not run the cars again until Danny is fit: "No one but Ongais drives my champ cars."

The cause of the dreadful accident remains unclear. Some American journals have suggested that the Interscope crashed after a mechanical failure, but our American Editor tells us the most widely held theory is that cold tyres put the car out of control. Ongais had left the pits only half a minute before, and was intent on maintaining his lead.



Pictured at the Nürburgring recently during its first shakedown session is one of the favourites to win Le Mans, the Kremer team's new Porsche 917K-81. Apart from subtle bodywork changes, the car, built at Erwin Kremer's Cologne factory, differs from the team cars of ten years ago in that its tube frame chassis is stronger and more rigid. The power unit is the 4.5-litre flat-12, developing about 580bhp, and allied to the four-speed CanAm gearbox which is also fitted to the 936 turbo works entries this year. Despite its full width rear wing, the new 917 is about 6ins lower than its forebears, and is designed to produce less drag. Drivers Bob Wollek, Guy Chasseuil and Xavier Lapeyre will be looking for well over 230mph down the Mulsanne Straight, and the normally aspirated Porsche should go for 65mins between refuelling stops. In 24 hours, that could give the Kremer team an advantage of up to seven pitstops over the factory 936 sports-prototypes and the Cooke-Woods Lola-Porsche T600, which would represent almost 17mins or 4½ laps. Interesting . . .





Pictured during pre-race testing in its new livery at Goodwood last Friday, Steve O'Rourke's Michael Cane Racing Group 5 BMW M1 will be additionally sponsored at Le Mans by SDC Builders. Bedfordshire based SDC, who have backed drivers like Trevor van Rooyen and David Wheeler in Formula Ford, were to have sponsored Eddie Jordan's drive in the Siggy Brunn Porsche 908/3 turbo which was destroyed at the Nürburgring recently. Jordan will now handle the EMKA BMW along with its owner and David Hobbs in the 24 Hours.

Also at Le Mans . . .

● The Charles Ivey Racing team, who run the only British based Porsche 935 in the World Endurance Championship races, will be at Le Mans after all with its ex-Kremer car, sponsored by Travel Cruiser and Olney Galleries. The team was refused an entry, but Claude Bourgoignie, whose 935 was secured in the Group 5 class, has run into sponsorship difficulties, and has asked Ivey to fill the gap with his car. The Belgian will join regular team drivers John Cooper and Dudley Wood, and the team has built a new, modified 3-litre engine for the race.

● Jacky Ickx is taking Le Mans very seriously indeed. Recently he spent a week in the Pyrenees — *cycling* huge distances up and down the mountains to make sure of being fit for this weekend! What would he do if planning a Grand Prix comeback, we ask ourselves?

● Euro Formula 3 competitor Philippe Streiff will share the second GTP class Rondeau with Jack Haran.

● Reinhold Jöst's co-drivers, as expected, do not include Paul Newman. The *Lui* backed Porsche 908/80 will also be driven by Volkert Merl and Don Whittington.

● Richard Dallest, the AGS team's Formula 2 ace, has been confirmed as one of the drivers of the new Group C WM-Peugeot.

● Experienced Le Mans driver Claude Ballot-Lena will drive the Charles Pozzi IMSA GTX Ferrari 512 with Jean-Claude Andruet. The Pozzi entry will be co-managed by the American TIDE Race Team, recently formed by Palm Beach stockbroker Tom Davis Jnr.

● Eager to improve on a record of 25 Le Mans victories, Dunlop will be servicing about half the field this year, taking around 1500 tyres to the Sarthe. Technical assistance will be provided from the company's British, French, German and Japanese divisions, and there will be four Dunlop technicians and a dozen tyre fitters.

● In our *Le Mans Yearbook*, free with this issue, the entry list on page 5 omits to state that cars numbered 50 to 66 inclusive will be running in the over 2-litre Group 5 class. The boxes indicating driver performances in the 24 Hours are intended to show recent results, not to provide a full record.

● After our *Le Mans Yearbook* had closed for press, we learned that Tony Birchenough's 3-litre Group 6 De Cadenet was to be driven by Vivian Candy, Nick Faure and Martin Birrane. The Irishman, Candy, has come into the Dorset Racing Associates run team with new, strong sponsorship from Air Florida, and the car's other backers will include Frox Jeans, Champion and Duckhams.

● The Team Sauber Group 5 BMW M1 will be sponsored by Würth and, like the Jolly Club Lancia, Lubrifilm. Regular drivers Dieter Quester and Marc Surer will be joined by Canadian David Deacon, who races his own M1, and IMSA GTO entry, on the other side of the Atlantic.

● The ACO's late entry list confirms that Patrick Gaillard will drive André Chevalley's ACR Group 6 entry, along with Bruno Sotty.

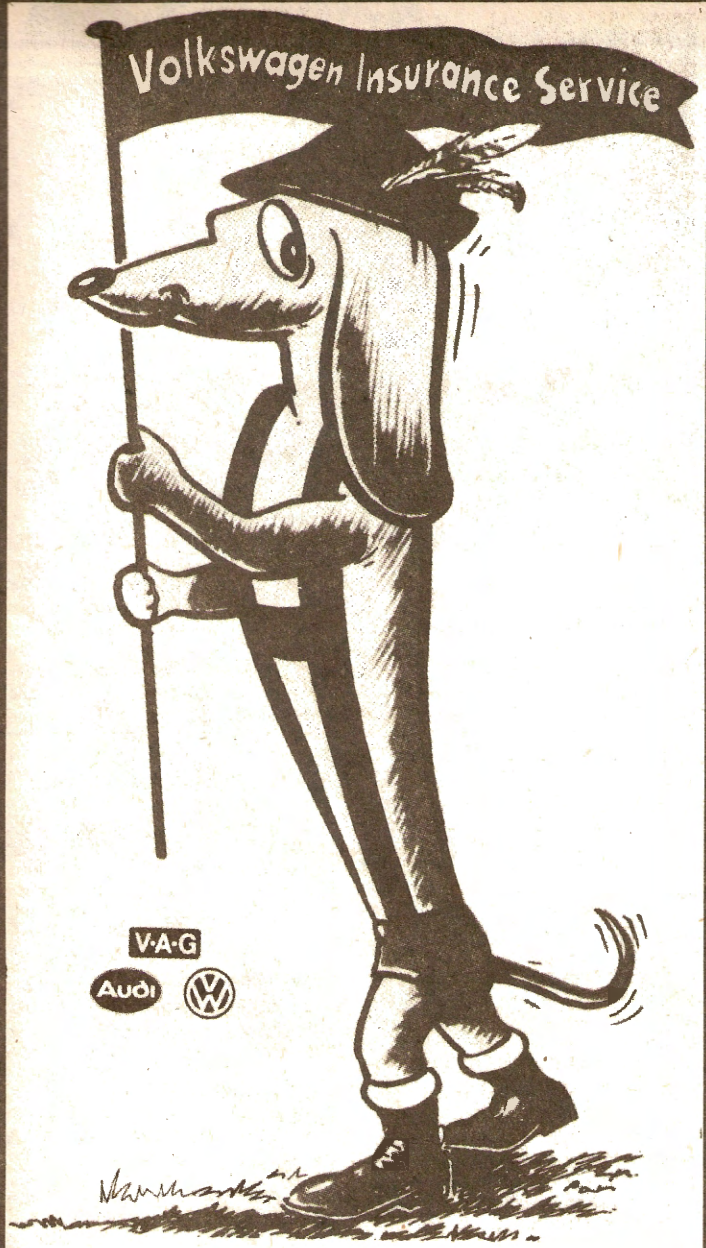
● Mark Thatcher will join up with Claude Haldi and Hervé Poulain in Haldi's Group 5 Porsche 935. Bernard Beguin will not be driving the car.

● The two official qualifying sessions will begin at 7pm on Wednesday and 6pm on Thursday, each lasting four hours.

● Leading motor racing tour operators Page & Moy, celebrating the 21st anniversary of their first tour to Le Mans, ran a 21-question quiz about the 24 Hours race in their latest brochure. The main prize winners, to be feted by the company at this year's event, are J. S. Allen of Pudsey, and K. Williams of Leamington Spa. Page & Moy are taking about 1,550 people to Le Mans this week.

● The BBC Radio 2 coverage of the start on Saturday will be 'staggered' by about seven minutes due to clashing horse racing coverage.

● The BBC will be making a documentary television film of the 24 Hours, based on the Banco Occidental-Ultramar Team Lola entry of Guy Edwards/Emilio de Villota. Cameras will be mounted on the Ford-engined T600, which is expected to do something just over 210mph on the Mulsanne Straight. Under Ultramar's 'Racing for Charities' scheme, the Mental Health Foundation and the St John Ambulance Brigade could receive up to £10,000 from Le Mans, depending on the results gained by the Lola.



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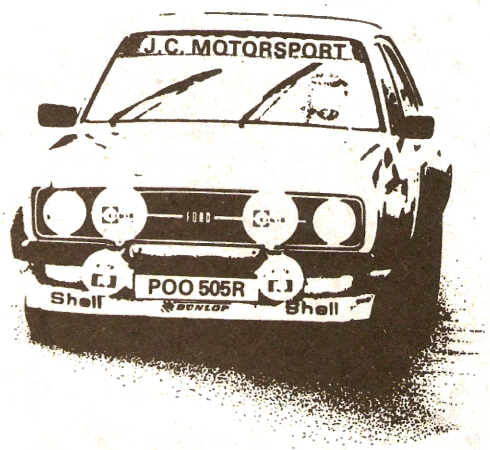
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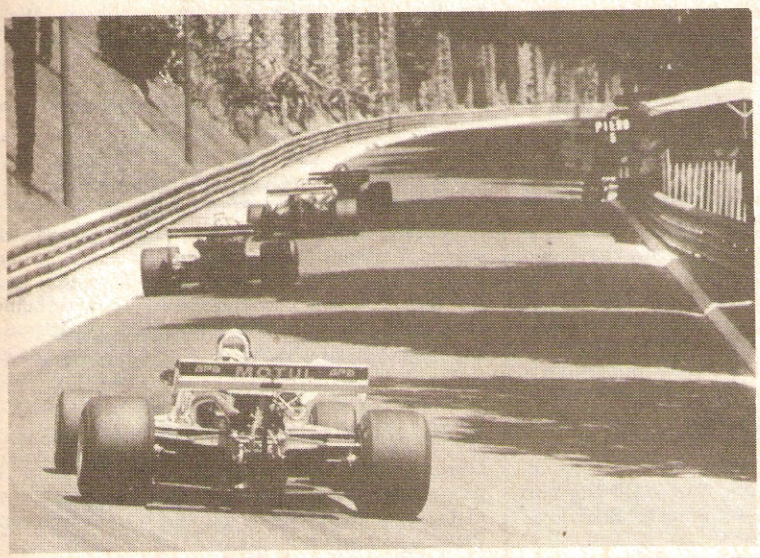
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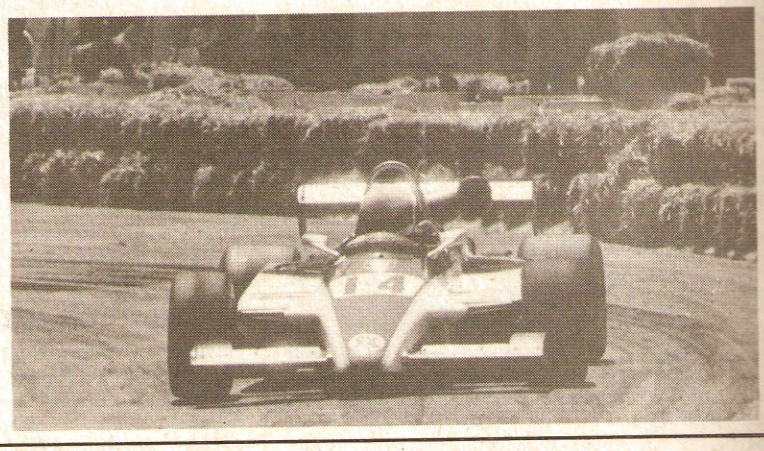
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The Pau Formula 2 race (see Sportscard) *saw Geoff Lees's Ralt-Honda (below) become the seventh different winner in seven races. At the start (above) Michele Alboreto (Minardi) snatches the lead ahead of Kenny Acheson (Toleman) while eventual second place man Thierry Boutsen (March) hangs back. Below left: Richard Dallest's AGS chases a bunch past the signalling pits. Full report next week.*



CanAm series wide open

The CanAm season opens at Mosport this weekend and, thanks to Carl Haas's 'soft-shoe' approach to this year's nine-round championship, the form book is wide open. Lola's CanAm programme seems to have taken something of a back seat to the booming T600 project and, with Patrick Tambay saying he will probably do only two or three CanAm races this year, Haas will be running Formula Atlantic graduate Jeff Wood in an updated version of last year's ponderous but effective T530 (the new car is called the T532).

The 24-year-old Wood has been fast in the past few seasons of American Atlantic racing and his move into Haas's team could bring the maturity that his driving needs. Tony Dow continues as chief mechanic, while Chaparral Engines continue to provide the motive power. Although the team may not be carrying their familiar favourites' label, they certainly cannot be under estimated.

At this stage of the game, most people are calling Geoff Brabham and Count van der Straten's soundly organised Team VDS as the odds on favourite. Brabham finished third in last year's championship and, in the later part of the season, he often set the pace. Over the winter he has done more testing than anyone, and an all-new VDS car has also been built, although it has yet to turn a wheel and it is not expected to appear until Elkhart Lake in late July. At Mosport, Geoff will be driving a modified version of the team's T530 test car. With Tony Cicale fettling the chassis and aerodynamics, Franz Weis handling the engines, and Brabham in sharp form after the Indy 500, Team VDS's chances look very good.

Then, of course, there is Paul Newman's pair of March 817s for Al Unser and Teo Fabi. Unser is fast, experienced and very enthusiastic about his full schedule of road races, and, Fabi having turned some very impressive testing laps at Laguna, the Newman team could easily overturn the CanAm apple-cart.

Al Holbert was runner-up to Tambay in last year's CanAm and he will be racing a smaller, revised example of the CAC-1 which took him to two wins last summer. The CAC-2 is also designed by Lee Dyjkstra (with GM connections) and if its last year's very sound design is anything to judge it by, the new car should be as good as anything in the field.

Another man to make a mark in last year's CanAm was Danny Sullivan, and he too returns with much the same package. Driving for Garvin Brown's growing team, Sullivan was very competitive towards the end of last year and he has spent the winter testing both Lola and Tiga CanAm cars, as well as racing a Ralt in the first two Atlantic races of the season. At Mosport, Sullivan will be driving a Lola T530 and he should be a genuine contender.

If Herb Caplan's team make it to Mosport with their new Frissbee, David Kennedy will probably push the car into the middle of the leading pack. The Frissbee is a known quantity, and Kennedy is certainly quick, but it currently looks as if his CanAm début will have to wait until Mid Ohio on June 28.

Another interesting runner who is scrambling to get to Mosport is the irrespressible Graham McRae, who has a new car and backing from the Hollywood connection of Burt Reynolds and Hal Needham. Needham has been running Harry Gant's NASCAR Grand National Car in Skoal (that's chewing tobacco!) colours, and the same outfit will sponsor McRae's CanAm team.

Also expected to miss the season opener are Rocky Moran, who has a new Frissbee, and Gary Gove, who continues with long time partner Pete Lovely. Gove and Lovely have converted a Formula 1 Williams FW07B to CanAm spec, and they should be at Mid-Ohio.

Of the 20 confirmed entries for Mosport, half a dozen are 2-litre cars. These are headed by Jim Trueman's ex-Gove Ralt RT2 and Peter Smith's new and interesting Bobsy.

The North American Formula Atlantic Championship will also resume at Mosport (on Saturday) after a 10-week break. After two rounds, Jacques Villeneuve leads the series in one of three Doug Shierson Racing March 81As from Rogelio Rodriguez's Lane Sports (also a three-car team) Ralt RT4. An Atlantic débutant worth watching at Mosport will be Super Vee driver Billy Scyphers, who will be deputising for Sullivan in the Garvin Brown Ralt.

GORDON KIRBY

Briefly . . .

● Confirmed: A. J. Foyt, very dissatisfied with his new Coyote at Indianapolis, has definitely bought a March Indy car. He acquired Bill Whittington's car immediately after the 500, and it left the Speedway in AJ's transporter. . .

● Poor Marc Surer. The likeable Swiss had a triple tale of woe at Pau last weekend. He has lost the Ensign drive to Ricardo Zunino (lack of money), he lost his drive at Pau (lack of money) and, to cap it all, his road-going BMW M1 was stolen on the Côte d'Azur soon after the Monaco Grand Prix! Surely something must go right for him soon. . .

● They say that the new six-wheeled Williams Formula 1 car will make its first public appearance at the British Grand Prix. . .



Hurley Haywood will now share a works Porsche 936 with Jochen Mass at Le Mans, as Rick Mears will not be sufficiently recovered from facial burns suffered at Indianapolis.

Comment

A little understanding

Two international rallies in as many weeks have ended in protest. With one rally car, the Audi Quattro, disqualified from the results of the Acropolis Rally and the results of the Scottish Rally still under discussion, one could be forgiven for thinking that rallying, like F1 racing, is heading for a major pitfall.

The fact that the two protests are not connected in any way should not be a reason for complacency. What concerns us is that the protests should have taken place at all and that international rallying is becoming involved in acrimonious arguments of a type which it has managed to avoid in the past.

Undoubtedly, one of the problems is that rallying, at all levels, is becoming a more professional sport while rally organisers remain, for the most part, amateurs. Professional teams, like Audi, are investing vast sums of money in order to win; almost literally at any cost. Rally organisers feel that any attempt by these teams to disrupt the smooth running of their event is a personal attack. From such inflexible attitudes, protests are born.

It would be naive of us simply to call for a return of the 'sporting spirit'. As one team manager pointed out, we are not involved in a sport; at this level rallying is a business. But businesses run successfully only because of an understanding of the problems of business rivals and partners. We should call perhaps for a greater understanding in rallying.

In rallying in Britain we have suffered a major upheaval this year with the arrival of the biggest sponsorship operation we have ever seen. The sponsors have not always been made welcome and, at times, have themselves shown a remarkable lack of understanding of human relationships. But one must accept that, if rallying is to continue making progress, then greater understanding of professionalism will be essential. This latest batch of protests, and the resultant ill-feeling are merely symptoms. We are still in a position to treat the disease before it takes hold.

Correspondence

the editor is not bound to agree with readers' opinions

Justice for Jones

You know, you don't have to print every letter I write, but I'm afraid I just can't resist sending you another now after writing to you about the shambles of a Belgian GP. Can you believe it? I don't think I've ever witnessed a better race than the Monaco GP.

Having read your Grand Prix Supplement in last week's issue of AUTOSPORT, I think James Hunt does not do justice to Alan Jones. He is the man of this era. In Monte Carlo, he ran rings round the lot of them from the seventh slot on the grid. I remember Jackie Stewart, correctly rated highly by Hunt, would quite often qualify his Tyrrell on only the second, third or even fourth row of the grid and then quite methodically pick them off, one by one.

Villeneuve and Piquet can be just as forceful on occasion, I admit, but not with the same assured aggression, race after race. Jones was the star of Monaco, not his car.

Having said all that, however, I am not such a fool as to believe all is now rosy in Formula 1, far from it. It was mighty fortunate that only its good points were on show to the world at the Grand Prix of the season. What if it had rained mid-race? What if the winner had breached the six centimetre rule in post-race scrutineering? And what if Reutemann, say, wins the championship with fewer wins than either Jones or Piquet?

These, and other flaws in the rules, none of them insurmountable, await rectification. Only foresight and imagination are lacking.

KEIGHLEY, WEST YORKS JOHN STEWART

A British Piquet?

After having watched the Monaco GP on TV one can only wish that the rest of 1981 produces more races like that. Mansell, in third spot on the grid in only his eighth GP, in a brand new car, on a very demanding circuit, was brilliant. Perhaps he is Britain's answer to Nelson Piquet?

Villeneuve's second on the grid was no mean achievement either, bearing in mind the inevitable throttle lag on the turbo engine, and the 126C's unsophisticated chassis. His victory, of course, was amazing.

The race itself was breathtaking, Mansell, Piquet, Jones and Villeneuve being outstanding in my book. In his few laps of honour Mansell looked every inch a future GP superstar, Piquet was superb, Jones drove brilliantly with his injured foot, and Villeneuve proved beyond doubt that the car isn't always the most important factor in modern F1.

To the point: the 1981 Monaco GP was the medicine that F1 so badly needs. To all those idiots who believe that political problems, self inflicted though they may be, are a good reason to lose all faith in F1, the Monaco GP demonstrated that racing is well and truly alive, and is still a fine sport, for all its problems.

Everyone did their utmost at Monaco to provide an entertaining spectacle — the team owners, organisers, drivers, mechanics and marshals. They succeeded.

BECKENHAM, KENT MIKE SMITH

Bring back Aintree

Having just read the final sad news of the closure of Croft Autodrome (*Sports Extra*, May 21), I feel that something should be done to provide alternative facilities in the North of England.

May I suggest that if all northern competitors who feel as I do, unwilling to travel long distances down south for the majority of race meetings, were to get together perhaps with their respective sponsors and form a group, it may be possible to resurrect the magnificent Aintree GP circuit. Or at least improve the club circuit facilities that already exist.

Anybody who may be interested in this idea could contact me at my address. British Grand Prix Aintree?

Rock Lane West JIM RADCLIFFE
Rock Ferry
Merseyside

Medical checks

I have been reading with some concern about one aspect of the new suspension systems on F1 cars. It appears that there is practically no movement once the hydraulics are lowered. Surely this has to be very bad for drivers in the long term. Is there any medical evidence showing that drivers are being harmed by the lack of suspension travel? By this I mean damage to vetebrae and so on. Carlos Reutemann was quoted as saying he could hardly breathe when driving for a fast practice time. Now he can not be the only one in this situation.

If the result of these 'illegal' suspensions is a group of crippled drivers, then for their sakes, get rid of them now. Very high speed is not a major factor in motor racing. We want to see the talent winning and plenty of over-taking. Also if you go slower it is better value for money for the spectators.

CROWBOROUGH, EAST SUSSEX M. C. COPEMAN

Datsun Donington thanks

We would like, through the pages of your magazine, to extend our most sincere thanks to the marshals who gave us so much help during the European Touring Car Championship Race held at Donington on May 24. Without them the Datsun B110 of Martin Pearson and Jon Mowatt would never have been ready to race after its meeting with a concrete wall in the first practice session. We thank them for their determination to find body panels through local garages unknown to us and for their constant encouragement. They certainly deserve the utmost praise and are a credit to their sport.

BOURNEMOUTH, DORSET RUTH LARKIN
Team Secretary

Security measures

Once again the result of rallying within the Northern forests has resulted in the usual claims from competitors of theft or unneccessary vandalism. I refer to the recent Pattersons Centurion Rally (May 30) and more specifically to the theft of John Allan's Group 4 Escort — XNL 3 — if it is still missing. I must admit, it was our team's first ever competition in Kielder, and knew only too well of its reputation, which prompted us to issue specific instructions to both the compting and service and crews. On no account was the competing car or the Transit van ever to be left unattended, until their safe return to Sussex. While I really feel for Mr. Allen's loss, I also noted many other teams taking similar measures in security, even down to replacing the bonnet/boot pins with miniature padlocks, overnight!

However, before everybody jumps to the conclusion that a contract with Securicor would be advisable for any event north of Watford Gap, let me offer my thanks and gratitude to the bunch of marshals midway through the long stage 3, who witnessed the Ya-Hoo Escort emulating the Vatanen/Airikkala art of destroying itself! Like many other crews, we executed a neat roll, luckily landing back on our wheels — still on the stage — and continued in hot pursuit of the leaders, with an estimated loss of between 15-20 seconds and all our ego! Naturally, with both windows half-open due to the heat (was that *really* Kielder?), some of our personal belongings went out for some fresh air and were left behind. Our natural reactions was that of furthering our experience, and anything lost was gone for good . . . but not so! The car was patched-up, and thanks to our mechanics (by courtesy of our sponsor Dan Maginniss Motorsport, of Willow Garage Alfriston), we made the finish at Newcastle, only to be met by these marshals with all of our returned property — wheel arch extensions, rear-lenses, rear-bumper, mini-calculator . . . the lot was returned! Bear also in mind, they had driven 45 miles from the stage to the Rally HQ, which in my mind deserves praise, let alone recognition — personally, I also reckon it's worth a pint or two the next time you see us, at any of the remaining BTRDA Gold Star championship rallies.

Thanks once again from the Ya-Hoos!

SHOREHAM-BY-SEA, SUSSEX HAYDN CHAPPELL
Team Manager
Ya-Hoo Rally Services

Howes about that

After reading the race report of the May 25 Mallory Park meeting (*Sportscard*, June 4), may I make a couple of points regarding the Classic Saloon race?

Roger Andreason established a good lead, having the advantage of starting from the front row of the grid, as our car, the Ford Zodiac driven as usual by Leslie Howes, had to start from the back. We had missed practice rushing back overnight from Zandvoort, where we had raced the car, and came first in class the previous day.

You published an excellent photograph, but please take the trouble to put the correct drivers in the cars. The caption should have read, "Mallory Classic Saloons: Howes leads Pollard, Murphy and Harrison."

LONDON SW9. TOM LUFF.

Super Supersports

As an invited competitor in the Piper/Knight Supersports races in my Hilti McLaren M1C, may I thank these two chaps for all their hard work in arranging this series.

To me, it is a privilege to be able to drive in the company of such exotic and expensive machinery. I know from the remarks overheard at Donington on Sunday that the paying public love to see these cars. Long may it continue!

LONDON, W14 MALCOLM CLUBE

A loyal fan

I *will* be going to the British Grand Prix. Motor Racing, politically, may be at an all-time low, but the racing so far this year has been very good. The Grand Prix is the climax of any country's racing season, the supporting races (in Britain anyway) are good, one can meet old friends, and generally look forward to the meeting for months, as indeed I do. I would like to say this to all the readers who have written to say that they will not be honouring Silverstone with their presence in 1981: of course it's sad, but please don't add to the growing state of apathy by informing us of your lack of faith.

EXETER, DEVON MIKE TIMBERLAKE

Train spotting

May I suggest to the author of "The Straight and Narrow" (*Correspondence*, May 28), that a more pleasurable afternoon can be spent at a local BR Station, if he wishes to watch trains.

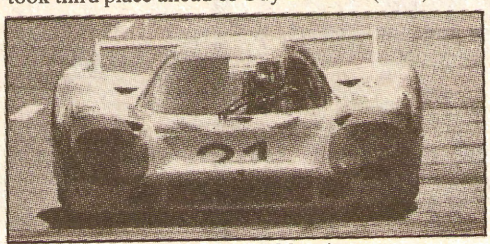
To accuse Carlos Reuteman of "flamboyant exhibitionism", shows I'm afraid, the obvious ignorance of the writer. Without the exhibitionists there would be no-one to watch!

To watch such drivers as Reutemann, Villeneuve and Arnoux, with all their flair and skill, is a pure joy.

DARLINGTON, CO DURHAM M. FRYER

10 Then as now? 25

Ten years ago this week (AUTOSPORT, June 10, 1971) the Martini Trophy for 2-litre sports cars saw Ronnie Peterson take a starring role in support of Toine Hezemans, the eventual winner. In the first heat, Peterson had driven up from the back of the grid to fourth place in Jo Bonnier's Filipinetti Lola T212, while Hezemans won in the DART Chevron B19. But the second heat was Peterson's all the way, although Hezemans's third place was good enough for the overall win. Many of the favoured runners were left by the wayside: Vic Elford's Lola and John Miles's Chevron were severely damaged when they hit a starter motor lying in the road, John Burton's Lola collected a Silverstone hare while leading, and Helmut Marko (Lola T212) was unable to start the second heat after overheating. John Lepp (Chevron) took third place ahead of Guy Edwards (Lola).



A revised Porsche 917 for Le Mans!

There were good quality supporting races at Silverstone, David Walker's win in a slipstreamer of a Formula 3 race being the highlight. His Lotus 69 scored its fourth win in the Shell/*Motor Sport* Championship, while series leader Bev Bond (Ensign) was second in front of Barrie Maskell (Chevron). The usual ding-dong battle between the Chevy Camaros of Frank Gardner and Brian Muir was once again resolved in the former's favour in the sixth round of the RAC Touring Car Championship, this pair leaving Martin Thomas (Camaro) and John Fitzpatrick (Ford Escort) way behind in third and fourth places. The first round of the JCB Historic Championship saw a superb win for Neil Corner's Aston Martin DBR4 from the back row of the grid.

In Europe, significant sports car events also took place at Zolder and Vallelunga. Peter Gethin's McLaren M8E won the two heat Zolder Interserie race, although he had to work hard after Rolf Stommelen's Alfa Romeo T33 shunted him up the rear in the first lap of the second heat. Second-placed Leo Kinnunen and Jurgen Neuhaus sandwiched Toine Hezemans (Alfa Romeo T33) in their Porsche 917s. Meanwhile, the first race was held on the newly opened autodrome at Vallelunga in three heats for different capacity classes. Carlo Facetti was the overall winner in a Chevron B19.

Twenty-five years ago this week (AUTOSPORT, June 8, 1956), Irishman Pat Flaherty won the 40th running of the Indianapolis 500 in his John Zink Special. The shamrock-helmeted driver started from the pole, after rain had shortened qualifying, with "a sizzling 145.596mph average" and dominated the race, beating veteran Sam Hanks by just 22secs. This year's pole-sitter Bobby Unser — with a speed of 200.545 mph — was also first over the line at Indy but a quarter of a century ago winners were decided on the day. The dispute still rages as to the final outcome of the 1981 race. . .

Two gentlemen with futures as F1 constructors were in the news; Colin Chapman and his wife Hazel delivered a daughter, dubbed rather unkindly Lotus Mk12 (his latest baby, Lotus 87, is also doing well) while Ken Tyrrell was residing in Chichester hospital, the cracked pelvis sustained in a testing shunt at Goodwood.

With Le Mans looming up, the Automobile Club de L'Quest had wisely decided to abandon the practice of signalling to drivers from the crowded pit lane, instead unveiling purpose-built bays on the exit of Mulsanne corner, where the cars were travelling rather more slowly. Telephone or radio communication with the pit garages kept the mechanics and signallers in touch with the progress of their cars. The previous year (1955), of course, was notable for Pierre Levegh's tragic accident opposite the newly-rebuilt pit area, and the new move was designed to lessen congestion in the pit lane.



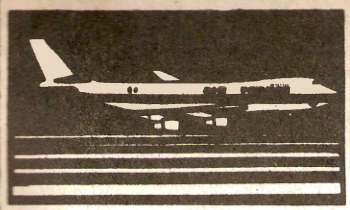
Grandfather Paul Russo spins his Indy-Novi.

Although Peter Whitehead had been back in England for several weeks, his successful tour of New Zealand and South Africa was rounded off with a fine victory in the Central African International at the Marlborough Stadium, Rhodesia (now Zimbabwe) and it was this finale, the Limpopo Handicap race, which was reported in the issue. Whitehead's green Ferrari 3-litre had already beaten fellow Briton Mike Young's Connaught in the Kafue Handicap and found his deficit increased for the Limpopo race to the extent that the limit man had completed four laps before he got away. Driving brilliantly, Whitehead hurtled past Sam Tingle on the penultimate lap to win.

Catchpole

by Barry Foley





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Tony Pond led from start to finish, never putting a mark on his Vauxhall Chevette.

Macrimony

Tony Pond wins tough Scottish — Jimmy McRae clear favourite for title — Row delays results and prizegiving — Mike Stuart clinches G1 championship — Report: RUPERT SAUNDERS/PETER FOUBISTER — Photography: COLIN TAYLOR PRODUCTIONS

The Scottish International Rally, the event which has always prided itself on its friendly social atmosphere, ended in bitter acrimony, with a row over the final placings. Late on Monday night, the Stewards of the Meeting decided that one control on the rally had been set up illegally and thus elevated Per Eklund/Frank Main in their Toyota Celica to fourth place. The organisers of the rally have now appealed to the RAC against the decision of their own Stewards.

But the row over fourth place — and all following positions — should not overshadow an otherwise good event, which produced a fierce battle between Tony Pond/Mike Nicholson (Vauxhall Chevette HSR) and Jimmy McRae/Ian Grindrod (Opel Ascona 400). Throughout the two days and one night, these two crews were never separated by more than 2mins and finished just 1min 12secs apart. Pond won, but McRae jumps into a commanding lead in the Rothmans Open Rally Championship and needs only to finish in the top 10 of the Manx Trophy Rally in order to be champion.

McRae's nearest rival, Pentti Airikkala, is one of those affected by the Stewards' decision, as he was dropped from fourth to fifth. Pond is now third in the series, after a slow start to the year.

One category of the Open Championship is settled amicably, however. Mike Stuart/Frank Rowlands, in their Quicks for Ford/Bankamerica/ShellSport Escort RS2000, are the Group 1 Champions, having once again dominated the category.

The Lombard Scottish Rally was shorter this year by one day. It lacked the sunshine which is a tradition of the event, but it was still well-organised and highly competitive. The rows cannot take that away, though it will be the arguments which will be remembered in the future.

With one round of the Open series to go, McRae leads with 43 points, with Airikkala on 28, Pond on 25, Malcolm Wilson fourth with 19 and Russell Brookes fifth with 16.

The Scottish International is a rally with a reputation, and it is a rally which has been fighting hard to keep that reputation. Over the past couple of years, entries have been falling, the format of the event has changed considerably, and the status of the event has dropped. In 1981, however, the Lombard Scottish rally was a coefficient 3 round of the European Rally Championship, the penultimate round of the Rothmans Open Rally Championship and, of course, the major round of the Esso Scottish Championship. And yet, only 68 cars started the event.

The organising club, the Royal Scottish Automobile Club, has been aware of this dwindling interest and has been taking steps to bring the competitors back. In 1981, although the special stage distance was the same as in previous years, the rally itself was a day shorter. By cutting a day off the competitors' stay in Aviemore, the plan was to bring down the cost of competing. To a certain extent, the shorter rally achieved that, for Aviemore is a very expensive place to stay, but it still didn't bring in the competitors.

For the last few years the rally has started in Glasgow, in order to bring the start of the rally nearer to the majority of competitors and so reduce travelling costs. But still, this year, that didn't bring in the entries. The stages themselves are far smoother now than they have been in the past, but still that doesn't bring in the entries.

So, perhaps the RSAC should look again at the traditions of the Scottish, an event which has always had a great social atmosphere combined with plenty of tough, demanding stages. Perhaps they should consider again the old idea that the Scottish should run a 'figure-of-eight' route, based on either Glasgow or Edinburgh.

The 1981 Lombard Scottish started in Glasgow on Saturday evening, and headed south east for a clockwise loop of the border region stages, taking in such classics as Glentress, Cardrona, Castle O'er and Ae. After a breakfast halt in Bathgate, the route ran almost directly north to Aviemore, where it paused for Sunday night. The final day of the rally was in the forests to the east of Aviemore (a 'Granite City' type day) with the rally finishing on Monday around 6pm.

In that short format of two days and one night, the rally offered some 220 miles of stages, most of it achieved without long road sections. On paper, it seemed fine but some competitors must have asked if it was worth making the trip north for such a short event.

There have been changes, too, in the financing of the Scottish rally and, after many years, Esso withdrew their contribution to the budget, leaving Lombard as the major backers. Thus, the 1981 event became the Lombard Scottish rally, with additional support from BP Oil and White Horse Whisky.

As the penultimate round of the Rothmans championship, the Scottish had its fair share of promotion by the cigarette firm. The prospect of a Scot winning his home event and cleaning up their championship at the same time even helped the company to forget its own team's troubled season. For the first time this year, there seemed to be a genuine interest in the championship, rather than the individual drivers. It was a step in the right direction.

Jimmy McRae had a title to fight for. Pentti Airikkala had to stop him getting it, and Tony Pond had to head for another finish. There was plenty to play for.

RALLY

Scotland's favourite son, Jimmy McRae, was quickest over the first stage, the spectator special in Strathclyde Park, but once into the forests, Tony Pond took a firm grip on the event. He was quickest through Glentress and Cardrona to take the lead, with McRae second and Airikkala third.

The rally started badly for the Rothmans team. After one forest stage Airikkala decided that he would take an extra service in order to change tyres. The crew weren't quite ready and he dropped back on the road, behind Per Eklund and Tony Pond. Three stages later, the Finn had gearbox trouble and completed one test without fourth or fifth so that, by the official service park in Selkirk, the service crew were already fully occupied. Team-mate Malcolm Wilson looked on, unamused by the whole scene.

Punctures were the order of the day on those first few tests with Brookes and Buffum suffering badly on Elibank, the start of which had been moved in order to cut out some of the roughest stuff. After a misfire on the first stage, and the puncture as well, Brookes found himself back in ninth place, a disappointing start after his fine showing on the Welsh just a month ago.

Buffum had damaged the brakes on his TR7 after driving on the puncture and it was brakes also that were delaying Bill Dobie. On the Elibank test a bleed nipple had come loose, a fault which was to dog him all the way through the night until he had time at the Bathgate service halt to change the whole caliper.

By Selkirk the order had settled down and it was Pond in front, from McRae, Airikkala, Wilson, Brise and Eklund. The crowded service park didn't allow much room for manoeuvre and, in half light of a Scottish dusk, crews headed on to the next batch of stages.

Despite the conditions, or maybe *in spite* of them, Pond continued to pull away and it was only he and Jimmy McRae who could report no troubles at all by the short, one hour halt in Moffat. With just 21secs separating these two, almost 1min ahead of the rest of the field, it was obvious where the fight was going to be.

The stage in Castle O'er caused the most trouble, with a tightening left hander just a couple of hundred yards in from the start giving everybody a nasty fright. Airikkala, by now suffering from clutch trouble, slipped one wheel over the edge, but managed to recover. Not so Tim Brise, whose Escort toppled gently down the bank to rest in an irretrievable position. Co-driver, Derek Tucker, didn't even have time to get the warning triangle out onto the road before John Buffum, in the TR7 V8, joined them in the hole. ▶

continued

Airikkala's clutch problems turned out to be caused by a leaking oil seal on the new gearbox and so he moved onto his third unit, while Malcolm Wilson also had to have a new 'box fitted after a drain plug dropped out. With most of the David Sutton Cars spares still out in Greece after the Acropolis, things were looking a bit desperate and the team arranged to have new units flown into Edinburgh airport for the morning. For the moment, though, there was just one gearbox left.

Splitting Airikkala and Wilson in the running order by now should have been Per Eklund in the Toyota but a miscalculation by co-driver Frank Main meant that they had clocked into the Moffat control 2mins early. Fortunately for Frank, there were problems with the control itself.

"The control boards were in the wrong order," he reckoned. "I've got the control commander to sign that the control is not legal. With a bit of luck, we'll get it scrubbed."

Penalties on road timing, though not at Moffat, had also affected Ivor Clark and Austin McHale, so the Group 1 category was very much the province of Mike Stuart. Going less well was current Esso Scottish championship leader, Ken Wood.

"It's been bloody awful, I've been off on every stage so far." The TR7 driver was plainly trying too hard to make an impression on his biggest event of the year.

The two Scots in borrowed Escorts, Heggie with an Andy Smith machine, and Gallacher in a Jeff Churchill car, were both having trouble settling in. Gallacher was on the pace alright, seventh at Moffat, but Heggie reckoned that he was badly down on power. There was a rough, hard night ahead.

After a brief halt in Moffat of less than an hour, the rally headed across the A74 to run up the west cost of Ayrshire, through stages which are notorious for their roughness. The Forest of Ae was first on the menu and, despite being cautious in their approach, several of the top drivers managed to beat the bogey time of Ae2. Later in the event, when the battle between the two leaders was really hotting up, this same problem arose and, with Pond generally going faster than McRae, the gap between them was kept artificially low.

By the end of Glengap, which Pond also cleaned, the Vauxhall man had 52 in hand over the Opel man, with Airikkala still third and Brookes holding Malcolm Wilson back in fourth place. On Kirroughtree, one of the roughest stages of the night, it changed.

"The engine had just dropped on to three cylinders when we hit this huge pot-hole," Brookes explained. "The car jumped off the road and balanced on the bank so we just couldn't get the traction to get going again."

Help was on the way in the shape of Ivor Clark. Running well back with his road penalties preventing him from making any showing, Ivor was playing the Guardian Angel. He had stopped once to help Austin McHale and now he stopped to pull Brookes off the banking. The 13 mins penalty dropped Russell well out of the top ten, and he wouldn't show on the leader board again until just before Aviemore.

Drumjohn stage was also very rough and the punctures were now beginning to have an effect on the overall positions. Francis Tuthill had had four punctures by the breakfast halt in Bathgate and was back in the 'teens with his G4 Escort, fighting for places with Donald Heggie, who was definitely having trouble adapting to his borrowed car. Despite the



Jimmy McRae drove a superbly controlled rally to take second place and a healthy lead in the championship.

Notes on the cars

Ford

With the Rothmans Rally Team firmly committed to a programme in the World Rally Championship as well as the home internationals, car preparation at David Sutton Cars is a streamlined operation. Both Pentti Airikkala/Phil Short and Malcolm Wilson/Terry Harryman were using the Escorts which saw action in Wales under a month ago.

Both returned from that event undamaged and were simply re-prepared for the Scottish with fresh motors; Airikkala in EUC 958V and Wilson in STW 201R. Carburettors were used again, rather than the fuel injection which Ari Vatanen's winning car used in Wales. With virtually the entire Sutton team in Greece, including both drivers, final finishing touches to Wilson's car were completed at his own workshops in Cumbria.

Other top Escort drivers included Tim Brise's Shell backed car, and both top Scottish championship challengers, Donald Heggie and Drew Gallacher, both driving un-familiar cars. Heggie, had 'borrowed' Andy Smith's car, while Gallacher had hired a Jeff Churchill Motorsport car.

Vauxhall

Following their fine showing in Wales, Tony Pond/Mike Nicholson appeared in Glasgow with the Vauxhall Chevette HSR in "standard forest specification". It was the same car which won the Rallysprint and came second in Wales, making its final competitive appearance before being pensioned off as a development car.

Routine maintenance saw the installation of a fresh axle and gearbox at WBB Racing and, with the sudden departure from DTV of Gerry Johnstone, Bill Blydenstein himself was out on the rally.

Triumph

The hopes of loyal BL fans were carried in Scotland by the two Triumph TR7 V8s of American champion, John Buffum, and current leader in the Esso Scottish championship, Ken Wood, Buffum completed the Haspengouw Rally in Belgium just five days before the team appeared in Glasgow, but a number of 'routine' changes were incorporated.

Buffum's exploits are supported by the BF Goodrich tyre company, while Ken Wood is assisted by Yokohama tyres.



After receiving road penalties, the Toyota team protested and eventually had the relevant control deleted from the results.

Talbot

Although not a works representative, Russell Brookes/Mike Broad are carrying Talbot's hopes in the Open Rally Championship this year. Their car, supported as ever by Andrews Heat for Hire, appeared in Glasgow virtually unchanged from the Welsh specification. In Wales, however, it was not the car which produced the 'gossip', but the new Dunlop tyres fitted to it.

With a plentiful supply of the Welsh compound tyres available, Dunlop had again produced some new rubber for everyone to talk about. The sidewalls showed 'SP 44' markings, but apparently this was just an old mould used by the factory.

Certainly it was a crossply construction, combining the principles of the tyre first seen in Wales. That is, when the tread block is worn away gradually through the forest test, the actual rubber warms to offer increased grip, taking over as the tread on the tyre disappears. A testing session at Lowther Park a couple of days before the rally suggested the new tyres would prove suitable, but only the Scottish forests would provide the real answer.

Opel

Following Jim McRae's last minute defeat on the West Park Welsh rally, because of a puncture, the Dealer Opel Team arrived for the start of the Scottish determined to give their man the best possible chance on home ground. An extensive test session in the Scottish borders two days before the rally offered them considerable encouragement.

With some guidance from Michelin, DOT took the Cocotte type tyre, which offers improved puncture resistance (but at a slight cost in terms of outright speed) and added an extra groove. After many miles, McRae satisfied himself that this new groove actually put the Cocotte tyre onto a par with the quicker Michelin alternative, the Nora.

The car itself had been returned to Germany for preparation and returned as used on the Welsh, with approximately 265bhp on tap.

Malcolm Patrick's DOT associated Ascona 400 also used a similar motor, but the team were particularly pleased with the arrival of some works specification half shafts. Alan Clegg, servicing in Greece for the Rothmans team, returned to this country with a couple of shafts packed in his luggage!

Toyota

Toyota fortunes hit an all time low on the Welsh International rally last month, when Per Eklund's Celica suffered all sorts of mechanical problems before retiring with a broken propshaft. A fresh, and bountiful supply of parts from Cologne had improved the team spirit, although there was still some concern about the transmission.

Toyota GB have installed a particularly powerful motor, which produces over 240bhp; more than Toyota Team Europe has available. Transmitting the power has caused extra strain on the gearbox and propshaft.

New, and much bigger, brakes have been installed since the Welsh, to cater for Eklund's left foot braking techniques. Tyres were again Pirelli, with Klebers fitted for the two short spectator tests run on tarmac.

The Classes

With only 68 starters, it was perhaps no real surprise that some of the classes were a little thinly supported and that the awards list was head by some familiar figures. Despite this, there were some impressive drives and some gritty performances as some teams fought to reach the finish of this long hard event.

Brian Wiggins snatched a last minute win in the G1 1300cc class while **Stewart Robertson**, more commonly seen contesting the Talbot Sunbeam ti Challenge in the Castrol/AUTOSPORT series, took the G2 up to 1600cc category.

In the 1300 class the battle for honours between the two championship contenders, Wiggins and **Rod Crabtree** (Escort), started immediately, these two swapping seconds over the Tweed Valley stages. The two pulled out a lead over Ian Harrison before the first main control in Moffat and he followed the top two to the finish. Crabtree pulled out a lead of 1min by Bathgate and held it until mid way through the final day. Then Wiggins pushed his Astra ahead to take the class win by only 41secs.

In class 2, **John Midgely's Toyota took an early lead over Ralph Lockey**'s Datsun but, when Lockey retired, **John Parsons** took up the challenge with his Avenger.

Robertson had converted his Talbot Sunbeam ti to G2 specification and spent the early sections of the event shadowed by **Lousie Aitken**'s Fiesta. Unfortunately, complete light failure in the early hours of Sunday morning in the middle of a forest, cost the ladies team considerable time. Undeterred, they continued and gradually climbed back up the leader board, although **Gordon Jarvis** took second spot and held it until the finish with his Sunbeam.

Third in the class as the cars headed north was **Geoff Warkup** in the Lada, but he was to retire on the Monday run round the north east giving **Nicky Porter** the position in his Colt Lancer, chased by Aitken.

The final class more than any other suffered from the current recession, because the popular Land Rovers, a traditional part of the Scottish scene, were not entered by the Forces. Only Les Dalton started using a Allard turbo charged Land Rover and he was in 44th place at the end of the first leg. A broken rear differential unit on Monday meant that Dalton had to drive the vehicle with front wheel drive only for the final day, hampering progress, if adding a little excitement along the way.

Drew Gallacher hired a car for the rally and took sixth place overall.





Another Group 1 win for Mike Stuart gave him the championship title.

Group 1

Mike Stuart totally dominated the Group 1 category of the Lombard Scottish Rally to take ninth place, and be sure that he collects the G1 award in the Rothmans RAC Open Rally Championship at the end of the year. His Quicks/Bank America sponsored Ford Escort RS2000 finished well clear of Doug Riach's Opel Ascona 2000. What was particularly impressive about this drive, however, was that Mike took ninth place virtually as soon as the rally started. In contrast to the normal pattern of events, he actually dropped a place as the rally developed, rather than gaining positions as others faltered.

From the rally start in Glasgow, Stuart shared the lead over the Strathclyde Country Park tarmac spectator benefit with Irishman Austin McHale, also driving an Escort RS2000 and Ian Wilson's Talbot Avenger. Another man making his return to Avenger driving was Ivor Clark, but he made a slow start and suffered a troubled rally.

Once into the Tweed Valley forests, Mike Stuart soon established a healthy lead and, by the time the cars reached Moffat in the Border country, he held a 3 min lead over Ian Wilson's Avenger. John Thompson, driving the ex-Alan Carter Escort RS2000, was third here and soon to move up a place when the Avenger had throttle troubles. A broken cable cost Wilson time in Dalbeattie forest.

McHale was already in trouble, with his Escort's motor over-heating, but things would soon get worse. With his starter motor out of action he was about to be lent a unit by the enthusiastic Quicks team when he put the car off the road in the forest of Ae. With the starter motor out of action, and no spectators to assist, he was out of time when he arrived at the stage finish.

Positions changed little through the night sections, although Doug Riach, who heads the Scottish G1 race moved up to fourth place. Following the Knockhill stage Ivor Clark, already in mechanical troubles, was further delayed when the Avenger broke its diff and had to be pushed into the service halt.

When the cars arrived in Aviemore for the overnight rest halt, Stuart was lying ninth, with John Thompson in 14th place, some 8 mins behind. Riach had now moved ahead of Wilson to take third spot.

For the final day's competition, Stuart concentrated on a steady run. Thompson, partnered by Caroline Simpson, put the car off the road on the opening stage at the same corner that Airikkala crashed on and cracked the gearbox casing. Soon after, with the unit leaking oil, he was forced to retire from the rally. Ivor Clar showed his abilities as a mechanic when the crown wheel and pinion broke and he was forced to 'acquire' a unit along the route. He rebuilt it himself by the roadside, to finish.

Riach's Ascona was also having minor electrical problems, but successfully held off Ian Wilson's challenge to the end, and improve his advantage in the Esso Scottish G1 battle. The weekend, however, belonged to Mike Stuart, taking the Open G1 title to add to the Castrol/AUTOSPORT national award that he took last year.

problems, almost everybody made the breakfast halt, glad that the night section was over and that Aviemore seemed to be in sight.

In fact, by Bathgate, the rally had run half its stage mileage and there had been very little drama. A long service before the *parc ferme* gave everybody time to sort their cars out and review the situation. Pond had pulled further ahead, to lead by 1m 11s, with McRae second, Airikkala third, Wilson fourth and now Gallacher fifth. Without his road penalties, Per Eklund would have slotted into fourth place, proof at last that the Toyota can work and can run reliably.

McRae was very quick on Devilla and then managed to pull 3secs back on the spectator stage at Knockhill, the circuit getting its best ever crowd to watch the rally drivers slither and dither as the track dried out after the rain. Ironically, only Heggie and Ken Wood made fools of themselves, Wood continuing his pattern of going off on every stage so far.

In Blairadam, it was Pond quickest again, with McRae knocking off a rear bumper on a gate post ("it wasn't wide enough for an Ascona 400" — fact which was proved when Patrick took the bumper off his car as well), but the Scotsman had a chance to get his own back when the rally reached Craigvinean. Here Pond had his only serious mechanical problem of the event so far. Something, somewhere, inside the gearbox of the Vauxhall decided to get out, leaving him with no second and a very large hole in the casing. McRae pulled back 17secs and now the battle was on.

"We're getting to the most difficult part of the rally: things will change after Drummond Hill," predicted David McHarg, Drew Gallacher's co-driver. But he was wrong. Although the longest stage of the event. At 15 miles, the dreaded Drummond Hill had little effect. Pond took 11secs out of McRae, with the Scotsman clipping one bank he was trying so hard, and the only retirement from the top ten was Geoff Fielding. The MCD boss hit what has become known locally as 'John Taylor's treestump', after a famous accident there two years ago, and his Escort rolled heavily, putting him well out of the event.

Perhaps the rain, which came and went all day long, had dampened everybody's spirits, but it seemed a subdued Scottish Rally which arrived in Aviemore on Sunday night. There had been few retirements and little drama during the previous 24 hours and the top ten had a familiar ring to it. The order was Pond, McRae, Airikkala, Wilson, Gallacher, Cathcart, Patrick, Dobie and Mike Stuart.

After his troubles in Kirroughtree, Brookes was back in 13th place and Eklund was 14th, though co-driver Frank Main was still hopeful of getting his road penalties scrubbed. He wanted to restart fourth in the morning, but the organisers had other ideas. While the Toyota team sat around waiting for a decision, they went off to a champagne reception for the marshals, eventually saying that the protest would be heard after the rally finish.

Despite the subdued atmosphere, there was plenty to look forward to. Jimmy McRae was determined to be the first Scot to win his own event since 1963 and, with only 47secs separating him from Pond, looked in with a chance. The Rothmans team were failing to make any impact and Pentti Airikkala knew that, if his championship hopes were to stay alive, he would have to make a push for the front. With 70 stage miles in the Highlands, there was still a chance that things might change.

The day certainly started interestingly enough with Pond taking 4secs out of McRae, who complained of a misfire. The service crew disconnected the rev limiter on the Ascona in order to help trace the fault but, once the limit was off, McRae knew that he had that little bit more power in hand. Could he use it?

Behind him the championship placings were being settled. A sweeping series of downhill bends ended with a tightening lefthander and Pentti Airikkala, trying hard to pull back time, was fully committed. The Escort slid wide and bounced off the bank, into the ditch, half blocking the track.

As Malcolm Wilson thundered down the hill the spectators jumped into the road to warn him of the danger. With the brakes locked, and the car already on the limit, the second Rothmans Escort was off the road, this time over on to its proof. The spectators who had been helping Airikkala rushed to Wilson's aid and the Englishman only lost a minute. The Finn lost 3 mins.

The issue was put beyond any doubt two stages later. When the cars started the long Clashindarroch test, Airikkala, his car still not handling properly anyway, picked up a puncture near the start and had to stop to change it. Wilson had his puncture near the finish and managed to drive on. The order was now Pond, McRae, Wilson and Airikkala.

Those first few stages brought the first retirements of the event for quite some ▶

continued

time, with Bill Dobie dropping out with a head gasket, and Mike Jackson having trouble with his Escort dropping on to three cylinders. Just a couple of stages later he was out of the event after an under bonnet fire caused, he thought, by a dropped valve. Per Eklund slid off briefly on the first stage, as did G1 contender John Thompson, but all the real drama was up front.

"He told me he was going to ease off," Pond complained after seeing McRae's time on Bin. "He certainly hasn't done so yet."

McRae had another story. "We are going for points now. Second place will be good enough with Pentti back in fourth."

And certainly the Scot had a point to make. With Airikkala only getting 7 points from this result, it began to look very much as though the championship would go to Opel. The only hope for the Finn was for Malcolm Wilson to have trouble, or to slow down, and since there were evidently no team orders in the Rothmans camp, it seemed unlikely that Wilson was going to do that. He hasn't enjoyed playing second fiddle all year just to have a third place taken away.

In Balloch wood, McRae snatched 11secs back from Pond, who bounced the Chevette into a ditch and had to have the lower wishbone changed at the next service. With 20 mins available in Keith, the last long stop of the event, there was some frantic activity. The David Sutton mechanics had the front suspension of Airikkala's Escort in pieces as they tried to straighten out the accident damage. Unless the car could be made to handle right there was a very real danger that he would be caught by Drew Gallacher, who was making a last determined effort in the Jeff Churchill Escort.

Sadly, it was not to be. On the Newtyle stage, with just one more test to go, Gallacher collected a puncture and his challenge for fourth was over. McRae had finally eased off to let Pond go clear for the lead but, with only 1m 12s separating them at the finish, it could still have been anyone's event.

The rain, which had fallen with monotonous regularity throughout the rally, greeted the finishers and the small crowd of spectators which gathered to see the victors through the ramp at the Freedom Inn. Despite the conditions, there was plenty to cheer about. Tony Pond and Mike Nicholson had brought the Vauxhall name back to the Scottish roll of honour. Jimmy McRae and Ian Grindrod are within a hair's breadth of winning the 1981 Rothmans RAC Open Rally Championship for Opel. Mike Stuart and Frank Rowlands are the 1981 Rothmans Open Group 1 champions in their Quicks/BankAmerica Escort RS2000.

In the midst of all the celebrations, there was always the nagging doubt that something was looming and matters came to a head when Frank Main protested the time control at which he and Per Eklund had been awarded 14mins of road penalty. For an event which had been running smoothly, and for which the results, particularly out in the field, were excellent, it was a bitter blow. The Clerk of the Course took the news very badly.

The basis of Main's case was that the control boards at Moffat had been set up in the wrong order, the red before the yellow. He therefore argued that the control was illegal and that all penalties, however incurred, should be scrubbed. After a long debate, the Stewards of the Meeting agreed with him and the 14mins penalty was scrubbed, much to the annoyance of the rally organisation. Bob Tennant-Reid, the Clerk of the Course, immediately gave notice of appeal to the RAC against his own Stewards decision.

There is more at stake than just a fourth place for the Toyota Celica, the first time this year that the car has shown form. By putting Eklund in fourth place, the Stewards demoted Airikkala to fifth and that now leaves a 15-point gap in the Open Championship between himself and McRae. Airikkala must win the Manx and McRae must fail to score for the two to be dead level at the end of the year.

The arguments for and against the decision went on long into the night, but it would take more than a row like this to dampen down the Scottish spirit. The crowds may have been thinner, the weather not as good as in previous years, but the bars in the Aviemore Centre were as active as ever on Monday night and through into Tuesday morning. With Tony Pond, Jimmy McRae and Malcolm Wilson finally waving the flag for British rallying, and Dealer Opel Team on their way to the championship, there was something to shout about after all.

Russell Brookes was trying some new Dunlop tyres and running competitively until he spent 13mins off the road.



Best Special Stage Times

SS1, Strathclyde Country Park (1m 25s): McRae, 1m 34s; Pond, 1m 36s; Airikkala, 1m 38s; Brookes, 1m 41s; Wilson, 1m 41s; Tuthill, 1m 41s.

SS2, Glentress (4m 53s): Pond, 4m 56s; Airikkala, 4m 58s; McRae, 5m 02s; Wilson, 5m 07s; Buffum, 5m 07s; Eklund, 5m 10s.

SS3, Cardrona (6m 15s): Pond, 6m 18s; McRae, 6m 23s; Airikkala, 6m 31s; Brookes, 6m 31s; Eklund, 6m 31s.

SS4, Elibank (3m 38s): Pond, 3m 50s; McRae, 3m 55s; Airikkala, 3m 56s; Wilson, 3m 59s; Brise, 4m 01s; Gallacher, 4m 03s.

SS5, Yair (5m 10s): Pond, 5m 10s; McRae, 5m 13s; Wilson, 5m 16s; Brookes, 5m 20s; Airikkala, 5m 21s; Brise, 5m 22s.

SS6, Craik (7m 53s): McRae, 8m 20s; Pond, 8m 21s; Wilson, 8m 27s; Brookes, 8m 32s; Airikkala, 8m 33s; Brise, 8m 36s.

SS7, Castle O'er (5m 42s): McRae, 6m 18s; Pond, 6m 20s; Brookes, 6m 24s; Dobie, 6m 27s; Eklund, 6m 28s; Airikkala, 6m 30s.

SS8, Twiglees (7m 13s): Pond, 7m 26s; Eklund, 7m 27s; Brookes, 7m 31s; McRae, 7m 33s; Airikkala, 7m 36s; Wilson, 7m 36s.

SS9, Ae 1 (8m 29s): Pond, 8m 29s; Brookes, 8m 40s; Eklund, 8m 42s; Wilson, 8m 46s; McRae, 8m 49s; Airikkala, 8m 52s.

SS10, Ae 2 (5m 29s): Airikkala, 5m 29s; Eklund, 5m 29s; Pond, 5m 29s; McRae, 5m 29s; Brookes, 5m 29s; Wilson, 5m 29s.

SS11, Dalbeattie, (9m 45s): Pond, 10m 00s; McRae, 10m 03s; Brookes, 10m 09s; Airikkala, 10m 15s; Eklund, 10m 15s; Wilson, 10m 19s.

SS12, Glengap (7m 05s): Pond, 7m 05s; Airikkala, 7m 13s; Wilson, 7m 13s; Brookes, 7m 15s; Eklund, 7m 16s.

SS13, Bennan (12m 15s): Pond, 13m 38s; McRae, 13m 50s; Airikkala, 14m 06s; Eklund, 14m 19s; Wilson, 14m 26s; Cathcart, 14m 39s.

SS14, Kirroughtree (6m 35s): Pond, 6m 43s; Airikkala, 6m 44s; McRae, 6m 44s; Eklund, 6m 48s; Wilson 6m 56s; Brookes, 6m 57s.

SS15, Balunton (2m 27s): Airikkala, 2m 50s; Pond, 2m 50s; Eklund, 2m 53s; McCrae, 2m 53s; Wilson, 2m 53s; Brookes, 2m 57s.

SS16, Drumjohn (9m 58s): Pond, 10m 23s; Airikkala, 10m 26s; Eklund, 10m 27s; McRae, 10m 30s; Wilson, 10m 30s; Patrick, 10m 30s.

SS17, Linfern (3m 41s): Pond, 4m 01s; Airikkala, 4m 07s; McRae, 4m 07s; Wilson, 4m 09s; Eklund, 4m 10s; Gallacher, 4m 12s.

SS18, Knockdon (2m 48s): Pond, 2m 57s; McRae, 2m 57s; Airikkala, 2m 58s; Wilson, 3m 00s; Brookes, 3m 01s; Eklund, 3m 02s.

SS19, Devilla (3m 02s): McRae, 3m 09s; Airikkala, 3m 14s; Pond, 3m 16s; Brookes, 3m 19s; Patrick, 3m 20s; Eklund, 3m 21s; Wilson, 3m 21s; Heggie, 3m 21s.

SS20, Knockhill (1m 48s): McRae, 2m 08s; Pond, 2m 11s; Patrick, 2m 12s; Airikkala, 2m 14s; Wilson, 2m 16s; Cathcart, 2m 16s.

SS21, Blairadam (4m 24s): Pond, 5m 00s; McRae, 5m 04s; Airikkala, 5m 07s; Brookes, 5m 14s; Gallacher, 5m 15s.

SS22 Ladywell (3m 17s): McRae, 4m 12s; Pond, 4m 13s; Airikkala, 4m 17s; Wilson, 4m 18s; Ekluad, 4m 19s; Brookes, 4m 25s; Heggie 4m 25s.

SS23 Craigvinean (6m 40s): McRae, 7m 50s; Brookes, 7m 59s; Wilson, 7m 59s; Airikkala, 8m 00s; Gallacher, 8m 04; Pond, 8m 06s.

SS24 Fonab (3m 40s): McRae, 4m 18s; Eklund, 4m 23s; Wilson, 4m 24s; Gallacher, 4m 28s.

SS25 Drummond Hill (16m 00s): McRae, 16m 25s; Pond, 16m 35s; Airikkala, 16m 48s; Eklund, 17m 06s; Wilson, 17m 06s; Gallacher, 17m 18s.

SS26 Errachty (7m 30s): Airikkala, 7m 37s; Pond, 7m 44s; McRae, 7m 49s; Eklund, 7m 51s, Gallacher, 7m 55s; Wilson 7m 56s.

SS27 Morinsh (5m 13s): Pond, 5m 15s: McRae, 5m 19s; Brookes, 5m 29s; Patrick, 5m 36s; Heggie, 5m 06s; Cathcart, 5m 56s.

SS28 Rosarie (3m 30s): McRae, 3m 38s; Pond, 3m 39s; Brookes, 3m 45s; Wilson, 3m 47s; Patrick, 3m 50s; Cathcart, 3m 51s.

SS29 Clashindarroch (10m 15s): Pond, 10m 41s; McRae, 10m 48s; Brookes, 11m 07s; Gallacher, 11m 25s; Cathcart, 11m 31; Patrick, 11m 35s.

SS30 Gartly (4m 51s): Pond, 5m 00s; Brookes, 5m 01s; McRae, 5m 05s; Gallacher, 5m 11s; Patrick, 5m 11s; Airikkala, 5m 11s.

SS31 Bin (2m 01s): McRae, 2m 26s; Pond, 2m 27s; Patrick, 2m 28s; Brookes, 2m 28s; Cathcart, 2m 30s; Gallacher, 2m 30s.

SS32 Balloch (7m 08s): McRae, 8m 10s; Pond, 8m 21s; Gallacher, 8m 35s; Patrick, 8m 39s; Eklund, 8m 49s; Cathcart, 8m 50s.

SS33 Aultmore (4m 20s): Pond, 4m 24s; McRae, 4m 31s; Cathcart, 4m 43s; Patrick, 4m 43s; Brookes, 4m 47s; Airikkala, 4m 47s.

SS34 Whiteash (4M 17s): McRae, 4m 21s; Pond, 4m 22s; Gallacher, 4m 29s; Brookes, 4m 32s; Cathcart, 4m 33s; Patrick, 4m 33s.

SS35 Ordlequish (4m 45s): McRae, 4m 47s; Pond, 4m 48s; Tuthill, 4m 56s; Gallacher, 4m 57s; Brookes, 4m 58s; Airikkala, 4m 59s.

SS36 Teindland (3m 23s): Pond, 3m 34s; McRae, 3m 37s; Cathcart, 3m 39s; Gallacher, 3m 39s; Brookes, 3m 39s; Airikkala, 3m 39s.

SS37 Monaaghty (6m 30s): McRae, 5m 59s; Pond, 6m 00s; Gallacher, 6m 01s; Brookes, 6m 05s; Airikkala, 6m 10s; Patrick, 6m 11s.

SS39 Newtyle (3m 18s): Pond, 3m 29s; McRae, 3m 33s; Airikkala, 3m 35s; Cathcart, 3m 37s; Wilson, 3m 38s; Gallacher 3m 39s.

SS39 Culbin (10m 35s): Pond, 11m 54s; McRae, 12m 05s; Airikkala, 12m 17s; Wilson, 12m 23s; Patrick, 12m 24s; Cathcart, 12m 29s.

Pentti Airikkala saw his championship chances slip away.



LOMBARD SCOTTISH RALLY
Jun 6-8
European Rally Championship, coeff 3
Rothmans Open Rally Championship, round 4

1, Tony Pond/Mike Nicholson (Vauxhall Chevette HSR), 240m 55s;
2, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 242m 07s;
3, Malcolm Wilson/Terry Harryman (Ford Escort RS), 250m 28s;
4, Per Eklund/Frank Main (Toyota Celica), 251m 55s;
5, Pentti Airikkala/Phil Short (Ford Escort RS), 252m 35s;
6, Drew Gallacher/David McHarg (Ford Escort RS), 254m 05s;
7, Ian Cathcart/David West (Ford Escort RS), 256m 40s; 8, Malcolm Patrick/Brian Rainbow (Opel Ascona 400), 257m 01s, 9, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 263m 18s; 10, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 267m 23s; etc

G1 up to 1300cc: 1, Brian Wiggins/Tony Shepherd (Vauxhall Astra), 306m 02s (28 o/a); 2, Rod Crabtree/Ken Lambshead (Ford Escort 1300), 306m 43s (29 o/a); 3, Ian Harrison/Ken Topp (Talbot Avenger), 311m 56s (35 o/a); etc

G1 1301-1600cc: 1, John Midgley/John Forrest (Toyota Corolla), 299m 23s (26 o/a); 2, John Parsons/Alan Thurdon (Talbot Avenger), 308m 52s (32 o/a); 3, Alan Skelton/David Taylor (Subaru), 370m 40s (43 o/a); etc

G1 over 1600cc: 1, Stuart/Rowlands; 2, Douglas Riach/Gael Pollitt (Talbot Avenger), 285m 54s (16 o/a); 3, Ian Wilson/Paul Mason (Talbot Avenger), 286m 33s (17 o/a); etc

G2 up to 1600cc: 1, Stewart Robertson/Lawrence Clark (Talbot Sunbeam), 283m 03s (14 o/a); 2, Gordon Jarvis/John King (Talbot Sunbeam), 289m 43s (21 o/a); 3, Nicky Porter/Dave Wilford (Colt Lancer), 295m 20s (23 o/a); etc

G2 over 1600cc: 1, Brookes/Broad; 2, Dave MacDonald/Nicky Jack (Toyota Celica), 285m 12s (15 o/a); 3, Mike Gilligan/Ken Ion (Ford Escort RS), 286m 59s (18 o/a); etc

G3/4 up to 2000cc: 1, Wilson/Harryman; 2, Eklund/Main; 3, Airikkala/Short; etc

G3/4 over 2000cc: 1, Pond/Nicholson; 2, McRae/Grindrod; 3, Patrick/Rainbow; etc

Results subject to appeal.

68 starters: 45 finishers

Rally leaders: Jimmy McRae/Ian Grindrod, SS1; Tony Pond/Mike Nicholson, SS2 to SS39.

Leading retirements: Tim Brise/Derek Tucker (Ford Escort RS), accident, 6 stages completed; John Buffum/Neil Wilson (Triumph TR7 V8), accident, 6 stages; Bill Dobie/Roger Jones (Ford Escort RS), engine, 27 stages; Austin McHale/John McGee (Ford Escort RS2000), 9 stages.

FORMULA ONE WORLD CHAMPION GETS INTO A LEADING POSITION.



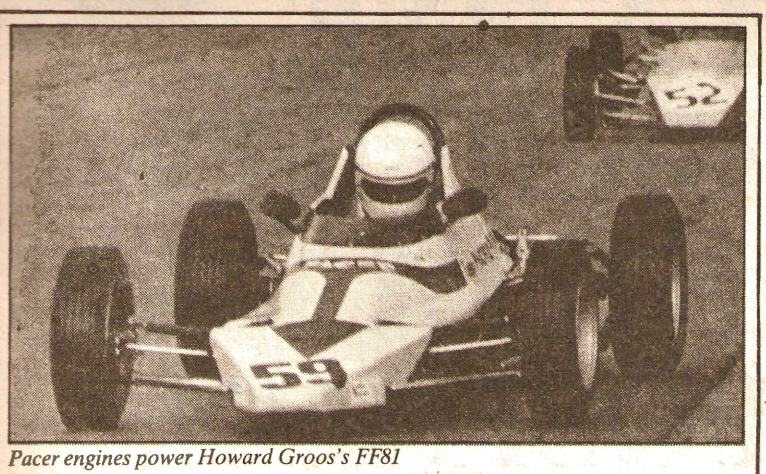
Alan Jones, a man accustomed to being out front, has recently joined the board of Richard Knight Cars Ltd.

We are the leading Mazda dealer in London, England's largest RX7 specialist and sole distributor of the 'RX7 Elford Turbo'.

And everyone at Richard Knight Cars would like to wish Alan as much success on our board as he is having on the racetrack.

Richard Knight Cars Ltd

35a-37 Fairfax Road, Swiss Cottage, London NW6
Telephone: 01-328 7714/7727/7738



Pacer engines power Howard Groos's FF81

Groos and Team Pacer banned

The three month saga of events which has surrounded the works Pacer FF1600 team since Howard Groos's engine was sealed (at Thruxton on March 22) has been resolved by an RAC Tribunal which was convened in London last week. The RAC Technical Commission, on examining the Pacer-built unit, found their seals to have been tampered with, thus the Tribunal has seen fit to revoke the Competition Licences of both Groos and his father's Pacer Racing Cars team. A heavy fine has also been imposed.

Last season, it may be remembered, Pacer were stripped of championship points for running oversize valves!

The RAC MSA's bulletin tells the story . . .

RAC MOTOR SPORTS ASSOCIATION LIMI

For Information 268

5th June 1981

Tribunal - H Groos/Team Pacer - 4th June 1981

The Tribunal convened to hear charges against Mr H Groos, Competitor No 19 and Team Pacer (Pacer Racing Cars) of contravening various regulations following the Formula Ford Race at Thruxton on 22 March 1981, have heard much evidence as to whether or not the seals on Competitor No 19 Formula Ford had been removed with the permission of the Chief Scrutineer of the Meeting.

The evidence submitted on behalf of Mr Groos was at times lacking in authenticity. Mr Howard Groos admitted in evidence that he had wiped the paint seals clear before the paint had dried, believing that the Chief Scrutineer had given permission, but in cross examination he admitted he had not received specific authority from the Chief Scrutineer.

Mr N Croucher, the Chief Scrutineer, was quite clear in his evidence that at no time did he see the sealing paint wiped away, and all parties agreed that his permission to remove the seals was not given. There is no doubt in our minds that he gave permission for the engine and gearbox assembly to be removed complete from the chassis.

General Regulation N 1.4.2. specifically states that written permission must be obtained for a seal to be destroyed - this was not obtained and therefore the Tribunal find the charges proven.

The decision of the Stewards of the Meeting ordering the exclusion of Car No 19 H Groos from the Formula Ford Race at Thruxton on 22 March 1981 is upheld.

The Tribunal suspends Howard Groos and Pacer Racing Cars (Team Pacer) from holding a Competition Licence for 3 months from todays date, fines Competitor No 19 £250 and orders him to pay a conctribution towards costs of £200.

Points gained in the Esso Formula Ford 1600 Championship since 22 March should also be forfeited.

This decision is set down at 18.30 hours and all parties are reminded of their rights of Appeal under Section O.

Seasonal reprieve for Castle Combe

Although a decision on their application for Permanent Planning Permission is not expected for another two or three weeks, Castlo Combe Circuit has been granted an extension of the current Temporary planning permission which effectively legalises all racing, testing and school activities at the Wiltshire venue for the remainder of the season. Howard Strawford has been instrumental in obtaining the extension, the previous arrangement having expired after the projected date of the District Council's decision on the destiny of the curcuit had passed. The renewal of temporary permission will be ratified on June 22, having been publicly advertised and taken through the appropriate legal channels. The first racing school day under the new arrangement will be on June 25.

Willhire Sprite

A new entry reviving interest in the smallest class of the HSCC's exciting Willhire Special GT Championship is David Pratley's alloy bodied ex-works Targa Florio Sprite.

The car was constructed for the 1967 Sicilian race, where it retired after hitting a spectator, landing driver Clive Baker in jail! It was re-engined by Healey's over the winter period and taken to the Sebring 24 Hours in 1968 where the car won the 1300cc prototype class driven by Baker again and Mike Garton.

The Sprite was sold in the USA after the race and was run again at Sebring in 1969, and elsewhere in the States. David Pratley purchased the car from a *New York Times* advertisement while working in America two years ago. It was in poor condition, but still retained the original fuel injection dry sump engine and special 5 speed gearbox. The Sprite was shipped home and has since been the subject of a superb chassis up restoration to concours condition by Andreason Racing & Tuning of Eastleigh, Southampton.

Because of its history, the car had not been seen in public in this country before this season. To date it has had successful outings in Willhire rounds at Thruxton and Brands Hatch, although on both occasions minor problems prevented the car running at full potential. The next race is scheduled for the Horsfall Trophy meeting at Silverstone on June 27th.

David Pratley started racing Sprites in 1963 before moving onto various other sports cars. He won the up to 3 litre class in the 1977 Classic Sportscar Championship driving a Marcos GT, and has returned to historic racing again this season with the Targa car. He works as Technical Manager for Esso Chemical Ltd., and is currently responsible for a new giant £350m petrochemical development in Fife, Scotland.

Another quick Ray for hire

Regular front runner at Brands Hatch, East Grinstead based Civil Engineer Tim Jones has temporarily put his helmet and overalls away. "I've simply run out of money," says Tim who currently runs in the top ten in the MCD FF1600 Championship "and although my Ray is one of the cheapest FF models to run these days, I've got to keep a roof over my head." Jones's rapid green Auriga engined 80F model is set up for hire at a competitive rate per race and he is hopeful of accumulating sufficient funds to return to the tracks himself at least in time for the Festival in November.

Charity rallycross

The International Year of Disabled People will benefit from this weekend's charity motor sport event at the new rallycross circuit at Deepcut in Surrey. Generous sponsorship from Car Colours Ltd of Aldershot, ardent supporters of this branch of the sport, has enabled all proceeds to be donated to charity. Snetterton Rallycross, TEAC, BRDA, the Enterprise MC and Farnborough District MC have joined forces to promote the meeting which features rallycross action both days plus Minicross and 2CV cross events on Saturday.



Bob Evans — Morgan invitation.

Evans in second 24 hours

Just a fortnight after the Le Mans 24 Hours, in which he will pilot the Dome Zero G6 chasis. Bob Evans is joining Morris Stapleton Motors's team for Britain's only round the clock race, the Willhire 24 hours at Snetterton. Evans is joining the outfit which won the Commander's Cup award for the first single-car entry home in the inaugural Snetterton marathon. Bob will be sharing the Stapleton-entered Morgan Plus 8 with endurance expert Richard Down and Bill Wykeham, well known for his exploits in the Malvern-built sports cars.

Successful season for Lechner's men

Walter Lechner's Salzburg-based FF1600 team is currently enjoying a very successful assault on the German ONS championship having won each of the five rounds run to date. Quick Austrian Bartl Stadler won the opening race at Hockenheim in his Casino-Austria car while German Stefan Bellof — who is also competing in FF2000, FSV and F3 with Lechner's equipe — has taken the subsequent events backing from Sikkens of Holland. Both men are driving Minister-powered PRS 81F chassis. A third Lechner team driver, Dr Nicki Nufer, currently lies second to Werner Pick's in the National series.

Booker's quick Tiga bent at Lydden

Midlands karting champion Ken Booker's run of bad luck in the BARC Junior FF1600 championship continued at Lydden on Sunday when his Barry Pomfret-prepared Tiga FF77 was badly damaged in a nasty incident at the end of the opening lap. "I've yet to complete a lap in this championship," grimaced the Redditch driver as he surveyed the bent chassis which lay, minus a rear corner, in the bank beside the startline. Worse off was poor Peter Hardman whose newly acquired Royale RF26 was totally destroyed on the opposite side of the circuit trapping its driver with a broken foot and a dislocated ankle.

The actual cause of the incident is not clear so blame cannot be apportioned, the result being the culmination of a typical FF1600 chain reaction shunt. Phillip Woulds's Lola had slid wide onto the rough at Paddock Bend and did move back onto the circuit as quickly as possible by which time Booker and his immediate pursuers Chris Smith and Hardman had jostled to the right. Booker, now alongside Woulds, spun rapidly across the Lola's nose into the bank, tearing off the suspension and damaging the gearbox, while Hardman and Smith tangled, Peter slamming into the bank which guards the startline marshals's post, and having to be freed from the wreckage by the rescue crew and the efficient circuit doctor.

Booker had shown an impressive turn of speed throughout the day in his five-year-old Tiga (the ex-Carlos Arguelles chassis) with which he currently leads the 750MC's Wilkes FF1600 challenge series but his small budget has taken a serious knock with the accident damage. His sponsors, Geoff Harrison of Westwood Developments — who design and construct houses in Northamptonshire stone — Beckermann Kitchens and Sky Metals are determined to repair the Tiga but Ken's obvious talent deserves a new car.

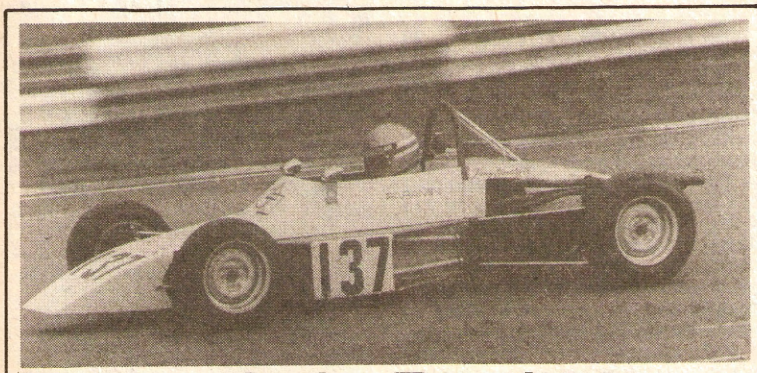
Meaton's break

A very brave performance from Robert Meaton at Lydden on Sunday netted the Mill Hill driver a heat win, second place in the final and sufficient points to gain his third position in the BARC Junior FF1600 championship title race, despite a fractured left ankle which made driving very uncomfortable. "It's only a hair-line fracture", grinned the Royale pilot, "and only the sixth time I've done it in my sporting career — three in each ankle!" Let it be explained at this point that Robert is a fine all round athlete having played for the Arsenal youth football team and the Middlesex basketball side in his schooldays as well as being the National discus champion for his age group! Some record.

Having jettisoned his walking stick in favour of race boots for practice Meaton was easily quickest in his session when the slow Van Diemen of Malcolm Campbell shut the door on the Auto Special Repair-backed driver spinning both cars gracefully through Paddock Bend. The knock bent a rod end on Meaton's front left corner and jarred his ankle so medical staff removed him for observation but he was back in the fray with the repaired RP26 later on to chase Mark Peters home in the BARC final, a sterling effort indeed.



Robert 'Blocker' Meaton — heat win.



Paramin in Pre '74

Computer software specialists Paramin (UK) Ltd of Staines and Luton are backing Tony Sinclair's Ray 73F which currently lies second on the BRSCC Pre '74 FF1600 championship. The Ray was completely rebuilt last season, having not been raced for several seasons, and is powered by one of Rob Cresswell's engines. Sinclair is a 24-year-old motor engineer from Morden, Surrey. After two seasons of karting he moved into FF1600 last year, competing in six races with the Ray. Two seconds and one fourth place finish in the first three rounds give Sinclair an early lead over Craig Dennis's Lotus in this year's series but his rival's form at Castle Combe reversed the order. Tony aims to resolve the situation later in the season.



Murphy — first season.

Junior Murphy rapid

Beginning to make a name for himself in the BARC Junior FF1600 series is 18-year-old Robert Murphy, currently in his final term at the American school in Waterloo having been brought up in the USA. Although he was born in England of British parents, Robert moved to the 'States soon afterwards and returned just a couple of years ago to live in Harrow. Without the karting background, so beneficial to up and coming drivers, Robert has done remarkably well in his three races to date. Driving one of Graeme Glew's Team Touraco Lola T540E chassis, Murphy finished fifth in his first ever race (at Snetterton) and has also run very competitively at Oulton Park and Lydden. The bespectacled teenager has benefited enormously from training with Glew's school at Cadwell Park — see report on page 27 — and is currently searching for a sponsor for the rest of the season. Camshaft failure ended his plucky drive at Lydden last weekend but his head down, press-on style continued to impress.

Tim Sugden on target

One of Britain's brightest young hopes to emerge from the karting scene, 17-year-old Tim Sugden, has graduated to FF1600 with sponsorship from the National Breakdown Recovery Club which already supports fellow Northerners Russell Spence, John Walker and Tim Wood. Sugdon has raced karts for the past five seasons and won the prestigious Road and Racing Racewear championship in 1980. This series is run over seven rounds at circuits throughout Britain and attracts most of the leading junior kartists. Sugden was subsequently chosen to lead the British team in the World Junior Championships in France but accidents marred his results.

Tim's father, former racer David Sugden, has recently bought a Royale RP26 FF1600 chassis for his racing début which, testing permitting, will be at Croft on Sunday. The RAC have granted Sugden a compeition licence within a month of his 17th birthday so surely he must be the youngest driver to hit the British circuits for some time, if not the youngest ever!

Briefly . . .

● A new medical centre will be opened at Thruxton on Sunday thanks to a generous donation from the Phil Winter Memorial Fund. A similar donation was made to Castle Combe circuit in 1979 for the emergency stop lights system. The fund was set up in memory of Phil who for many years was a popular competitor and official at circuits in the South West, before his tragic death in a road accident in the Isle of Man.

● Stephen Grigg returns to the Pace British FF2000 championship at Thruxton this weekend, at the wheel of the Reynard SF81 which he recently sold to Peter Fairweather. The car's new owner is currently gaining signatures towards the National competition licence now mandatory for Pace entrants so Grigg has been invited to race the Reynard in the colours of Ramair performance filters.

● Former Van Diemen employee Bob Geeson is currently running cars in FF1600 and FF2000 from workshops in Norfolk. Greek driver Ilias Efessios and Matthew Whetstine have entrusted the preparation of their Van Diemen RF81s to Bob Geeson Racing while a 2-litre Royale RP27 is also scheduled to appear under Bob's banner in the hands of assistant golf professional Mark Woodwiss.

● Team Touraco's services within the Dunlop-Autosport 'Star of Tomorrow' FF1600 championship have been extended with the provision of an exclusive test session on the full 2.25-mile Cadwell Park circuit on Friday, July 3. A club circuit session will be available to competitors in the morning with long circuit facilities in the afternoon. This will be the only day on which full circuit testing will be available prior to the Dunlop-Autosport round on July 5. All enquiries please to Graeme Glew on Long Eaton 4157.

● Having sold his CTG SF80 chassis back to constructor Cyril Malem, London art dealer Alex Postan has bought one of Adrian Reynard's SF81 machines on which to promote his Disprin and Petroleum Pipe Company sponsors in the Pace British FF2000 championship.

● The national Pre '74 FF1600 series visits Thruxton this Sunday and examples of the Alexis, Crosslé, Dulon, Elden, Hawke, Huron, Jamun, Lotus, McNamara, Merlyn, Mistrale, Ray, Royale, Titan and Van Diemen *marques* should be seen in action. Craig Dennis's Lotus 69 leads the championship at present.

● Richard Mallock is making his 'rear-engined' racing début at Cadwell Park on Sunday at the wheel of Clive Wood's beautifully-presented Pine City Racing Van Diemen RF80. After 15 years of competition in his father's successful front engined machinery, Mallock feels that it is now time to emulate brother Ray's achievements in more conventional single-seaters, apparently. Richard competed in the category as long ago as 1967 and Wood himself raced an FF1600 Mallock U2 a few seasons back.

● General practice is available at Lydden circuit on Saturday, June 20 between 9am and noon. Further details and bookings from Brenda Harris on (0795) 72926.

● Dunlop-Autosport 'Star of Tomorrow' FF1600 contenders Kenny Andrews, Neil McGuigan and Dave Hunt have all entered this weekend's P&O Ferries FF1600 event at Cadwell Park in preparation for the fifth round of the premier novice championship on July 5. Opposition for the Van Diemen trio comes from Enrique Mansilla, Roy Steele and a PRS team-mates Joaquim Canas and Gianfranco Cane.

Quattro ban in Greece

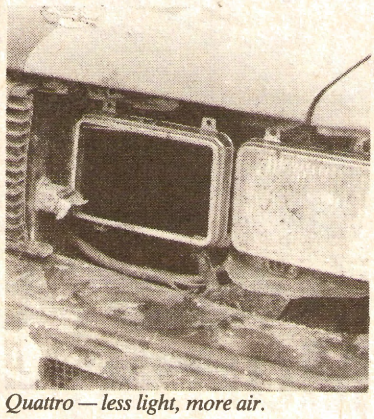
Acropolis outing ends in fire and disqualification for the Audi team.

The exclusion of all three Audi Quattros from the Acropolis rally was a bitter blow to a team already badly shaken by a terrible accident which has resulted in their team manager, Walter Treser, spending several days in hospital in Germany. Treser was badly burned about the face and right arm when petrol caught fire while he was working on Hannu Mikkola's car. In fact, about the only good news for Audi from the Acropolis rally was that all three cars were lying in the top ten and that, for much of the first half of the event, it had been dominated by Hannu Mikkola and Michele Mouton.

The three cars were excluded from the rally by the stewards of the meeting after an inspection by the scrutineers. The inspection took place in *parc ferme* during the halt on the Wednesday and the stewards met that afternoon. Audi were informed of the exclusion about one hour before the restart and, despite giving notice of appeal, were not allowed to run in the third leg of the event.

The exclusion was enforced because of a modification to the front grill of the cars which allowed cool air to pass through the grill and over, on one side, an oil cooler, and on the other side, the water radiator. In order to achieve this, the team had removed the inner pair of headlights and replaced them with two hinged flaps. When the cars started to roll forward, the flaps swung open under air pressure and the flow through the coolers was created.

Two questions arise from the incident. Firstly, was what the team had done illegal in the first place? Secondly, when they gave notice of appeal, should they have been allowed to carry on? These two points will be raised by Audi when they take their case to the Greek governing body of motorsport in the next few weeks. The Greek governing body is ELPA, which also organised the rally.



Quattro — less light, more air.

The scrutineers, and a majority of the stewards (the vote was not unanimous), maintain that, if headlights are removed, then the aperture so left must be completely blanked off with a fixed system. There were two conflicting arguments from the Audi camp. One line of reasoning was that this was not what the regulations said; a second line of reasoning was that their flaps had been fixed at the start, and had shaken loose during the event. From our own observations of the cars at the start of the rally, this was plainly not true. The flaps always had been designed to open under wind pressure.

The question of appeal against such a disqualification has some precedents, for instance the Lotus 88. The view of the stewards was that there can be no immediate appeal against a technical infringement and that such an appeal can only be heard at a later date. Should the appeal find in favour of Audi, then heaven knows what happens to the results of the Acropolis rally.



Treser — lucky escape.

As a secondary issue, the team were also fined for installing an auxiliary battery in the cars, in front of the co-driver's seat. This second battery was put in at rest halts in order to facilitate starting from *parc ferme,* and is a system which has been used by many teams. The problem is not the using of it, but the being caught with it. The rules are quite clear about not carrying batteries in the passenger compartment.

All this argument followed at a time when the team was already in some state of disarray, due to the injuries received by both their team manager and one of the mechanics. Although both continued working at the rally, we gather that they are now in hospital in Germany. The incident happened in a service area, in a garage forecourt, just outside Lamia.

A mechanic was refuelling Hannu Mikkola's Quattro and the engine had been left running in order to keep the intercooling systems working. Treser was crouched down at the back of the car, checking the rear suspension which was known to have given trouble on Mouton's similar machine. When somebody else jacked up the front of the car, some petrol was spilt and the back of the Quattro burst into flames.

The mechanic dropped the flaming jerry can, Treser rolled out from under the car, his face and arm burning in the petrol and Arne Hertz jumped into the car and drove it forward, thus isolating the fire on the ground from the one on the back of the car. The garage extinguisher failed to go off and it was the team's own extinguishers, carried in the service vans, which put the flames out.

Fortunately, the team doctor was on hand and both Treser and the mechanic received immediate treatment. Two service points later, Treser was able to joke that, all he needed was a Parmalat cap and he could pass for Niki Lauda. It was one of the few lighthearted moments in an otherwise grim week.

Statement from Acropolis organisers

The Scrutineers of the 28th R. A. proceeded by authority to a further inspection of cars 8, 17 and 20 and ascertained the following non-conformities:

1. An auxiliary battery was placed in front of the co-drivers seat.

2. Two headlights were replaced without the aperture to be completely and firmly sealed. The opening was covered by a screen which covered a tilting device which at a certain wind pressure would open, creating an additional inlet of air to the engine.

For the first infringement the stewards of the meeting inflicted a fine of drs. 25000 and, for the second, exclusion of the three cars from the Rally.

Fiat give Alen another Stratos for the RAC

The Fiat Group is planning to enter Markku Alen on the Castrol and RAC rallies in a Lancia Stratos. Alen is still determined to win the RAC and feels that the Stratos will offer him his best chance. One problem, though, is that there is a shortage of well prepared cars around at the moment. The Chardonnet team have a couple of cars, but they are not likely to release them, and other 'gravel' specification cars in Italy are apparently not really up to standard.

"I must drive in some secret rally before the RAC," Alen told us. "I tell Fiorio that I should do Castrol rally in Stratos as practice for RAC rally . . ."

Meanwhile, the company is going ahead with its plans to develop a full Group B car for next year, although the project has slowed up recently. One of the problems is that the Abarth company has now been fully absorbed into the Fiat Group and so is now subject to the same paperwork. Even to buy a litre of oil takes "20 pieces of paper and 10 signatures," we were told. In these circumstances, rally car development becomes extremely difficult.

A supercharged car has been running on the Pirelli test track in the hands of Georgio Pianta and, although turbocharging has been tried, it seems that the supercharged car is much easier to drive. Full rally testing will not begin before August though, and there is a chance that Alen will have a car to run over some 1000 Lakes stages. More likely however is that the drivers will not get their hands on the car until the San Remo and that there will be no competitive outings before the Safari rally next year.

Apparently no significance should be attached to the fact that Fiat are launching a supercharged version of the Mirafiori in Italy this week. The car is intended for the Italian market only and is designed to be a engine test bed rather than anything more important. The new Group B car will have an all new bodywork, based on the Beta Monte Carlo chassis and with Lancia Stratos suspension.

What will replace the Fiat?



Terry Kaby's Taurus Chevette

Following a successful debut with the Taurus Engineering Chevette HSR on the Manx Stages recently, Terry Kaby looks set to join the team for further events this season. Kaby, the current Castrol/AUTOSPORT National champion, has had only three outings so far this year although his results have proved impressive. Now we can expect to see him driving the Chevette HSR in Donegal at the end of this month, and again on the Isle of Man in September for the Rothmans Manx Trophy rally.

The prospects of further trips abroad are not out of the question, however, as Trevor Hadley commented, "We would love to take the team abroad, and currently we are gathering up a few offers so that if we get the funds we will try to go."

Taurus are currently preparing the car for Donegal, and have fitted a completely rebuilt axle. They plan only to contest tarmac events with the car, however, and are soon to test tyres, to decide on rubber. On the Isle of Man Kaby used Japanese Dunlop rubber despite the Yokohama decals, while on the Pace Rallysprint at Esgair Dafydd the car used Michelins, on a deal struck with Dealer Team Vauxhall. Rob Arthur will co-drive for the rest of the year.



Kaby — Taurus, no bull.

Away from the HSR, Taurus are also building another single cam Chevette to use on *Motoring News*/BTRDA events. After Bill Gwynne's departure from the team, this new car will be used by Paul Kynaston.

Safari results dispute continues

Stories which circulated in the European press a couple of weeks ago that Rauno Aaltonen had been declared the official winner of the Safari Rally are not true. The results posted by the Kenya AA still stand and, for the moment at least, the Safari winner is Shekhar Mehta, driving a Datsun 160J GT.

What has happened is that the Finnish national sporting authority has agreed to appeal against the results on Aaltonen's behalf, and we gather that the case will be heard in Paris on July 7. A FISA court will then decide whether the road section on which Aaltonen was penalised 31 mins should be dropped from the route or not, the confusion arising because the road book distances were not accurate. Incidentally, Aaltonen's penalty was because of mechanical trouble and had nothing to do with any wrong routing.

Shekhar Mehta is particularly bitter about the whole case, bearing in mind that both he had Aaltonen were driving for the same team. "What should have been a great victory celebration turned sour. We had to hang around for 12 hours after the finish trying to sort out the whole thing. Thank God, we did, because Rauno had told the rest of the team that he was going to withdraw the protest. In fact, he did nothing of the sort."

Mehta went on to say that he was particularly disappointed by the actions of the FISA stewards who heard both the inital protest and his own appeal. "At no time did they ask either of us if we had the persmission of our entrant to make the protest. They could have stopped the whole thing before it had even started."

Mehta's case in Paris will be based on the fact that any appeal against the results must be made by the entrant, in this case the Kenyan Datsun importers, D. T. Dobie.



Billows and Thomas were in the top 15 before retiring.

Billows abroad again

The sole British private entry on the Acropolis Rally was an Escort RS for Keith Billows and Hwyel Thomas. Backed by Billows' own company, Chester Motor Accessories, the car was a full G4 Escort, probably more suited to the forests of Britain than the rough tracks of Greece. As it was, the team went very well, lying in the top 15 or so until problems intervened.

A couple of punctures on early stages dropped the team about 10 mins back on the road but the real problem with tyres came when they reached Kalambaka. An engine failure on the service van meant that they had only two tyres left for the run back to Athens and it was a case of buying part-used rubber off other teams in order to stand any chance of finishing.

As it was, the car never made it back to Athens. A flat battery held them up after the first couple of stages on the Tuesday, and then a diff failure was the final cause of retirement. Ever one for adventure, Billows is considering events in Cyprus and American for the rest of the year.



Cowan (pictured) and Kullang dubuted the trubos on the Acropolis. Inset: the silicon chip-tuned engine.

Mitsubishi chip away at the Acropolis

The week after the road-going Mitsubishi Lancer Turbo was finally officially launched in this country two of the exciting new rally cars made their debut. Anders Kullang and Andrew Cowan drove Lancers on the Acropolis rally, but unfortunately both drivers retired with minor problems before the cars really had time to prove themselves. Kullang went out after just three stages with fuel pipe problems; Cowan retired on the last stage before Kalambaka when the alternator broke, but at least he had the satisfaction of lying in the top 10.

The car uses a two-litre engine with a simple 8 valve cylinder head and a Mitsubishi designed turbocharger. A five speed gearbox takes the power back to the live rear axle, located by four, non-parallel, links. Ventilated disc brakes are fitted front and rear.

One of the most interesting aspects of the car is the use of a microprocessor to control all the engine functions. The little black box of electronics sits on the rear bulkhead and incorporates a coloured light, fault-finding display. The team claim that they can design an engine specification to suit any rally simply by plugging in the appropriate silicon chip circuits. For the Acropolis rally the engine gave 235bhp but power figures of up to 280bhp are claimed.

The car is prepared in Austria by the Denzel organisation and both the Acropolis machines were Austrian registered. However, there were a fair sprinkling of Japanese mechanics in the service crew and the team manager is Iwao Kimata, a veteran of the Mitsubishi competition department.

Future plans for the car are uncertain, though the team is hoping to do the 1000 Lakes, San Remo and RAC rallies before the end of the season. The exact plans depend on the lessons learnt from the Acropolis and, before the rally was even over, the team was back out testing. Significantly, both drivers feel that the car could be highly competitive.

Good entries for South America

With the first half of the season over the World Rally Championship moves to a new continent next month for the Codasur and Brazil rounds of the series. After a shaky start, it looks as though both rallies will have good entries, at least four factory teams having declared their intention to make the trip. The Codasur Rally, based on Tucaman in Argentina is a round of both the Drivers' and Makes' series; the Brazil Rally is a round of only the Drivers'.

The Rothmans Rally Team will be sending just one Escort to both events, the car to be driven by Ari Vatanen and David Richards. Vatanen currently lies third in the championship after poor scoring in the early rounds of the year. We gather that the car has already been prepared and will be shipped to Argentina in the next few days. In between events it will be prepared at the workshops of Tapé Ravicha, the Ford importers for Paraguay, who already have nine Ford Escorts available for events in South America.

Undoubtedly the strongest rival for Vatanen will be the current World Championship leader Guy Frequelin, who takes a Talbot Sunbeam Lotus to both rallies. Frequelin will be partnered by Jean Todt and one side effect of the South American effort is that this team will miss the 1000 Lakes Rally in Finland at the end of August. On that event Talbot will enter Henri Toivonen and Stig Blomqvist, Blomqvist running his own car but with full works service. For Argentina and Brazil, Frequelin will use the car which Toivonen drove for just a couple of stages in Corsica.



Guy Frequelin — Championship leader.

Markku Alen — second place.



The Japanese are making a strong challenge in South America, with both Datsun and Toyota running teams. The two Toyota Celicas, entered by Toyota Team Europe, will be driven by Bjorn Waldegaard and Per Eklund while the two Datsun 160J GT cars are likely to be driven by Timo Salonen and Shekhar Mehta. Datsun currently lie second in the World Rally Championship for Makes, just seven points behind Talbot.

A question mark hangs over the possible entry in South America of a sole Fiat 131 Abarth for Markku Alen. Alen is now second in the World Championship and keen to improve his points score, but the team policy is that they are not contesting the series.

Asked about the chances of a start in Argentina, Alen told us, "You must ask Fioro, my team manager. Before the Acropolis he told me that I could go if I won that event."

In fact, Alen finished second in Greece, behind Ari Vatanen and ahead of team-mate Attilio Bettega.



The Talbot Sunbeam Lotus is tough.

You have to be to win the 1980 Lombard RAC Rally and come 2nd overall in the 1981 Monte Carlo Rally.

But it takes more than just toughness to sweep the board in that kind of competition. It takes power as well. And the Talbot Sunbeam Lotus certainly has plenty of that.

Take a look under the bonnet and you'll find it's filled to the brim with a 2.2 litre engine. Harness that with a 5-speed ratio ZF gearbox and you've got acceleration that can take you from 0-60 mph in a heart-racing 6.8 seconds.*

The Black Sheep



of the Sunbeam family.

But don't be too alarmed.

The Talbot Sunbeam Lotus offers the same sensible attributes as other Sunbeams. Such as the proven hatchback design, easy manoeuvreability, room for four passengers, and an accommodating 42.7 cubic feet of luggage space with rear seats folded. And with eight other models in the Sunbeam family, you've quite a choice.

Sunbeam 1.0 LE, LS & GL, Sunbeam 1.3 LS & the GL, Sunbeam 1.6 GL, GLS & Ti.

So try out a Talbot Sunbeam at your local Talbot dealer, and check out the facts for yourself.

Prices start from only £3,099.**

*Motor Magazine Road Test Figures.

**Including seat belts, car tax + VAT. Number plates, delivery and road fund licence extra.

TALBOT

ON THE MOVE.

For the name and address of your local Talbot Dealer ring Teledata 01-200 0200. Or see Yellow Pages.

Jim Clark Memorial

The Jim Clark Memorial Rally, which is this year a round of both divisions of the Esso Scottish Rally Championship takes place on the night of Saturday July 4. The rally has a new organising team, aiming to keep the event's traditional overnight format, based in Duns, but still keep costs to competitors to a minimum. Some of the roughest roads in Kielder have been omitted, but there are still over 80 miles of forest tracks, coupled with approximately 60 miles on tarmac over Otterburn. Entries at the standard fee of £90 should still be available, but further information can be obtained from Malcolm Sellars, 34 Roberts Street, Newcastle upon Tyne. Tel: 0632 749387.

Mann foiled again

David Mann, tackled the Haspengouw Rally recently and, while the team again failed to last the distance, Mann still learned a great deal.

The rally started badly for them with a broken halfshaft on only the second stage and the car reached the end of the stage within 3mins of exclusion.

The Escort was last car to re-start on Saturday after re-seeding, however, and slow cars hampered progress. Back up to 38th at the end of the fourth section, Mann continued to climb until approaching the end of the final lap. A bolt from the air cleaner dropped into the motor, ending any hope of a finish.

Double header

The only Scottish event to count for both divisions of the Esso/BTRDA Rally Championship, also plays a major part in the two Esso Scottish Rally Championships. It is the Esso Border Counties Rally, which will be held on Saturday, July 18, offering over 60 miles of forestry stages in the Tweed Valley.

Regulations from Mrs E. Brown, 212 Magdala Terrace, Galashiels, Borders, Scotland.

Europeans on the Manx

The organisers of the Rothmans Manx Trophy rally are making strenuous attempts to attract leading European crews to the event, which takes place over the weekend September 11-12. Although the idea of attracting foreign crews to the rally has been mooted in the past, this is the first year that any serious efforts have been made.

Among the attractions of the rally, a coefficient 2 qualifier in the European Rally Championship, are its high prize money and relatively compact format. However, European competitors may not like the high speed stages.

Scrutineering will take place on September 10, with the rally start in the morning of September 11 and the finish on the afternoon of September 12. Further details from David Gawne, 22 Wybourn Drive, Onchan, Isle of Man.



Castle's Challenge lead

Chris Castle, seen here on the recent Centurion Rally, is the current leader of the Austin-Morris Mini Rally Challenge. On the Centurion, however Vincent Smalley took an early lead before an off-road excursion dropped him to fourth place. Castle took the lead only to drop time when an electrical failure stopped his car in a stage handing the lead to Robert Evett. Castle then fought back to finish just 8secs ahead of Evett, with Gerry Wells a further 1sec behind. Castle now leads the Challenge with 30 points, with Gerry Wells second on 22.

Detail improvements to Russek Rally

A number of changes are apparent in this year's Peter Russek Manuals Rally, the next round of the Castrol/AUTOSPORT National rally championship, all of them designed to offer drivers an interesting event, while retaining the value-for-money format which the series has promoted this year. The rally will be run on Saturday July 25, with a civilised 11.00am start in Swansea before approximately 80 stage miles around the Vale of Neath before the finish back in Swansea by about 5.30pm.

The organisers, Port Talbot MC headed by John Henderson have taken the brave decision to cut stages over the Epynt ranges, and concentrate on a compact format over quality stages. In fact the action will start quickly, because the opening stage will be 22 miles, a real test to awaken any driver! There will be just seven stages in total, with one service area, only 25 miles from the rally start.

To ensure competitors save on hotel accommodation if they wish, scrutineering will take place on both Friday evening and Saturday morning. The rally will get under way from Swansea city centre, the leading cars being flagged away by the Mayor, Councillor Valerio.

Castrol Autosport NATIONAL RALLY CHAMPIONSHIP 1981 RAC

With Malcolm Patrick easing his Opel Ascona 400 into a slight lead in the National championship after the Manx Stages, he will be keen to keep the order in its present fashion. Scotsman Donald Heggie will however try to retake the lead with his Escort, while perhaps the strongest charge will come from Graham Elsmore. His similar car took maximum points on the Isle of Man for the first time, bringing the popular Forest of Dean resident back into the limelight.

Regulations, and further information is available from David Isaac, 12 FFrwd Vale, Neath, West Glamorgan. tel: 0639 4480.

Algarve organisers lure Britons abroad

While many teams in this country are preparing for the Lombard RAC Rally in the middle of November, the Urbibel Algarve rally offers a rather different challenge in rather warmer conditions. Last year the rally, which is run mainly over loose surface roads in south Portugal, was used by Audi for the first public appearance of the Quattro. This year, Peugeot have included it as a qualifying round of the Esso Peugeot Cup.

The rally takes place between November 4-8, starting near Faro, the capital of the Algarve. The rally then runs along the south cost. The social atmosphere combined within this competitive event is unparalleled in the European Rally Championship, of which this is a co-efficient 2 qualifier.

Last year, Peter Knowles was the only British driver on the rally, (although a David Sutton backed Escort, driven by Antonio Zanini took outright honours) and he finished in a creditable 11th position. Despite only racing some of the special stages, and running without pace notes. In November, the rally offers 400 kms of stages in three *etapes* and special facilities will be arranged for British competitors. Further details nearer the time, or from Rallye Urbibel Algarve, 8300 Silves, Portugal.

Briefly . . .

● The British Rally Association for Communication and Emergency Services will hold their next general council meeting on Sunday June 21 at the Post House, Sandiacre, near Nottingham starting at 12.30pm. As usual all individuals interested in attending are invited, but please inform the secretary (Ian Dixon tel: 0742 665510) to allow catering to be arranged.

● Regular Castrol/AUTOSPORT championship contenders, Malcolm Collings and Geoff King, have just signed up with Castrol for backing on their Escort RS2000 for the rest of the season. The car is sponsored by Perrys of Milton Keynes.

● Publicity from local stage events is the aim of Charles Eveson and Geoff East, who have just found sponsorship for their 1600cc Escort. The backing comes from the Warwick based transport firm of R & CW Transport Services who have a fleet of 13 long distance lorries. Since the start of the season, the new team has had a number of good results including fifth overall on the Lodge Stages.

● These are busy times for the members of Aberyswyth & DMC. In the next few months they have two important championship rallies to run, one on the road and one on the stages. The Cambrian News Trophy Rally is a round of the Motoring News/BTRDA championship and features 150 miles route devised by Brian Jones and Noel Morgan. The date is June 27/28. On August 30, the club runs its Rally Radio Link Mewla Stages with 95 stage miles on the tarmac Epynt ranges. The entry fee of £38 includes a 'Safety' levy which is passed to the various rescue units. Regulations for this should be available soon from Christine Evans, Abernant, Llanbadarn, Aberyswyth, Dyfed. Stamped addressed envelope please.

● A new format has been devised for the Lynn Regis Stage rally which is due to be held on October 4. Just two stages will be used for the event, each stage being run twice in each direction. The total competitive distance will be 32 miles and the entry fee is just £15. Both stages are predominately tarmac and, with only 23 linking road miles, drivers should be kept amused. Entries secretary is Martin Redman, 47 Sydney Dye Court, Sporle, King's Lynn, Norfolk.

● An important round of the Shellsport Welsh stages championship takes place on July 11, when Carmarthen and Epynt MCs run their ATS Epynt Stages. The rally is based at the Abernant Lake Hotel and takes in the forest stages around Epynt, giving a total competitive distance of 50 miles. There are just 15 miles of link roads and the entry fee is £69. The entries secretary is Selwyn Thomas, Hillocks, Llangunnor Road, Carmarthen, Dyfed.

● The Association of West Midland MCs has produced an excellent little Yearbook to cover the 1980/81 season. The booklet includes championship regulations and dates, along with a list of all the member clubs and their officials. Plans to expand the Yearbook into something rather grander will depend on the response from subscribers and advertisers. Copies are available, at 10p each, from Mrs M Arnold, Wharfe Cottage, Longdon-on-Tern, Tekford, TF6 6LQ. A large SAE would be appreciated.

● Tavistock and District MC will be running its ATS Midsummer rally on the night of June 20/21. The event is a round of the SW Association championship and will follow a 135 mile route over roads in Devon. Regulations are available from John Lee, 42 Endsleigh Park Road, Peverell, Plymouth PL3 4NH.



Pure, green success!

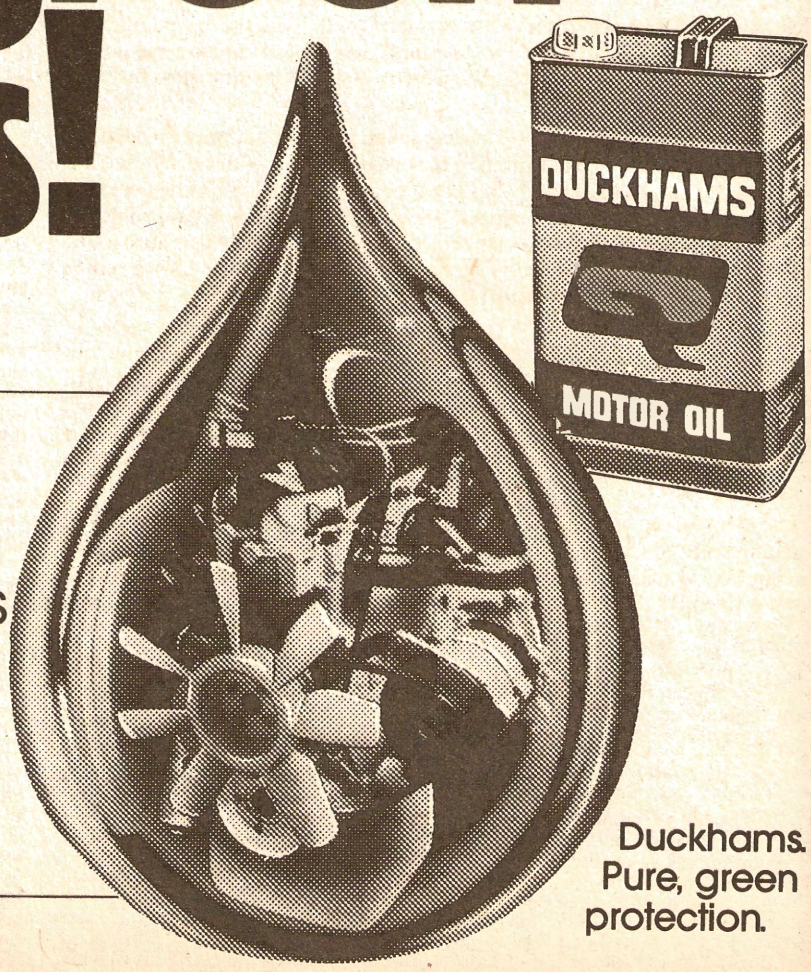
The Acropolis Rally

1st Overall

For the second year running

Ari Vatanen/David Richards

Duckhams/Rothmans
Ford Escort RS



Result subject to official confirmation.

Duckhams.
Pure, green
protection.



Ari Vatanen won his second successive Acropolis Rally, having swept into the lead when the Audi team was disqualified.

Hollow victory

Another Vatanen victory — Audi Quattros disqualified — Fiat second and third — Frequelin fourth — Report: RUPERT SAUNDERS — Photography: HUGH BISHOP.

Rallying is a sport which is generally without rancour. While Formula 1 has cheapened itself with commercial squabbles and dirty infighting, rallying has been able to hold its head high. Now, rallying has its own 'Lotus 88'.

The latest round of the World Rally Championship, the Acropolis rally of Greece, ended with victory for Ari Vatanen and David Richards driving a Ford Escort RS, but only after all three Audi Quattros on the event had been disqualified by the stewards of the meeting. The point of controversy on the Quattros was a pair of flaps in the grill, which allowed extra air to pass through into the engine compartment.

Until their disqualification, which happened just over half way through the rally, the Audis had been dominating the event. Michele Mouton led the first stage, but Hannu Mikkola had led after that and, for a while, Audi were first and second. Later, Mouton dropped back because of suspension problems, but the team still had three cars (the third driven by Franz Wittmann) in the top ten. It is worth saying that the disqualification came about after a report from the scrutineers, and was not as a result of any protest by another team.

Second and third places on the event were taken by the Fiat 131 Abarths of Markku Alen/Ilkka Kivimaki and Attilio Bettega/Maurizio Perrisinot, but Guy Frequelin extended his lead in the World Championship with fourth place for Talbot. The World Rally Championship points are now as follows: Frequelin, 46; Markku Alen, 39; Ari Vatanen, 35; Shekhar Mehta, 28. In the World Rally Championship for Makes, Talbot have 66; Datsun, 59; Opel, 46; Ford, 45; Fiat, 42.

The debut of the new Mitsubishi Lancer Turbo cars turned sour when both machines retired early with minor problems and Malcolm Wilson's second foreign World Championship rally was a chapter of disasters from start to early retirement. The only British private entrants, Keith Billows/Hwyel Thomas, also failed to finish after differential failure on their Escort.

The Acropolis is the most interesting of all the 'European rounds' of the World Rally Championship. It combines the sprint aspects of rallying with the endurance aspects in a way that no other event achieves. In Greece the special stages must be tackled at speed, but they are so rough that the car must be preserved also. The dividing line between speed and endurance is a fine one, and it takes an experienced driver to judge the mean.

A car which wins the Acropolis must have both speed and strength, so it is not surprising that most of the world's teams set out to prove their product here. A win in Monte Carlo, or on the Safari, may attract the attention of the world's press, but it is a win, or even a finish, on the Acropolis which really proves a car's worth.

Enthusiasm for rallying runs high in the country and so does the support from local dealers. A good result on this event leads directly to an upsurge in sales in Greece, a country where cars are expensive and most importers are struggling at the moment. Even the eastern European manufacturers recognise the significance of the event and come in large numbers.

"We hardly sold any cars here last year," one of them told me. "If we finish well, sales will undoubtedly go up." The same attitude brings Ford, Datsun, Fiat, Opel and all the other major teams.

Besides which, nobody could deny that Greece in late May is a beautiful country to go rallying in. It's hot, yes, and the humidity saps the drivers' strength so that they come off the special stages dripping in sweat, but the magnificent scenery and the almost guaranteed fine weather make the days before the rally pass quickly. No driver likes practising for an event. At least in Greece it can be made into something of a holiday.

The rally itself is based at the Lagonissi Beach Hotel, about 35km south of Athens, and this year facilities were much improved over past occasions. Scrutineering takes place in the hotel grounds and the headquarters is in the hotel discotheque, but many of the professional teams prefer to stay nearer Athens, in the town of Glyfada. Here they are nearer both workshops and restaurants, the cornerstones of a mechanic's life in the days before the start.

One attraction of the Acropolis has been that the event changes little from year to year and so it is particularly significant that 1981 saw a number of changes in both route and format. A new overnight halt had been created, at the northern town of Kalambaka, and the first two legs were simply Athens-Kalambaka and Kalambaka-Athens. Apart from giving the drivers extra rest, this move enabled the organisers to produce a classification in Kalambaka and reseed the entry for the run south back to Athens.

By contrast, the third leg was made much tighter. Leaving Lagonissi on Wednesday night, the rally ran down into the Pelopponese, stopped briefly south of Sparta for three hours and then took in an incredibly tough double loop of five stages. Coming, as it did, right at the end of the rally, this loop was a real sting in the tail. There was no time for service between the tests and any car which struck trouble was out of the event; it was as simple as that.

This year the roads in Greece were even tougher than ever, a result partly of a cold, wet winter (it actually snowed in Athens) and partly of two strong earthquakes which shook the country early this year. Measuring 6.4 on the Richter scale, one 'quake was centred around Corinth and actually caused the re-route of at least two stages. The second shock took place the day before the rally was due.

"I planned about three-quarters of the route, the 'quakes did the rest," commented Henry Liddon, who makes the road book for ELPA, the organising club. Conveniently, perhaps, drivers could not blame Liddon for tracks which were so rough that puncture-proof tyres were more significant than outright speed. In one case, the drivers had only themselves to blame. The first stage, Mount Parnis, had been used so often by teams for testing that it was one of the roughest of the whole event.

In general, the Acropolis worked well. The overnight halt at Kalambaka was popular and the reseeding important. However, for the first time, there were some cracks in the organisation. Ari Vatanen, running first on the road for the first leg, reported passing other traffic in the stages, and there were a number of timing queries. Some short-cuts were possible and, on one stage, Distomon, a shortcut shown in the road-book was blocked off. In the end, only two stages were cancelled, one because the finish control was in the wrong place and one because spectators were injured falling out of trees!

Small chinks, then, in the armour of an otherwise tough and demanding event which fully justifies its World Championship status. With financial backing now from Rothmans, the Acropolis rally is improving all the time and should remain one of the true classics.

RALLY

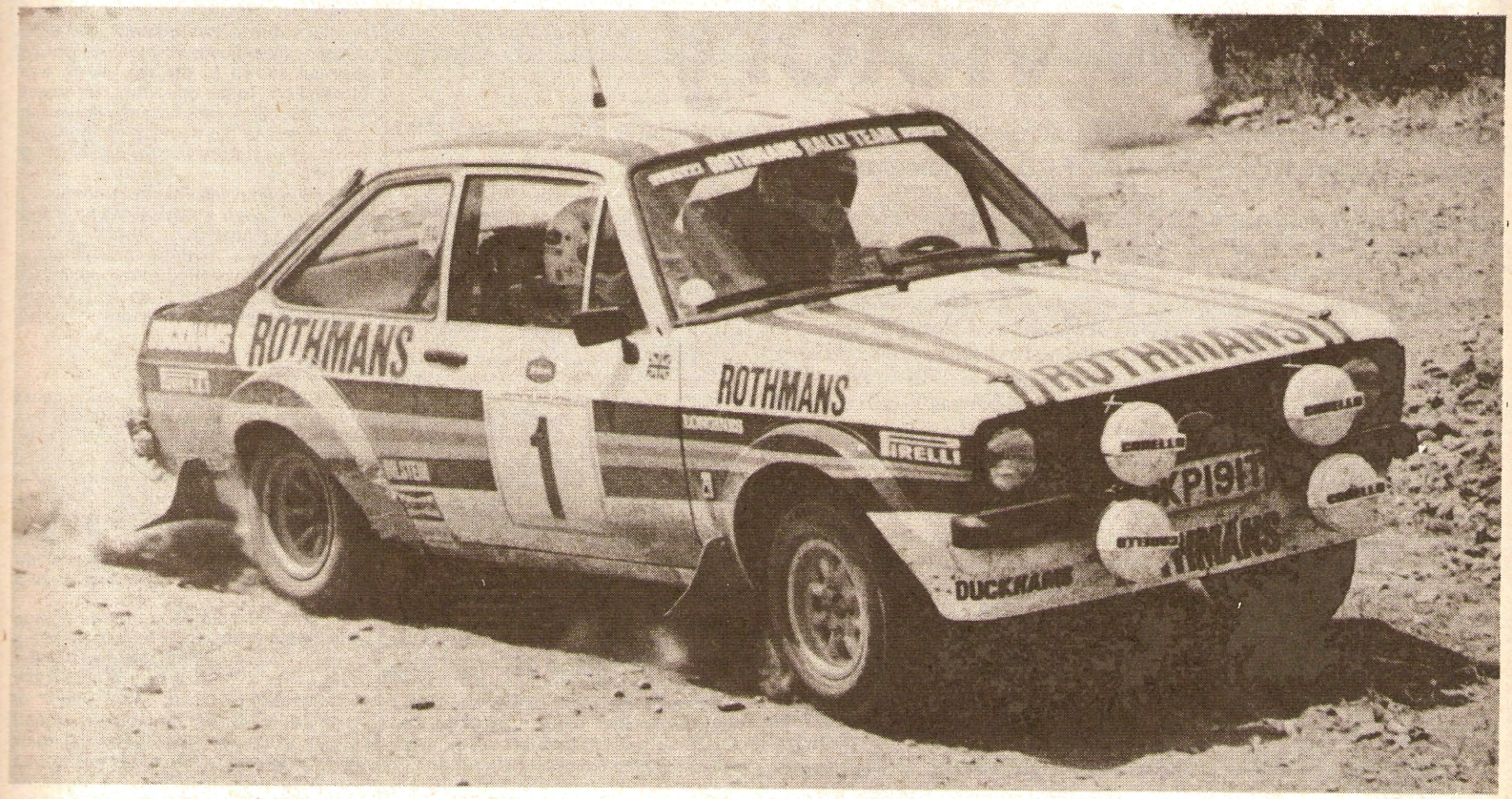
The start of the Acropolis, underneath the mighty Parthenon itself, is generally a relaxed affair. Not so this year. The drivers always have to arrive early and everyone seemed to feel the tension in the air. Mikkola looked tense, Mouton chewed on a flower as if it were her last sustinence and even the usually amiable Anders Kullang was less than forthcoming. All agreed; this was going to be a tough one.

It was Michele Mouton who wrote herself into the record books, by being fastest over the first test and thus the first lady driver ever to lead a World Rally Championship event. The miles of testing over Mount Parnis obviously paid off for Audi, but the effect that their testing had had on the roads was to cost one of their team members dear. Franz Wittmann picked up a puncture on his Quattro and had to drive 17km on the flat because he couldn't get the jack to work properly.

Cowan, Salonen and Bettega also had punctures here, a depressing start to a long event, but for some others there was more serious trouble ahead. Malcolm Wilson's rally began badly and was never going to get much better. A petrol pipe came off one carburettor, spreading fuel all over the engine and the young Englishman stopped to replace it, losing 10mins in the stage.

On the second test he had a puncture. On the fourth test he had another puncture and, by the time that the Escort reached the service point in Itea, after five stages, a rear hub had to be changed. Running very late on the road, catching the full dust of two Skodas in front of him, Wilson was hardly in a position to make ▶

Acropolis now.



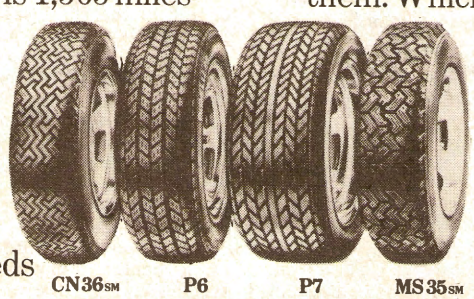
The Acropolis rally in Greece is 1,565 miles of the most gruelling driving anywhere in the world.

The 1981 event was won by Ari Vatanen and David Richards in the Rothmans Ford Escort RS for the second successive year.

To win this event a driver needs tyres in which he has complete trust; tyres with years of rallying experience and technology behind them. Which is why the first three cars home in the Acropolis ran on Pirelli tyres.

And which is why the Rothmans Ford Escort team does too.

And that same technology and experience that helped Ari and David to victory in this tough event –only 24 of the 132 starters survived–is built into the whole Pirelli range to benefit every driver in every car.



CN36SM P6 P7 MS35SM

PIRELLI

Performance with style

continued

any impression. On top of which, the new hub hadn't fitted properly and the service crew had to try to find time to replace the whole axle.

The first stages were depressing too for the ill-fated Toyota team, which seems to be dogged by disaster on this event. Per Eklund stopped on the first stage with a broken HT lead, managed to get doing again, but then had an engine mounting break up which delayed him even more. Driving in the dust of all the cars in front, it came as something of a relief for the Swede when he ran out of time after the fifth stage and he could take a few days rest before flying to Scotland.

Things weren't much better for his team-mate, Bjorn Waldegaard. The first few stage times were impressive enough and, for a while, it looked as though the Celica might really come into its own at last. Lying in fifth place after the first five stages, it was cruel luck when the differential broke just four stages later. By mid-afternoon, both the Toyotas were out of the event.

There were problems too for the Mitsubishi team with punctures in the Yokohama tyres and then a quite unexpected failure on Kullang's car. A fuel pipe broke off under the engine and the high pressure pumps just pushed the petrol out of the tank and onto the road. The car stopped in the middle of the third test and it was an hour before it came out. One Lancer down and one to go. Cowan pushed on, holding a position just inside the top 10.

Up at the front there was no doubt about the way in which the rally was going. Mikkola set a string of fastest times and Mouton was not that far behind him. By the time that the fifth test had passed, he had a lead of almost 2mins, with Vatanen third, over 1min further back. There was one slight query over the times for the fourth stage, which had the finish control in the wrong place but, for the moment, the totals stood and drivers had to accept that the Quattros looked unbeatable.

As ever on this event, the problems were dust, and punctures. Some drivers chose to accept a 1min penalty for clocking in to a control early, in order to get ahead of a slower car in front, but often that was to no avail.

"I take 1min penalty to get in front of Mehta," explained Henri Toivonen, "and then on next stage I get a puncture and so he is in front again." Young Toivonen seemed to be having particular trouble with his Michelin tyres, the tread lifting away from the casing on any of the long, fast sections. In that first leg alone, he had four punctures.

His team-mate, Frequelin, was taking things easier and, although his stage times were slower, he had avoided the puncture problem and the two Talbots were running only seconds apart. Andrew Cowan chased Toivonen in the running order, with Salonen behind him after the Datsun driver had had three punctures in 12 stages. "I hate my job," complained co-driver Seppo Harjanne and Salonen himself didn't look much happier, suffering the effects of a cold.

The new routing took the crews up to the east of Kakambaka, north of Larissa, and darkness started to fall as they tackled stages in the foothills of Mount Olympus. The order was Mikkola, Mouton, Vatanen, Alen, Bettega, Kleint, Frequelin, Moschous, Toivonen, Salonen and Mehta.

But with the darkness came more problems. Jochi Kleint was the first to hit trouble when it became apparent that the head gasket was going on the Opel Ascona. As he struggled on towards Kalambaka, team-manager Tony Fall described the engine as "one big water pump" and it was no surprise when the car finally came to a stop.

Wilson, too, had head gasket problems and, after one stage where the car stuck in gear twice, his rally finally came to an end. This had not been a happy event for the young hopeful, and it wasn't a good rally for British drivers all round. Andrew Cowan (he'll kill me if I call him English) retired quite suddenly just before Kalambaka when the alternator failed on the Lancer.

The run into the rest halt gave the first chance for a decent service stop, and Frequelin took advantage of the time to change the gearbox on his Sunbeam. Unfortunately for both he, and team-mate Toivonen, the new box wouldn't fit properly and, while the mechanics modified the mounting, both drivers lost road time. Crews were tired; tempers were short; everybody needed the night's sleep.

At breakfast the next morning, there were quite clearly two opposing camps. The Finns who weren't winning, Markku Alen, Henri Toivonen and Ari Vatanen sat at one table; Alen complained about the lack of service time — "this rally is bloody dangerous", while Vatanen complained about the fact that the roads weren't closed properly — "I have passed a truck in a special stage".

In the Audi camp the Finn who was winning, Hannu Mikkola, was in a better mood. "I feel much better. I was very tense before the rally and I had to hate someone."

"He chose to hate me, as usual," chipped in team-manager Teser. With Mikkola leading, Mouton second and Franz Wittmann back up into eleventh place despite his problems with the punctures and the dust, the Audi team could afford to be a little complacent. There was over 2mins between Mouton and Vatanen, in third, with Bettega fourth, just ahead of team-mate Alen.

The rally restarted with two stages around the towering rock columns of Meteora, the isolated monastery once again providing a magnificent backdrop for the photographers before the route turned south again and down to Smokovou, west of Lamia. At service before the stage, Audi replaced the brake pads on Mouton's car and a mechanic noticed that a bottom ball joint in the rear suspension needed adjusting. With a ▶

Notes on the cars

Ford

Having won this rally last year, and with the company this time also sponsoring the event, the Rothmans team came to the start more determined than ever to get a good result. Two Ford Escort RS, both prepared by David Sutton Cars, were entered, one for Ari Vatanen/David Richards (OKP 191T) and one for Malcolm Wilson/Terry Harryman (CLM 184T). The third Rothmans team driver, Pentti Airikkala, and his co-driver, Phil Short, were both on hand also, to help with the service operation.

Both Escorts had been built new for the event but were to standard 'forest' rough road specification. The only change from a British car was the fitting of differential oil coolers in order to keep the temperatures down on the long, hot stages but Vatanen's broke in testing and was never used on the event. Pirelli tyres were used throughout.

Datsun

The local Datsun agents, Theoharakis, entered three Datsun 160Js, all of them built by, and serviced by, the Datsun factory in Japan. There was a twin-cam G4 car for Timo Salonen/Seppo Harjanne (KNY59 NA 8196) and a single-cam G2 car for Shekhar and Yvonne Mehta (KNY59 HA 2894). The second G4 car went to the Greek national champion, George Moschous.

Mehta admitted before the start that he would have preferred to have been running in G4 but that, on an event like this, the difference in speed was academic. "If it rains, then a G2 car is easier to drive," he commented. All three cars ran on Japanese Dunlop tyres.

Fiat

The Fiat factory team are rare visitors in the World Championship now, having missed the Safari and Corsica events. Two new 131 Abarths were built and entered for Markku Alen/Ilkka Kivimaki (TO R92449) and Attilio Bettega/Maurizio Perissinot (TO R92452). Some engine development has been done on the 131, and there may be more power for the 1000 Lakes rally, but for this event these were standard cars, running with heavy bodies and long travel suspension.

Opel

With the withdrawal of sponsors, Publimmo, the Opel Eurohandler Team was forced to run just one car, an Ascona 400 for Jochi Kleint/Gunter Wanger (G9-CK 196). The car was painted in Publimmo blue and white, and had originally been intended for Anders Kullang. Since competing on this event last year, the Ascona has been fitted with stronger wheels and a stronger axle, but even the team members were openly concerned about starting with only one car.

Toyota

Toyota Team Europe entered two Celica GT cars, one for former World champions Bjorn Waldegaard/Hans Thorszelius (K-AE 2120) and one for Per Eklund/Bjorn Cederberg (K-WT 218). Both cars were running on Pirelli tyres and, before the start, the team were worried that they only had too soft a compound available. In testing the tyres had only lasted 25km.

That problem apart, Toyota had spent the time since Corsica trying to find some reliability in the Celica. New engine camshafts were fitted but the team is still waiting for homologation of a close ratio gearbox to improve the gearing for events like Acropolis.



Michele Mouton's disqualified Audi Quattro — the reason for its alleged illegality are those apertures where the inner headlights should be.

Mitsubishi

The giant Mitsubishi Corporation returned to rallying for the first time since 1977 with two of the exciting new Lancer Turbo cars. The machines are built and prepared in Austria, under the banner of Denzel AG, the Austrian Mitsubishi agents, and were entered by Ralli-art. The team manager is Iwao Kimata and the mechanics on the event were a mix of Japanese and Austrian.

The two crews for this debut outing were Anders Kullang/Bruno Berglund (St 944-191) and Andrew Cowan/Johnstone Syer (St 944-192). Both drivers reported that the cars had been very fast in pre-event testing and that suspension improvements had been made since the first tests four months ago. The rally cars had longer travel suspension than the recce cars in order to improve traction.

The Lancer Turbo uses a 2-litre engine fitted with an 8 valve head and a Mitsubishi turbo-charger. Power is quoted at 280bhp, but for this event the cars were detuned to produce about 240bhp. A Mitsubishi five speed gearbox feeds power back to the live rear axle, mounted using a four, not five, link system. Sideways location is provided by the top and bottom links not being parallel.

The 'heart' of the car is a micro-processor unit which controls all the engine functions, mounted on the rear bulkhead. The series of silicon chip circuits monitor fuel supply, timing, turbo boost and general engine running, with a sophistication which includes a flashing light display to indicate faults. To increase the engine power, for instance, a mechanic only has to take the cover off the micro-processor and replace one silicon circuit with another. The cars ran on Yokohama tyres, supplied by Advan, the Yokohama marketing company.

Talbot

The pre-event World Championship leaders came to Greece with two Sunbeam Lotuses, one for Guy Frequelin/Jean Todt (KDU 111V) and one for Henri Toivonen/Fred Gallagher (KKV 444V). Both cars looked remarkably smart considering that, in the words of Des O'Dell, the competition director, "they are the oldest ones we've got."

The specification of the Sunbeam changes little from event to event — for Greece both cars were raised a little — and most of the pre-event work involved rebuilding Toivonen's practice car after he met a VW bus during recce. The ensuing accident was not his fault.

Audi

For the first time ever, Audi entered three Quattros, two new cars for Hannu Mikkola/Arne Hertz (IN-NU 81) and Michele Mouton/Fabrizia Pons (IN-NP 40), and one old car for the Austrian team of Franz Wittmann/Kurt Nestinger (IN-NJ 10).

After the two engine failures in Corsica the team has been working hard on development, though team manager, Walter Treser, was being very cagey before the event. "We know that the car is fast enough, now we are going for reliability," he told us. "All the failures so far have been isolated ones, there is no pattern, so that must be just a matter of development."

The cars were slightly less powerful than in Corsica, with just 300bhp, used a slightly heavier bodyshell and had some improvements in suspension. Rumours persisted before the rally that Mikkola had had two engine failures in practice but nobody in the team would confirm this. Perhaps this was why the cars appeared at the start with two of their four headlights removed, a flap concealing access to extra oil and water cooling eventually leading to their disqualification.

Others

The Acropolis rally always attracts many teams from eastern Europe and this year was no exception. Besides the Wartburgs and Skodas that we see in Britain, there were also teams from Dacia, Lada and Trabant. The two stroke Trabant 601 boasts the smallest engine in rallying, just over 600cc! Last year one Trabant completed the course but was unclassified at the finish.

There was just one British private entry, a G4 Escort RS for Keith Billows/Hywel Thomas, backed by Billow's own company, Chester Motor Accessories.

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Tectyl RUST PREVENTIVES



A rare World Championship appearance by Fiat was rewarded by second and third places — this is Markku Alen, who was pushed hard by team-mate Attilio Bettega.

WCR WORLD CHAMPIONSHIP ACROPOLIS RALLY 6

continued

note to 'get it fixed' Mouton went on her way. The team was about to hit disaster.

Four stages later that bottom ball joint failed and the whole left rear suspension collapsed. Mouton radioed ahead to service and was told to try to drag the car through the stage. With three of the four wheels driving, she did just that. Meanwhile, Hannu Mikkola had arrived in the service point and Walter Treser crawled under the back of the car to check that all was alright. A mechanic, who was filling the car with petrol, split some on the hot exhaust system and the back of the Quattro exploded into flames.

Treser rolled out from under the blazing vehicle, burning petrol on his face and hands. The mechanic dropped the petrol can. Arne Hertz jumped back into the car and drove it forward, thus isolating the car from the petrol now burning on the ground. Finally, after what seemed an age, the service crew brought fire extinguishers. In the middle of all this, Mouton's damaged car arrived.

Damage to Mikkola's car was not as bad as it might have been, but the damage to Treser himself was rather more serious. Fortunately the team doctor was on hand to administer pain killing injections and tend the burns, but their full extent won't be properly realised for a few weeks yet.

Mikkola still led, Mouton was back in third with the stage penalty and a dropped road minute, and Vatanen was now second. Meanwhile, the Talbot team had been having their dramas too. Frequelin was having trouble starting his car, a fault eventually traced to a faulty distributor and Toivonen was still picking up punctures. On the long, 45km, gravel stage at Loutropigi he had to stop twice and, on the next road section after the stage, the wheel nuts sheered.

"I don't understand it," he complained later. "We never drove more than 30 metres on a flat tyre." But the weakness was enough to put him out.

The Audi team continued to make the news over the next few stages. One strength of the Quattro had been revealed when Mouton had dragged the car through the stage with its broken suspension. Now she had to drive two long tests with a broken drive-shaft, managing 38km of stage — a feat which is clearly impossible in a two-wheel drive machine. With the Audi team, understandably, still in some confusion, she lost 7mins on the road replacing the shaft, and dropped back to fifth.

And it wasn't only the French lady who was demonstrating the advantages of quattro drive. Seven stages out from the overnight halt at Kalambaka Mikkola reported that he had diff failure. With no drive to the rear wheels, the Audi became front-wheel drive and the rally leader eased off in order to make it to the long service before the rest halt. Vatanen closed in relentlessly, and Alen put in a burst as well to pass Bettega. For a moment there seemed to be a crack in the Audi armour.

The other top 10 positions were sorting themselves out. Salonen started to motor at last and Frequelin should have been climbing up the field again, but for more electrical problems. The distributor replacement went alright, but a broken electrical lead cost 5mins in a special stage, and then he lost road time having a strut changed.

At least he had a service crew available to do the work. All three Datsuns were forced to drive the 10km Distomon stage on racing slicks after a service van missed its meeting point, not the first time that this had happened in the event, and the problem was compounded for Salonen by a puncture just at the start of the stage. He drove through with one race tyre and one MS tyre fitted, destroying the diff in the process. A full 9mins of road penalty ensued while the axle was changed.

It had been another long and hot day, and everybody was grateful when darkness fell and cars came off the last special stage for the run down to Lagonissi. With a generous allowance of 1½hrs of service time there was plenty of opportunity to refurbish the cars, the Rothmans team getting a nasty fright when a new clutch that they fitted locked solid. Fortunately, some miles of running on the road eased it off.

Mikkola, his Audi now back to four-wheel drive, led with a penalty of 7h 43m 47s. Vatanen was second on 7h 46m 38s. Just 3 secs separated the two Fiats of Bettega and Alen, with Mouton fifth and Salonen sixth. Battle, we all thought, would recommence on Wednesday afternoon.

But the stewards of the meeting thought otherwise. By restart time on Wednesday, 6.30pm, it was apparent that something was wrong. The Audi drivers stood around rather forlornly and their team-manager was nowhere to be seen. With just a few minutes to go, he re-appeared, had a brief word with his mechanics and strode back into the hotel. Michele Mouton turned to Hannu Mikkola and muttered tersely: "Looks like we are on holiday."

All three Quattros had been excluded from the event and, despite giving notice of appeal, were not allowed to restart. The subject of the stewards' attention was two small flaps which had been used to blank off the apertures left by the removal of the inner pair of headlights. Under wind pressure, caused by the car moving forward, these flaps swung open, revealing an oil cooler on one side and extra access to the radiator on the other.

It's illegal, claimed the stewards. Not so, claimed Audi. As a secondary issue, the cars had gone into parc ferme with an auxiliary battery fitted. To add insult to injury, the team were fined 25,000 Drachma.

A large cloud of apathy fell over the event as Ari Vatanen set off into the Pelopponese, the new leader of the rally. Even he was unhappy about the situation and the general concensus was that the Quattros should have been allowed to restart, running under appeal. "If we win now," one Rothmans man told us, "it will be a hollow victory."

Nevertheless, the fight was still on. The first stage out from Lagonissi was cancelled when some spectators fell out of a tree and injured themselves, but that wasn't enough to save Timo Salonen, who had engine failure on the Datsun. Guy Frequelin had both Mehta and Moschous ahead of him and within catching distance if he wanted the World series points. Markku Alen had Vatanen ahead of him and looked hungry for victory. "Now the rally start again," he said.

But, with night stages ahead, the dust was to play a crucial role. Alen couldn't drop too far back from Vatanen because he had Bettega right behind him and, "Bettega has head of metal". For a few stages the two Finns fought it out but slowly Vatanen pulled away and Alen had to accept that there was nothing he could do except wait for a mechanical problem to hit the Escort.

One stage before the short breakfast halt at Gythion, his prayers were almost answered. Vatanen broke a halfshaft and it seemed that he must be out. But luck was on his side. It was 7km out of the stage to service, and all of it was downhill. He dropped 2mins to Alen, but had done enough in the stages before for the time lost to be academic. Now the gap was just over 4mins and it seemed that he was clear.

"I used up all my luck in that one stage," Vatanen commented at the finish. "I couldn't believe that he would make it. I was sure that that was the end."

For a dispirited Alen, it was the end and he went out from breakfast determined to hold off Bettega and aim for second place. Meanwhile, all the fastest times were being set by Frequelin. A convenient puncture, just at the beginning of the first night stage, meant that he was able to drop back out of the dust of Moschous and get a clear run. With only slower cars behind, he could afford to delay five or six minutes while changing the tyre in the control area and thus avoid any road penalties. It was a neat demonstration of tactics.

So, the Acropolis rally arrived at the great 'sting in the tail', two laps around five of the roughest stages in the Pelopponese with one 47km test as the real challenge. Vatanen was more relaxed than ever and seemed in full control. He took 25secs back off Alen and declared "that is fast enough".

In contrast to the first two legs, the third leg had been positively tame and only Timo Salonen and Skoda pilot Steve Kvaizar retired (after a roll) from the leading bunch. It was almost as if the Audi disqualification had cast a shadow which no amount of drama would lift. When the crew reached the final control in Poros, they wanted a rest, a shower and some food. The battle had been long enough.

That shadow will always hang over the event but there are still some bright spots to see. Ari Vatanen and David Richards won their second consecutive Acropolis; the Ford Escort RS picked up its hat-trick of wins in Greece; David Sutton's private, albeit heavily-sponsored, team had proved once again that it can take on the factories at their own game. To the eternal credit of the Sutton mechanics, Vatanen's car needed only one gearbox and some halfshafts in the whole event. Even the Audi had more trouble than that.

Whether the win was fair, we shall never know. In the stadium in Athens on Thursday night the crowd recognised the winners when they saw them. Such enthusiasm from the people of Greece makes any win worthwhile, and will keep the Acropolis at the forefront of world rallying.

Rothmans Acropolis Rally
Jun 1-4
World Rally Championship, round 6
World Rally Championship for Makes, round 5

1, Ari Vatanen/David Richards (Ford Escort RS), 13h 17m 25s;
2, Markku Alen/Ilkka Kivimaki (Fiat 131 Abarth), 13h 22m 00s;
3, Attilio Bettega/Maurizio Perissinot (Fiat 131 Abarth), 13h 25m 19s;
4, Guy Frequelin/Jean Todt (Talbot Sunbeam Lotus), 13h 50m 40s;
5, Shekhar Mehta/Yvonne Mehta (Datsun 160J), 13h 54m 40s;
6, George Moschous/A. Konstanttakatos (Datsun 160J GT), 13h 57m 22s;
7, 'Carlo'/Michael Kriadis (Renault 5 Alpine), 16h 03m 59s; 8, Vaclav Blahna/Pavel Schovanek (Skoda 130RS), 16h 05m 09s; 9, Paul Mouschoutis/Stamatis Vellis (Ford Escort RS), 16h 29m 55s; 10, Claude Laurent/Jacques Marche (Peugeot 505D Turbo), 16h 36m 25s.

Group 1: 1, J. Koukas/D. Petropoulos (Datsun Coupé), 17h 51m 05s; (16 o/a)
Group 2: Frequelin/Todt
133 starters: 23 finishers

Rally leaders: Michele Mouton/Fabrizia Pons (Audi Quattro), SS1; Hannu Mikkola/Arne Hertz (Audi Quattro), SS2 to SS34; Ari Vatanen, SS34 to SS57.

Route details: Planned as 57 special stages, two stages cancelled. 2 mixed stages, 3 asphalt stages, 50 gravel stages. Total distance 2504km, 1202km on gravel. Total stage distance planned 1002km on gravel. Rally divided into 3 legs: Athens, 09.30 Jun 1; Kalambaka, 23.15 Jun 1; Kalambaka, 10.30, June 2; Lagonissi 23.50, Jun 2; Lagonissi, 18.30, Jun 3; Poros, 14.00, Jun 4.

Leading retirements: Bjorn Waldegaard/Hans Thorszelius (Toyota Celica GT), differential, 8 stages completed: Timo Salonen/Seppo Harjanne (Datsun 160J GT), engine, 34 stages; Jochi Kleint/Gunter Wanger (Opel Ascona 400), engine, 16 stages; Anders Kullang/Bruno Berglund (Mitsubishi Lancer Turbo) fuel pipe, 3 stages; Per Eklund/Bjorn Cederberg (Toyota Celica GT), 5 stages; Henri Toivonen/Fred Gallagher (Talbot Sunbeam Lotus), wheel studs, 22 stages; Malcolm Wilson/Terry Harryman (Ford Escort RS), engine, 16 stages; Andrew Cowan/Johnstone Syer (Mitsubishi Lancer Turbo), alternator, 17 stages.

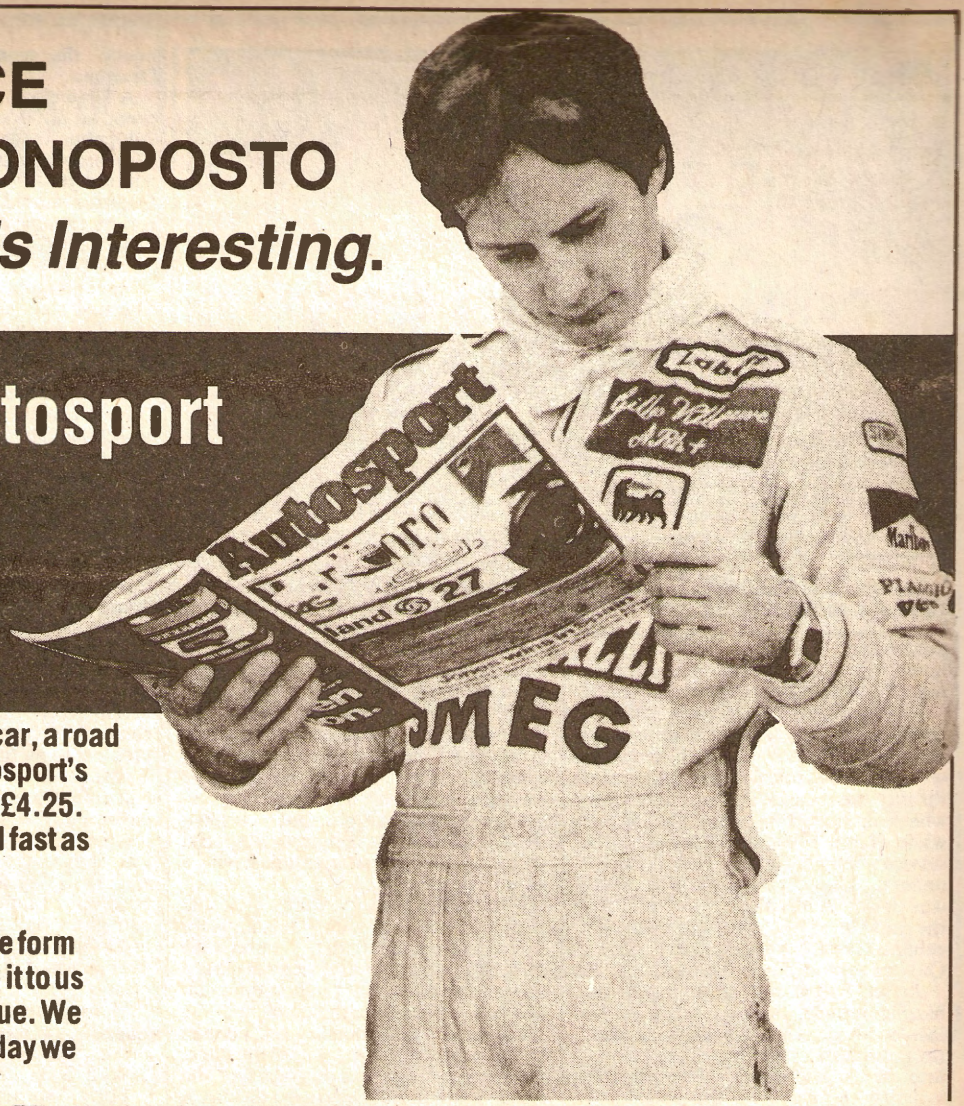
Unclassified: Hannu Mikkola/Arne Hertz, Michele Mouton/Fabrizia Pons, Franz Wittmann/Kurt Nestinger (Audi Quattro), disqualified, 34 stages.

Analysis of fastest stage times

	1st	2nd	3rd	4th	5th	6th
Ari Vatanen (55)	22	10	4	4	6	2
Hannu Mikkola (34)	18	3	3	2	1	1
Guy Frequelin (55)	5	8	5	3	6	2
Michele Mouton (34)	4	15	2	1	1	—
Attilio Bettega (55)	3	5	18	11	7	7
Markku Alen (55)	2	13	10	14	8	6
Shekhar Mehta (55)	2	—	1	10	7	4

(Figure in brackets indicates no of stages completed)

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Half-term school report

MARCUS PYE reports on a day spent at Cadwell Park's Team Touraco racing drivers school.

Glancing through the results of this season's Dunlop-AUTOSPORT 'Star of Tomorrow' and BARC Junior FF1600 championship rounds one cannot fail to notice the competitiveness of Graeme Glew's NMT Team Touraco organisation whose Lolas are currently challenging for the lead in both national 'novice' series. By definition these championships cater for the less experienced competitor so their successful track record is in no small way due to the intensive programme of race tuition to which Glew subjects his customers. Now in its third year of operation the Team Touraco racing school is also enjoying considerable popularity with enthusiastic road drivers, who account for probably 75 per cent of Graeme's students.

One of the major bonuses of the school is its location, at picturesque Cadwell Park, the Lincolnshire circuit which packs the intrigue of a mini-Nürburgring into just two undulating miles. Although it is generally regarded as one of the most difficult tracks to learn by the serious competitor, Cadwell is particularly suitable for school purposes. Its unique composition of cambers, gradients and bends embodies most of the features and hazards to be found on the conventional circuits, plus a few more which combine to give the place its unique character and appeal. Once a driver has completely mastered Cadwell Park, the likes of Silverstone, Mallory *et al* should evoke no fears!

Glew, a seasoned FF1600 racer himself, has developed his courses of instruction through two seasons of personal tuition to his race-hire drivers. The decision to offer the same well-proven classes to the public is seen as a natural extension to the team racing services.

Courses are held on weekdays to fit in with the team's busy racing schedule, students having the opportunity to drive the same fleet of five fully race-prepared Lola-Auriga T540E chassis which have won races in novice hands in recent weeks. Four cars are generally taken to school days in the imposing Slush Puppie transporter, on-track back-up being provided by chief mechanic Vince Goodridge, Richard Beaumont and Mark Greenaway.

The complete course comprises eight stages — using





the fine 1.5 mile Club circuit until the final lesson when students are taken to Donington, Silverstone or Mallory for a general test session, when racecraft techniques can be taught. "By then our drivers will be fully confident in race traffic and should be more than capable of racing safely ," explains Glew.

Every student starts with the initial trial session at Cadwell, a detailed briefing on FF1600, the cars and the circuit preceeding the first lapping stage. Once new drivers are acquainted with the heel-and-toe gear-change techniques in the classroom, and 'racing lines' have been familiarised on paper, the most important and worthwhile aspect of Glew's tuition can begin. First the circuit is walked with particular attention to braking, gearchange and apex points then Graeme accompanies each student on an exploratory session in a saloon car. An important aspect of his personal tuition is that Glew gives additional advice and instruction where necessary, ironing out a driver's major faults before he progresses to the single-seaters.

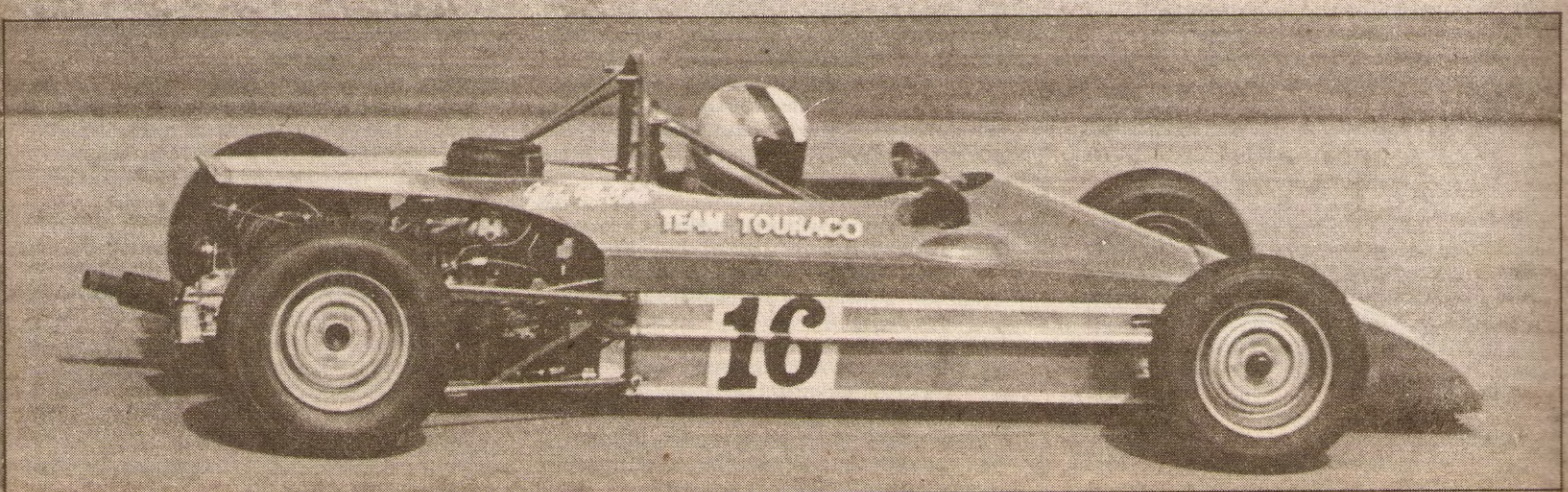
By the time students are strapped into one of the smart Lolas they are fully conversant with both its controls and the demanding circuit and, depending on numbers, a minimum of 10 laps at 3500rpm are completed. Each subsequent stage of the course involves two lappery sessions at increased revs to a maximum of 6300 by lesson 7. During every lapping session Graeme and his assistants position themselves at critical points on the circuit for continuous assessment and correction of errors where necessary. The Touraco school is run in a most friendly and informal atmosphere — at least at the trial stage when students need to feel relaxed — but of course there is no concession to safety. Cadwell Park is ideally suited to beginners but, should they make a serious mistake, wide grass run-off areas provide more than adequate escape routes at most corners.

Having listened intently to Graeme's early morning briefing and followed his excellent circuit acclimatisation programme both photographer Jeff Bloxham and I took part in trial sessions last week — with pleasantly surprising results. Jeff, driving a racing car for the first time, found Glew's tuition highly beneficial and immediately impressed his instructor with his smooth style and rigid line discipline. After a brief run at low revs Graeme suggested that I should try using a maximum of 6000rpm, or virtually racing speeds in Mike McCrea's regular car. Accepting readily (before he changed his mind!) I took to the circuit, putting into practice the knowledge instilled in me throughout the day and quite amazed myself by setting a competitive lap time in just eight laps. The car itself handled beautifully with just a trace of oversteer on the faster bends. Apart from the gearchange, the controls are light and precise, the brakes earning particular praise. Perennially underrated, the Lola T540E design proved very stable all round the circuit, inspiring great confidence. Under Graeme's guidance most people should be able to gauge their potential very quickly.

"I get a tremendous amount of satisfaction out of running the school — more so than running the racing team really," admits Glew. "I enjoy seeing people progress and if I can teach people to be quicker than myself in the cars then I consider the job well done". A case in point is Mark Peters, who spearheads the Team Touraco assault this season. Graeme's tuition has taken Mark from a complete beginner to a very promising young driver in under a year — what better advert does the school need? Each stage of the course at Cadwell Park costs a very reasonable £35 incidentally, while the full test session in lesson 8 is £75. Skid control instruction, racecraft and 'back to back testing' (where Graeme follows individual pupils to analyse their driving at racing speeds) are introduced at later stages. Days at Cadwell Park are also offered to drivers about to enter their first race. Full details are available from Glew on Long Eaton (060 76) 4157.

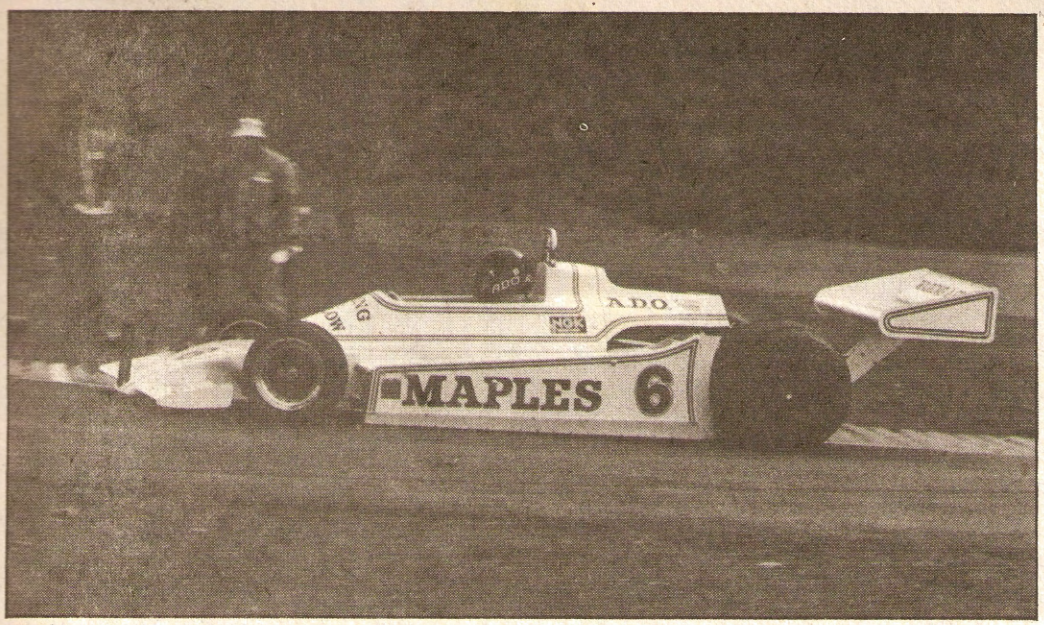


Under Graeme Glew's guidance (above left), the Touraco Racing School at Cadwell Park offers a complete course of tuition. There can be few better places to learn.



Northern Lights

By Chris Mason



ADO exerts his power and experience at Barbon, with a little help from his 3.6 DFV.

Barbon stars

According to the 'received wisdom' of 1981 *the* engine to have in your hillclimb car is a 2.5-litre Hart, based on the 420R Formula 2 unit, yet the leader in the RAC British Hillclimb Championship before and after the Westmorland Motor Club's Barbon round was Alister Douglas-Osborn's Waring & Gillow/Maples Pilbeam MP47, powered by a very special 3.6-litre version of the Cosworth DFV Formula 1 engine.

Run over a beautifully situated 'power' course, Barbon is always an enjoyable event — as long as the weather behaves — and is the one and only time in the year when top class hillclimbing visits the North West. Sponsored by Opel Main Dealers, Warton Hall Garage, Carnforth (whose proprietor Rodney Thompson hillclimbed a rapid Mini-Cooper S in the late '60s), the 1981 event emphasised that James Thomson's early season performances were certainly not freakish, that reigning Champion Chris Cramer (running the popular combination of M & H front tyres and Goodyear rears) is right back in the hunt with the re-developed Toleman TG280H, and that the Waring & Gillow/Maples team may have been right to stick with DFV power, for it was Alister Douglas-Osborn who came out on top. All three won Barbon Stars for cracking the existing course record, but ADO was the first driver this year to consolidate his position with two RAC wins. In so doing he became only the second driver to score three BTDs in Barbon's 31-year history (Josh Randles was the first to achieve this distinction in pre-RAC Championship days at the hill).

Interestingly, the day's result was predicted before the meeting by Team Guyson's car preparation expert Peter Kaye. Peter is widely respected both as a vastly experienced racing and rally car mechanic and as a highly successful competitor, and he is of the opinion that, providing the cams are not too wild, a DFV should have the edge over even a Hart in the achievement of the optimum power/torque compromise which is vital in hill climbing. Modestly, he refrained from suggesting that the combination of James Thomson's raw talent, and a Peter Kaye-prepared Guyson Pilbeam-Hart, plus Jim Thomson's enthusiastic backing, might just have a few 'aces' of its own to play.

So, did ADO win by virtue of speed on Barbon's 'straight'? The speed trap figures suggest otherwise. Fastest at 117.1mph were Thomson and fourth man Dave Harris — both Hart propelled — while ADO's speed was a 'mere' 109.4mph. That 3.6-litre engine is not without punch lower down the rev range.

The changing fashions in top hillclimbing machinery, dictated by the endless search for those event-deciding fractions of a second, are a constant fascination in a branch of motorsport where the competitiveness, on the track, of the leading competitors is often matched by a level of thoughtfulness which would do credit to an F1 development engineer. What is more, the evolution over the years from JAP twins, through F1 fours, the 4 wheel drive phase, big F5000 and Repco V8s, 2.0 F2 units and DFVs has all happened naturally, unaffected by the aggravation of arbitrary regulation changes. The result of this long period of healthy competition is that hillclimbing today has no shortage of competitors, is fiercely competitive and constantly innovative, and is contested in a genuinely sportsmanlike atmosphere among drivers with big money involvements in machinery. There could be a moral here!

While James Thomson's early challenge to become Yorkshire's third RAC Champion is being furthered by Peter Kaye's car preparation, Peter's own very strong chance of achieving that same honour was shattered by his serious accident at Barbon two years ago. He made a comeback last year, showing that he was as determined and competitive as ever, but lack of sponsorship has forced him out for this season. However, he has definitely not retired and is aiming to re-enter the fray with a new car next year if the vital backing can be secured.

Porsche power

The writer's lamentable habit of over-running available space, and therefore inviting ruthless sub-editing, led to the appearance in print of a half truth in a recent Harewood report. Reference was made to the reputed 270 plus bhp of Josh 'Stonewall' Sadler's remarkable 3.5-litre Porsche 911 which is currently demoralising his friends and rivals. So what. Well, the original script added the rather significant qualification "at the wheels", and that is a fairly remarkable output for a non-turbocharged road going car. They really know how to extract the horses down on the Autofarm. But please Josh, don't paint this one pink.

The End is Nigh

The arrival of more bad news relating to Croft is hardly news at all nowadays, so the announcement that racing would now cease there at the end of this season, rather than next Spring, was widely received with sad resignation rather than surprise.

The atmosphere of decline around the circuit has deepened this season with fewer meetings, poor entry lists, and reduced spectator attendances. Only a couple of months ago BRSCC(N) Chairman Frank Wright was still vehemently dismissing any suggestion that efforts to prolong racing at the North East track were finished, yet prospects do seem bleak. It is to be hoped that competitors and spectators *do* support the circuit's (apparently) final meetings, and espcially BRSCC's finale so that at least the circuit can sign off with a flourish. After all, whatever the place's geographical, climatic, amenity and past promotional shortcomings, it is a good track, offering opportunities for skilful drivers *and* powerful cars to show themselves to best effect. One of the writer's most savoured memories is of John Lepp announcing (during a pre-race interview) to the assembled MCD-conditioned multitude at Brands Hatch that Croft was his favourite course, as a driver. The silence that ensued was quite something!

Sadly, today's run down reality seems a far cry from that sun-drenched (and dust laden) Bank Holiday Monday in 1964 when a vast crowd came to see the Darlington & District Motor Club's inaugural *Daily Mirror* Trophy Meeting at the newly opened Croft Autodrome, catering for both cars and motorcycles. Of those who were down to race on that auspicious occasion very few are still racing. 'Iron Man' Andy Barton should have raced his incredible Barton Nerus Equipe Morris 1000 (but non-started if I remember correctly), Chris Meek raced a Ginetta G4, Alan Minshaw a Reliant Sabre, Keith Schellenberg (who occasionally re-emerged from the Isle of Eigg) strove mightily with his bonnetless (it was that hot) 8-litre supercharged Bentley and a Jaguar XK120C, present day Mallock U2 hill climber Bob Prest had a front-engined Elva Formula Junior, Jon 'Jolly Ginger Giant' Fletcher a Lotus 7, and Joe Applegarth an aged Lotus 6. And that's it. Everyone else no longer competes, although Sid Taylor (Lotus Elan), for one, is not unconnected with the sport today!



Keith Schellenberg struggles with 8-litres of over-heating supercharged Bentley at Croft's inaugral meeting.

Picking up

With the outlook at Croft so bleak, it was heartening to see entries picking up at May's BRSCC(N) meeting at Cadwell Park and the SMRC's Scotcircuit (née Ingliston) promotion. Cadwell is undoubtedly the most challenging club circuit in the country, as well as being so picturesque, but it is a little off the beaten track. Nevertheless it is a good test of driver ability and a car's handling attributes. Yet, even here the real black spot for entries was the Special Saloon/Modified Sports sector. Although Donington and Ingliston (sorry, Scotcircuit) need two races to cater for all classes of GTs, other northern races for Special Saloons/Modsports run the risk of having more classes than cars.

The name game

And was it really necessary to adopt the rather modish Scotcircuit name (derived from that of the circuit operating company) for Ingliston? But then this writer for one still can never remember which of Brands Hatch's renamed corners/straights is which, and there somehow seems something spurious about calling the club circuit the Indy Circuit just because Indianapolis cars ran on it once. Name changes confuse the casual spectator rather than con him into thinking the racing is any different, and often irritate the committed and knowledgeable enthusiast. Can't see the Oval having the names of its 'ends' changed, Wimbledon changing the Centre Court to the Borg Court, or Tattenham Corner becoming Piggott Curve. It is surely a sign of maturity and self-confidence to maintain such traditional names, so let's have the racing create the image and not attempt the reverse.

Marlboro European F3 Trophy

Silverstone's round of the European Formula Three Championship (including Marlboro British Formula Three Championship).



Grand Prix Circuit Silverstone

SUNDAY JUNE 21st 1981

Qualifying June 20th

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ADMISSION PRICES:

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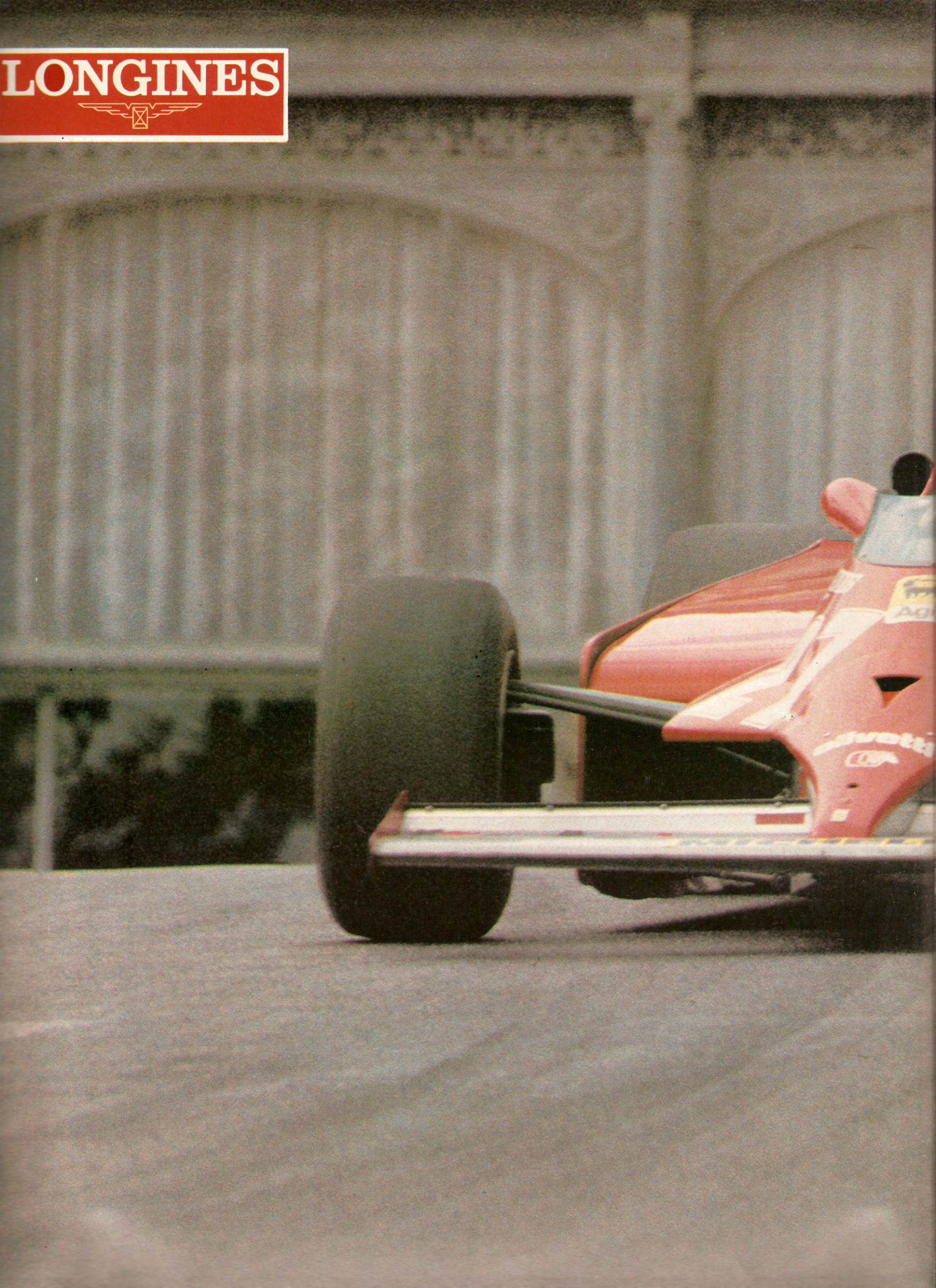
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Fifth Column

BY NIGEL ROEBUCK

Sprint lingo

Having been a confirmed fan of Gilles Villeneuve since the day I watched him test a McLaren M23 at Silverstone nearly four years ago, I took considerable pleasure from his victory at Monte Carlo. My only regret was that it came at the expense of Alan Jones, who put in what may have been the greatest drive of his career.

I was particularly impressed by the way Jones played down the discomfort from his scalded thigh. Layers of dressing covered this livid wound, and the World Champion was obviously in a great deal of pain — particularly at a place like Monaco, where you constantly brace yourself against the cockpit sides as you flick through the endless tight corners.

Alan started seventh, of course, after a final qualifying session hampered by fuel vaporisation, but got by Patrese and de Angelis in the course of the first lap. Thereafter, Reutemann and Mansell fell by the wayside, and Villeneuve let Alan by at Mirabeau.

As soon as Jones was through into second place, I began to feel very sorry indeed for Nelson Piquet, nine seconds ahead in the lead. Although very controlled in his response, Alan had obviously been riled by the Brazilian's pre-race threats, and was now out to teach him a lesson. As the two of them threaded through the *poids lourds,* the Williams was gaining swiftly. By lap 40, they were nose-to-tail.

Quite clearly, someone has recently been winding Piquet up, for he had gained a reputation for being a very controlled young man during his brief Grand Prix career. For the moment, however, he is behaving untypically. After the incident with Jones at Zolder, one journal quoted him as saying that "the next time he does that, I'll kill him." On his return to the pits in Belgium, he strode down to the Williams area and issued all manner of threats — what he was going to do to Jones at Monaco, and so on.

By the time everyone reached the Principality, he had cooled down only a little. If he had a problem in the race but was still running, he told anyone who would listen, he would put Jones off if the opportunity arose. If they were battling for the lead, of course, it would be a different matter, since contact between them would jeopardise his own chances.

FACING PAGE

Mario Andretti's Alfa Romeo leads Patrick Tambay's Theodore down to Station Hairpin during qualifying. The American, having run 500 miles to victory at Indianapolis the previous weekend, lasted only 500 yards in the Monaco Grand Prix, being punted into the guardrail by the errant McLaren of Andrea de Cesaris. Photo: Jeff Hutchinson. Overleaf: Gilles Villeneuve heads for an emotional win in the Monaco Grand Prix, his Ferrari 126CK taking the lead from Alan Jones's Williams only four laps from the flag. Photo: Sporting Pictures (UK) Ltd.

I cannot believe that someone, somewhere, was not stoking up his fire.

Moreover, whoever is encouraging him in this line does him no service. If this is all an elaborate plot to 'psych' another driver, it is misplaced when aimed at a man like Alan Jones. It did nothing to unsettle the Australian, but merely made him more determined than ever. If he could humiliate Piquet he would do so.

When Nelson saw number 1 in his mirrors, his position was invidious, to say the least. Not only did he have a cold and tough man right behind him. In the circumstances, he could hardly indulge in free-hand, uninhibited, combat. Now his foolish words were working against him. Jones was even more relentless than usual. And if there were an accident between them, everyone would recall the threats. It was no surprise when Piquet, in his anxiety to keep Jones from his tail, misjudged a lapping manoeuvre and slid into the guardrail. For several laps his driving had been ragged.

Jones must have felt immense satisfaction when he saw the Brabham by the side of the road. His tactics had worked to perfection. And Piquet was left to walk back, perhaps reflecting that his threats had disturbed his own equilibrium far more than that of the man at whom they were aimed.

World Championships are not won that way. They come from a sequence of drives such as he put in at Imola, where smoothness is predominant, aggression controlled.

Back at the front

It was a golden opportunity to make a few bob on the side. There I was in the Ferrari motorhome, an hour or so after the race, waiting to speak to Villeneuve, who was being interviewed for Canadian TV in the cabin section at the end. I hung around in the kitchen area, bringing notes up to date.

Gaining access to the motorhome had been no easy task in itself, for it was completely surrounded by hysterical fans, a horde of Apaches around a besieged covered wagon. "Ville-neuve, Ville-neuve . . ." The chant was incessant. They all wanted his autograph, and when I turned up, notebook and biro in hand, they were naturally disinclined to let me through to the door. Finally, after much pushing and yelling *"Stampa!"*, I made it.

And here came the opportunity of financial gain. As I waited to see Gilles, a face appeared at the window outside. It spoke Italian, and its hand was pointing at something near the sink. A Michelin cap, the one Villeneuve had worn on the victory rostrum. Could he have it? Sorry, I shrugged, it's not mine to give. He produced his wallet, held up a hundred-franc note. Not a matter of money, I indicated. The cap's his, in there.

Believe it or not, we were up to 2000 francs (almost £200) by the time the TV people had concluded their interview! Too honest, that's my trouble. Or dumb.

When I emerged from the cabin again, 20 minutes later, the cap was gone.

Villeneuve looked all in when I spoke to him. "I'm sore everywhere right now," he sighed. "My neck, my arms, shoulders, everywhere. This is quite a tiring place anyway, but this year, with the go-kart ride we all have with these hydraulic suspensions, it was worse than usual. Bang, bang, bang! all the way through, my helmet kept hitting the roll-over bar . . .

"It's crazy the way the cars are at the moment. Just no suspension movement at all. The beating the cars are taking is incredible. How the driveshafts, the gearbox and the differential did not break I do not understand. I was giving it 'ell, I can tell you.

"One thing was lucky for me. When I first went to Ferrari, I kept breaking driveshafts all the time, and Enzo Ferrari used to get really mad with me. He didn't want to hear about that any more, so he had some special, very big, driveshafts made for me. I always have them, and for Monaco Pironi had them, too. Actually, I'm quite proud of my driveshafts . . ."

For the other teams, the most disquieting aspect of the Ferrari victory — apart from the shock of a turbo winning on a tight circuit — was that, for the third race on the trot, neither car had any engine problems.

"The engine was great. I was using first gear at Mirabeau, then second out of it, then first again at Station Hairpin, then second, *whaaa whaaa* on the limiter, first at Rascasse and so on. It really took a beating — particularly since I was in brake trouble after only 10 laps or so, and was using the engine to slow the car much more than I wanted to."

During practice a lot of people were saying that Gilles had made a big mistake in re-signing for Ferrari. What had decided him to stay for another two years?

"Well, my Italian isn't fluent yet! No, no, I had better reasons than that. Forget the financial side of the deal — I can get as much money, or more, with other teams. The first thing is that I am extremely happy at Ferrari, and always have been. I like everybody here, and I think they like me. I've been living here in Monaco for 18 months, and it's convenient for Fiorano, and so on. I love Ferrari. I think it's the best team.

"We seem to have the engine fairly right, and now we need to get a chassis like the Williams. We've worked so hard on the engine over the last few months that the chassis has been neglected. Now we can spend time on that. There's a lot of development in it. We've got new stuff coming, changes to the gearbox, better aerodynamics and so on.

"That Williams chassis is just fantastic, and must be so much lighter than our car. When Jones outbraked me, I let him through. You know, I normally brake quite deep, but there was no way I could brake with him. There was no point in trying to hold him up for 55 laps — I would have screwed my tyres and brakes completely. Yes, I was lucky today, but I think it was my turn."

Villeneuve's victory came in part from his astonishing consistency. Taking the timekeepers' sheets, which give race times at 10-lap intervals, one can easily calculate each driver's average lap time.

After 10 laps, Gilles's average time was 1m 30.94s. After 20, it was 1-30.74; after 30, 1-30.50; after 40, 1-30.34; after 50, 1-30.30; after 60, 1-30.22; after 70, 1-30.27; at the finish, 1-30.30. Impressive.

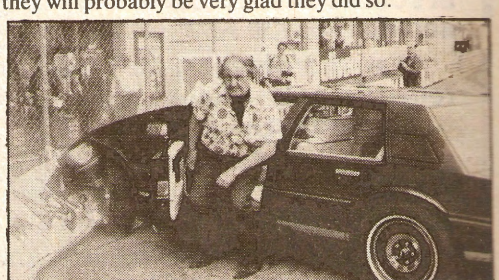
The French-Canadian's win in his adopted home was received with delirium by the fans, of course. Would he stay here when his racing career came to a close? He laughed. "I guess we'll have to. By the time I stop, my son will be 17, and he'll know so many girls in Monaco there's no way we'll be allowed to leave!"

The Friendly Society

The presence of the Toleman team in Grand Prix racing continues to annoy many of the *assemblatori* (Enzo Ferrari's less than charitable word for those who go the Cosworth-Hewland route). One team owner, currently on something of a cloud after several seasons among the no-hopers, suggests that they should go away for a while and return when they have a competitive car.

Whole bunches of sour grapes are constantly flung Toleman's way at the moment, but the team quietly gets on with the job. In ideal circumstances they *would* stay away for the time being, devote themselves to testing, but they know the workings of Formula 1 Masonic Society, and have their doubts that, once absent for a while, they would be able to rejoin the game at a later stage. Much of the animosity towards them derives, of course, from their decision to stick with FISA throughout the battles of last winter. They can expect no favours, and they know it.

In the meantime, they must live with the backstabbing, with the attempts by other teams to woo away their sponsors and the tyre supplier. Imagine how indignant those people are going to be when they learn that, at Monaco, Alex Hawkridge landed yet another big sponsor, to go with Candy and SAIMA! With different engine and tyres from any other team, Toleman committed themselves to a very difficult first Grand Prix season. By the time some of their rivals have faced up to the inevitability of turbocharged engines, they will probably be very glad they did so.



It could only happen at Monaco. Over-enthusiasm during a pre-race display resulted in one bent Aston Martin Lagonda (list price: £53,499). The driver is believed to have been Philippe Schell, brother of the late Harry. Photo: Andrew Frankl.

FERRARI GET RESULT. AUDIENCE GET THRILLED. RACING GETS BOOST.

The hotel fire which delayed the start of the Monaco Grand Prix was to set the pace for the whole race.

Giles Villeneuve's victory put the seal on a magnificent performance from the Ferrari Turbos, in a race full of action and excitement.

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Old Motor



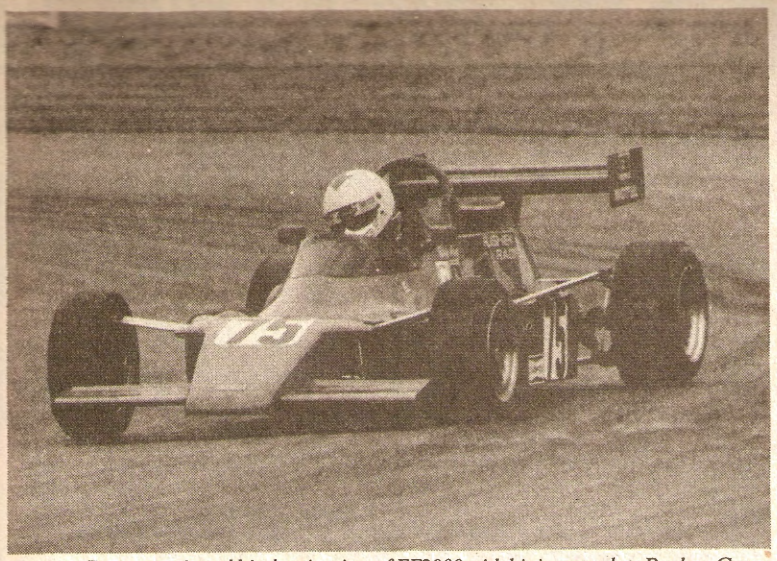
The latest *Old Motor* brings you one of the most beautiful racing cars ever made — the ex-1934 Mille Miglia Alfa Romeo 8C 2600, as driven and described by Willie Green. This is but part of a special Alfa Romeo issue, in fact, for the Alfa 2000 Spider is the car chosen for our popular 'Cars to keep' series, while we also look at some current models and bring you up to date on the activities of the Alfa Romeo Owners Club.

Then there is the quite fascinating story of the Halford Special, recently restored, that at one point in its career was to be turbocharged — in 1925!

Naturally John Bolster features strongly, this time telling of the amazing life and struggles of one of his friends and a great French racing engineer, Amedée Gordini.

Plus all our regular features and more in the August issue of *Old Motor*, out on Wednesday 10th July, still only 70p.

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Tommy Byrne continued his domination of FF2000 with his immaculate Rushen Green Van Diemen.

Euro Byrne up

Byrne wins to extend EFDA series lead — Dickins wins S2000 race — Report & Photography: PAUL BOOTHROYD

Two of the three prestigious EFDA European Championships visited Donington for the 15 race extravaganza last Saturday and Sunday. The feature races of the weekend, the Formula Ford 2000 and Sports 2000 events, were won respectively by Tommy Byrne's Van Diemen and Stanley Dickens's Lola. Byrne led the FF2000 event comfortably all the way from Mike 'Fulmar' Taylor, while Dickens took a 2secs win from Mike 'Jersey' Taylor in the Sports 2000 race after wresting the lead from John Sheldon on the fourth lap.

FF2000

With three rounds of the Euro FF2000 Championship already gone the Donington round saw an entry which contained the top five scorers in the series; Tommy Byrne (Van Diemen) led with 44 points, Rob Tennant (Royale) second with 42, then a gap to third-placed Basil Mann (Delta) on 25, Bo Martinsson (Royale) with 21 and Mike 'Fulmar' Taylor (Royale) with 15. Missing from the entry, however, were Dave Coyne and Huub Vermulen (his entry was taken over by John Sheldon).

After practice on Saturday the grid positions showed that Taylor was fastest, just 0.09sec ahead of Byrne with Frank Bradley (Van Diemen) completing the front row. Row 2 comprised Tennant and Simon Kirkby (Reynard) and the third Russell Spence (Royale), Calvin Fish (Van Diemen) and Mann. Martinsson could only manage the fourth row, while Jim Vermulen was on row 6, two rows ahead of Kristian Nissen (Delta).

As the lights changed Byrne made a perfect start and eased the RF81 into an immediate lead from the pack, which was led by Bradley and Taylor. Second time around and Byrne still led but Bradley and Taylor were with him, while Mann had taken over in fourth ahead of Kirkby, Fish and Spence.

Bradley had dropped back to fourth on the third lap through Redgate, and Taylor was chasing Byrne but the Irishman looked comfortable at the front. Mann still held third but Bradley was catching him up a little, with Fish fifth ahead of Spence and Kirkby, fighting hard. At half race distance (10 laps) Bradley was close enough to challenge Mann but not to get past, while Kirkby was past Spence and chasing after Bradley; at the same time Fish came under pressure from Peter Elgard (Lola T580), and Arnie Black (Crosslé 41F) had moved up after a slow start from the rear third of the grid.

Three-quarter distance and Byrne was easing away into a lead which, barring accidents or mechanical failures, no-one was likely to make up. Taylor was a lonely second from Kirkby who had demoted both Bradley and Mann on lap 14. As the laps ran out Byrne extended his lead to to 10secs ahead of Taylor, who in turn was 9secs ahead of Kirkby; Spence had faded and dropped back to ninth, leaving Bradley to close up on Kirkby. Mann and Fish completed the top six.

Poor Tennant had a moment early on in the race and could only get back up to 14th, which leaves Byrne with an even greater cushion to take to the Jyllandsring next weekend, expecially as he set fastest lap at 1m 15.12s—just outside the lap record by 0.02sec — and scores another two bonus points.

SPORTS 2000

Unlike the FF2000 Euro Series, the Sports 2000 championship had only had two rounds prior to Donington, these being at Zolder and Mantorp Park; Stanley Dickens (Lola T590) led the points table with 25 from Richard Eyre (Tiga) with 22 and Hans Edvinsson (Lola T590) on 22.

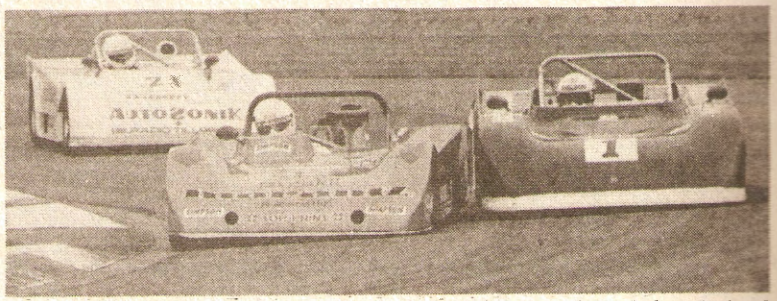
Dickens (Swedish, despite the name) headed the practice times with a 1m 16.75s, which was the only sub-1m 17s of the Saturday practice. John Sheldon (Tiga SC81) was next up just a fraction quicker than Ingvar Carlsson (Tiga), who was seventh in the championship after Mantorp. The second row comprised Frank Sytner (Tiga) and Eyre, while row 3 was Mike 'Jersey' Taylor, Henny Vollenberg and Richard Morgan (Tigas).

As the cars completed their warm-up lap Morgan peeled his Tiga into the pits with a carburettor problem and had the back off the car as the field went off on the green flap. Richard had the problem fixed and got permission to go from the pit lane after the start. Sheldon made the best start from Dickens, Carlsson and Eyre with Sytner in fifth and then the rest. Morgan was waiting at the end of the pit lane but the marshal there refused to let him out. The Tiga started to reverse—was Richard going to take a run at him? The marshal then relented and the Tiga shot away, half a lap adrift.

4 EFDA EURO FF2000 DONINGTON PARK 4

Dickens took the lead from Sheldon on lap 4 at Redgate and shortly after Sytner moved ahead of Carlsson to take third, but only just. Eyre was back in fifth just in front of Taylor and Vollenberg. At half way (10 laps), the order was Dickens, Sheldon, Sytner and Taylor with Hans Edvinsson (Lola T590) moving through to fifth ahead of Vollenberg. Next time round Edvinsson was up to fourth, next lap up to third and then down to eighth—then he consolidated his position a little before climbing back up a couple of placed to finish fifth. By this time the track was damp with a fine drizzle.

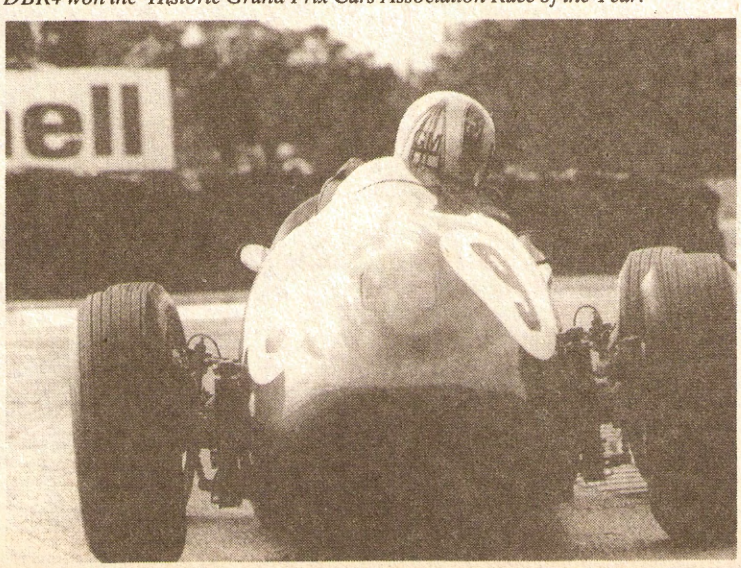
The order changed little before three-quarter distance but Sheldon came into contact with someone and fell to third and then to fifth as the nose on the Tiga broke up: a quick pit stop on lap 17 saw the end of a good drive and a stirring battle behind the leader as Sheldon retired. At the finish, Dickens was 2sec ahead of the rest and set fastest lap. Taylor held second and the third-placed Sytner, was a good 6secs down and only just held off Eyre in the run to the flag. Edvinsson claimed fifth, Carlsson sixth and Vollenberg seventh. Richard Morgan drove furiously to make up his deficit but, although he got the Tiga into 16th spot at the finish, he was really fighting for a lost cause.





Above: Stanley Dickens takes his Lola inside John Sheldon at Redgate. Below: Richard Weggelaar tries a less conventional line in front of Hans Ernst's similar Lola.

The other 13 races at Donington are reported in Sportscard *(page 43). One of the most spectacular drives of the day came from Gerry Marshall, whose Aston Martin DBR4 won the 'Historic Grand Prix Cars Association Race of the Year.'*



DONINGTON PARK (GB)
Jun 6/7
20 laps — 39.15 miles
EFDA Euroseries FF2000 Championship, round 4

1, Tommy Byrne (Van Diemen-Nelson RF81), 25m 14.18s, 93.07mph;
2, Mike 'Fulmar' Taylor (Royale-Nelson RP30), 25m 24.02s;
3, Simon Kirkby (Reynard-Brown SF81), 25m 33.14s;
4, Frank Bradley (Van Diemen-Brown RF81), 25m 33.78s;
5, Basil Mann (Delta-Nelson T80-81), 25m 37.72s;
6, Calvin Fish (Van Diemen-Nelson RF81); 25m 43.74s.
Fastest lap: Byrne, 1m 15.12s, 93.80mph.

EFDA Euroseries Sports 2000 Championship, round 3

1, Stanley Dickens (Lola-Nelson T590), 26m 17.04s, 89.36mph;
2, Michael 'Jersey' Taylor (Tiga-Nelson SC81), 26m 19.47s;
3, Frank Sytner (Tiga SC80), 26m 25.17s;
4, Richard Eyre (Tiga-Nelson SC81), 26m 61s;
5, Hans Edvinsson (Lola-Jaktlund T590), 26m 26.88s;
6, Ingvar Carlsson (Tiga-Nelson), 26m 28.39s.
Fastest lap: Dickens, 1m 17.39s, 91.05mph.

PUSHING A CAR THIS HARD TAKES A TOUGH TEAM.



LEFT TO RIGHT: JON SMITH, NORMAN SPANN, (STANDING), STEVE SIMPSON, MIKE STUART, FRANK ROWLANDS, CHARLIE STUART (STANDING), JEFF HIGNETT.

The Quicks Rally Team. Seven men prepared to drive themselves flat out.

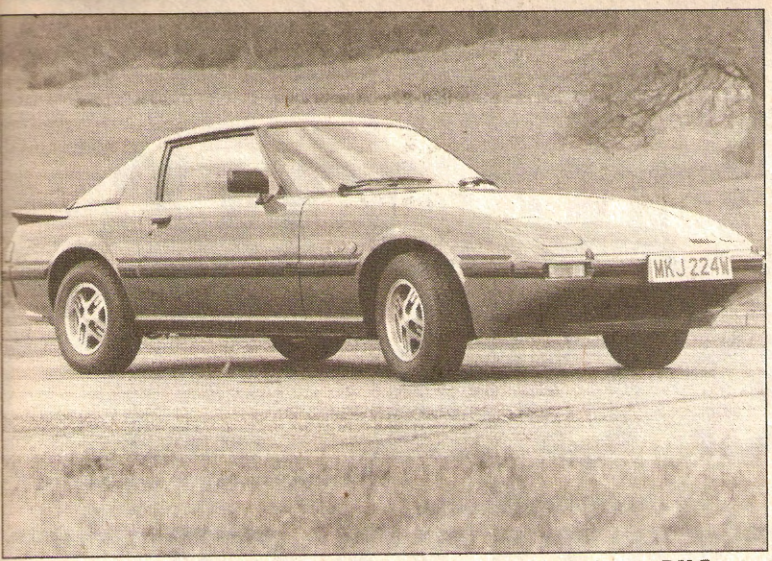
Over the last four years, the Quicks Team have turned in some very impressive performances.

Mike Stuart and Frank Rowlands have won everything from local rallies to last year's RAC Group I National Championship.

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Quicker, less thirsty, better braked and more luxurious . . . that's the new RX-7.

Mazda's latest light

The RX-7 may be the last surviving rotary powered production car but Mazda certainly have not lost faith with the engine. Latest developments have seen them extract 10 more bhp from the twin rotor power unit as well as a slight gain in torque, the improvements coming largely through work on the intake system and anti-pollution equipment. Maximum power is now 115bhp at 6000rpm.

Other mechanical changes include a move to disc brakes all round with the addition of a larger servo. Aerodynamics have also been improved. There's a re-designed nose, incorporating a urethane covered front bumper recessed into the bodywork and a new air dam, along with a flexible rear spoiler.

These reduced the claimed drag coefficient from 0.36 to 0.32 and help ensure that despite the increase in power there is no loss in fuel efficiency — the Government figures showing a small gain in constant speed economy.

Inside the car are further changes — made to try to get away from the familiar blandness of mass market Japanese products and establish a more suitable individual style for the RX-7. There are new striped cloth seats, with matching door trim, a re-styled instrument panel, a tilt/removable steel roof panel, and a sophisticated radio/cassette player, featuring a self seeking radio with pre-set memory, a Dolby, auto-reverse casette player with graphic equaliser and four speakers.

Road impressions

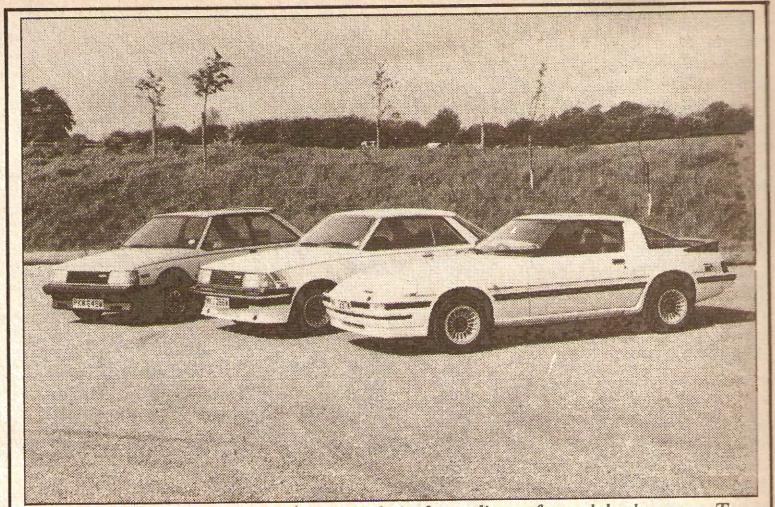
To drive, the RX-7 does feel quicker; there's still the uncanny smoothness of the rotary engine — so quiet at idling you need to look at the rev counter for confirmation it is actually running — and the turbine-like build up of revs. At the top end the extra power and the slippery shape are noticed by the way the car will go on slightly increasing in speed — as does Citroën's similarly efficient CX. The new all disc brakes are positive in action and the handling remains as before; taut and well behaved, though the recirculating ball steering lacks the crispness of rack and pinion.

But it is as an overall package that the RX-7 has been improved; it's much smarter inside, the roof panel is a clever feature, the radio/cassette a sophisticated plaything.

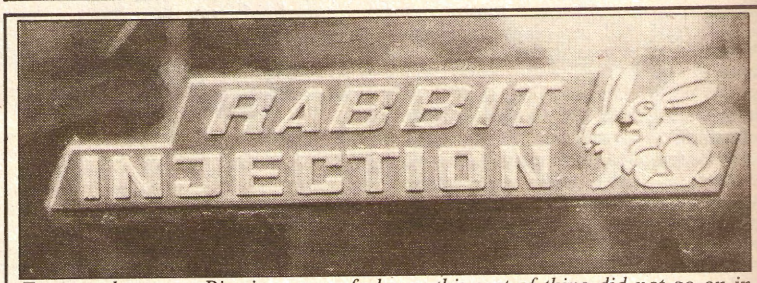
And the major criticism of the original RX-7 has been removed — over pricing. At its launch nearly two years ago it cost £8549; that price was never increased and the new model, with more equipment and only £150 more on the price tag represents significant better value.

● Mazda have also improved the specifications of their middleweight model, re-christened the 626 instead of Montrose as the company revert back to a numbers not names policy on all their models. The revised cars feature new grilles and light units as well as improved levels of standard equipment.

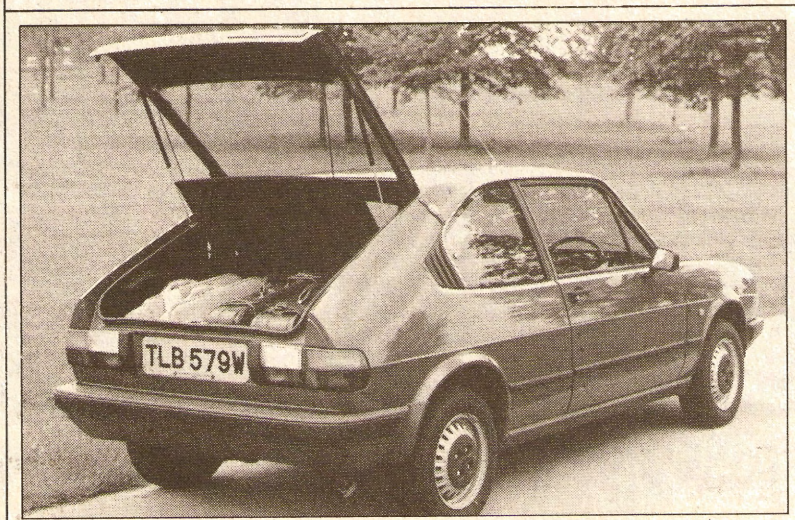
KEVIN BLICK



As Mazda announce the latest in their long line of model changes, Tom Walkinshaw's TWR organisation has announced its new range of tuning and appearance equipment for the cars. Changes made to the 323 1500 GT and 626 Coupé are mainly cosmetic — though with useful improvements in grip and handling — while the RX-7 has been given the works. As well as the cosmetic additions, the TWR Mazda Motorsport RX-7 is turbocharged, has uprated dampers and improved braking as well as deeper spoilers and TWR wheels. The price of the ultimate TWR RX-7 Turbo is around £11,000 — though all items can be bought individually — or as Mazda put it, around £3,000 less than a Porsche 924 Turbo.



Eat your heart out Bigwig . . . we feel sure this sort of thing did not go on in Watership Down. The badge was spotted on the back of a Golf (Rabbit) GTi at Silverstone, recently.



Alfa Romeo has added a third door to the Alfasud without altering the car's lines.

An added dimension

It's taken a long, long time but Alfa Romeo has finally given the 'Sud a hatchback — without altering the shape that has become so familiar on our roads.

In all four new models have been introduced, all with three doors, to be sold alongside existing four door cars and replacing the two door Ti models. The four come in either 1.3- or 1.5-litre guise and in basic or Ti tune. The pretty 'Sud Sprint remains unchanged.

Mechanically identical to their predecessors, the main object of the hatchback exercise has been to provide a car that is still a superb driver's car but has the added versatility of a VW Golf GTi, say.

Much strengthening has been added around the rear door with new cross-members top and bottom and a box-section frame around the door itself. Naturally the rear seat can be folded — though split rear squabs are *not* featured — and Alfa Romeo quote a figure of 42.3 cu ft of luggage space with the seat down.

Externally the Ti models can be distinguished by their four round headlamps and front and rear spoiler. The Ti cars have breakerless ignition while five speed gearboxes and 70 series tyres are standard on all four models.

Much attention has been paid to rust proofing, say Alfa Romeo, with Zincrometal being used for all major external panels.

Road impressions

The hatchback has simply added another dimension to an already good car. In terms of speed it is unlikely that the extra weight of the door will have made a dramatic difference to acceleration runs, but there does seem to have been one side effect, however.

Although Alfa say no changes have been made to the suspension, the car does seem to have a smoother ride than before . . . but that in turn seems to have taken away some of the crispness in the handling that 'Sud owners appreciate. But then the new 'Sud has quite a reputation to live up to!

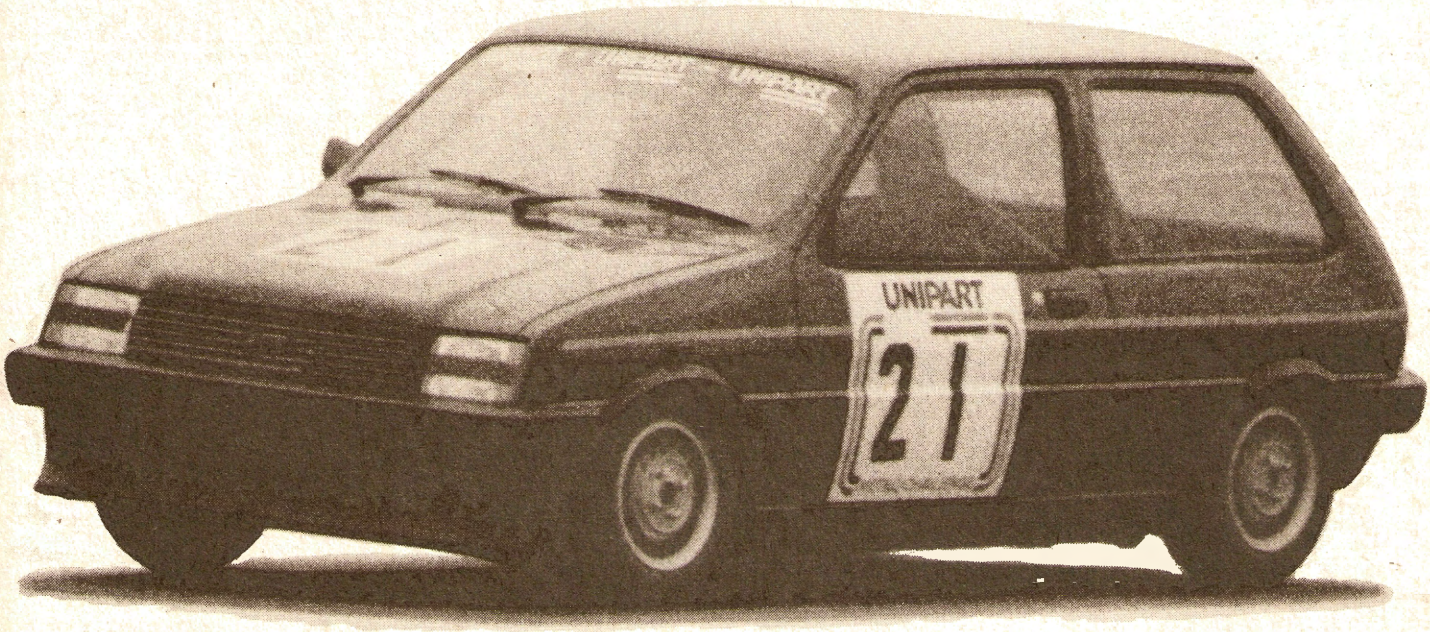
On a practical front the hatchback looks so right that it's a wonder Alfa have not done it before . . . but then, in its native Italy a 'Sud estate has been readily available so maybe a hatch was not deemed necessary. The loading sill is a little on the high side, though.

With four models offered there is inevitably some overlap, with the 1.5 basic and 1.3 Ti in particular being very close on paper — the 1.3 Ti producing 86bhp to the 1.5's 85bhp though the larger engined car is considerably cheaper.

Prices start at £4,395 (1.3) rising to £4,739 (1.5). £5,057 is the asking price for the 1.3 Ti while the 1.5 Ti costs £5,325.

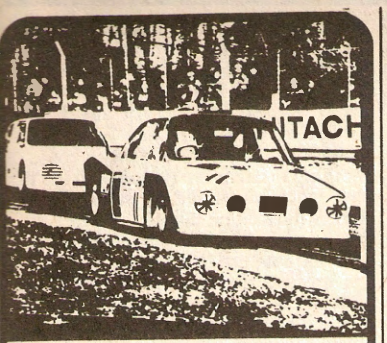
MC

Fast moving parts on fast moving cars.

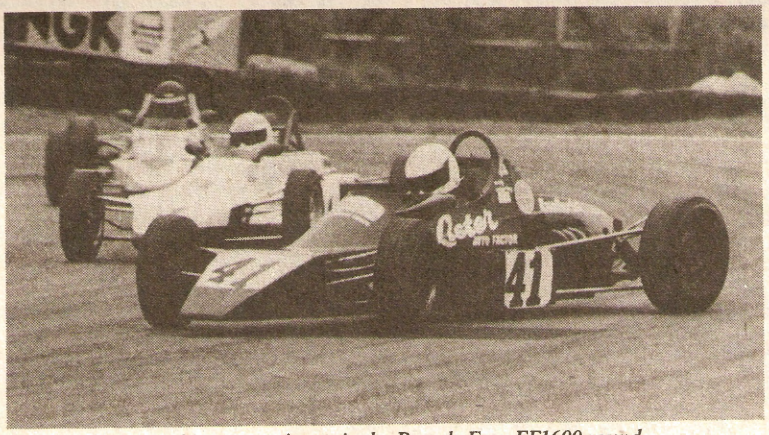


UNIPART

The answer is yes. Now what's the question?



National Races



Andy Ackerley on his way to victory in the Brands Esso FF1600 round.

BRANDS HATCH

Who Ray?

Motor Racing is Fun! That was the message loud and clear at Brands Hatch on Sunday when the British Automobile Racing Club organised a seven race meeting supported by the *Sun* newspaper . . . and the admission was *free!* A lunchtime Pits Walkabout — with most of the cars and drivers joining in — which allowed spectators to put little junior into a racing car for a once-in-a-lifetime photograph was an added bonus, plus commentator Brian Jones's personal walkabout later in the day when he stepped into the Grandstand and selected Debbie to present the awards in the Kentagon after the meeting!

Local favourite Andy Ackerley surprised the strong Esso FF1600 contingent by taking pole position and a relatively comfortable win in his Lister Autos backed Ray 80F. "I can't understand why more drivers aren't thinking about a Ray chassis," said a jovial Ackerley later, "it's obviously competitive."

Opening the meeting was the qualifying race for the Esso FF1600 from which the first four home would make up the rear of the grid in the final. David Harper (Royale RP26) was an ecstatic winner — "My first ever win" — but he had to work hard with Andy Shilstone (Van Diemen RF80), Bob Lambert (PRS 80F) and David Minty (Van Diemen RF80) providing a challenge in the early stages. Bill Coombes snatched fourth, and the final place in the championship round, from Minty's smart RF80 at Clearways on lap 8.

Regular F1300 victor Chris Kite (ERM U2 Mk20B) got a shock in round 7 of the 750 MC-administered championship as Graham Gant's WEV 23 (worm's eye view!) shot from the second row to lead the opening laps. But Kite had put the immaculate green model ahead by lap 3 and Grant dropped to third behind the hard-charging David Childs (Centaur 17X). Indeed Childs put the pressure on Kite and looked likely to take the lead until a sideways moment at Clark Curve on lap 6 put him firmly into the barriers. Gant then reclaimed second place, dealing with a brief threat from Chris Denham (Dris One) to close up once again on leader Kite. Tony Batten (Batten) had also been involved in a hectic scrap for second place before pulling into the pits on the final tour.

Alan Humberstone (1.3 Sunbeam Stiletto) shaved 0.6sec from his long-standing lap record in practice for round 9 of the Wendy Wools Special Saloon Championship and led the all-conquering Tony Dickinson (2.0 Skoda 130RS) into Paddock on the opening lap. Dickinson nipped ahead going up Hailwood Hill, however, and then proceeded to draw away convincingly, no doubt, with time to think about his Group 2 outing in Brno this weekend. Humberstone was less fortunate, having held second until lap 8, when the fuel injection drive belt broke, forcing him into retirement.

The action was deep in the race with Brian Cutting (1.0 Maguire Stiletto) heavily involved with David Enderby (1.0 Singer Chamois Coupe) once Pat Mannion's magnificent class lead had been nullified with a heartstopping spin in the middle of the pack at Druids on lap 2. In fourth overall, Tony Davies (2.3 Vauxhall Firenza) kept the incredible ex-Dave Brodie Cologne Capri of Bernie Harris at bay while Brian Leonard (1.0 Maguire Imp) was sixth home ahead of Mannion (a masterful recovery from stone-cold last after his spin). In the 850cc class London's Bill Richards (Mini) escaped from the clutches of Barry Reece (850 Mini) to put Peter Davey (1.0 Imp) down to ninth while, after Humberstone's retirement, Mike Chittenden (1.3 Ford Anglia) was a surprised class-winning 12th overall.

From pole position Chris Greville-Smith (Phantom P81) shot into the lead of the Protectol Clubmans Championship round hotly pursued by Vernon Davies (Mallock U2 MK21) and David Harrington (Mallock Mk23). Championship leader Dave Orbell (Mallock U2 Mk 16) got involved in a frantic moment at Druids with Duncan Bain (Phantom P80) on lap 2 and dropped to ninth, effectively out of the reckoning. Although Greville-Smith, Davies and Harrington continued to lap closely the result did not look in danger until the closing laps when Greville-Smith was forced to ease his pace — "The water temperature was off the gauge!" — and Davies's brown and white Mallock nipped past along Brabham Straight on lap 12. Harrington continued to threaten Greville-Smith but the Dollar Helicopters-backed car held on. Paul Gibson (Mallock U2 Mk23) took fourth ahead of Mike Lane (Mallock Mk23) with Orbell fighting his way back up to sixth and retaining his series lead.

Although Dr. Spike Milligan has admittedly been around a long time, he scored his first outright victory in the BARC/MG Owners Club race on Sunday. Unfortunately it was not really a memorable victory for there was little competition in the race which catered for mainly enthusiastic owner/drivers. Charles Buchanan (MGB) was a rather lonely second ahead of the standard class winner John Hewitt, who completed a weekend double (having won at Oulton Park on Saturday) in his MGB.

In complete contrast, round 8 of the Penistone Hardmetals Reliant 750 Championship saw the first seven cars in practice split by just 1.0sec and the polewinning Darvi Mk5 of Dick Harvey having fractionally broken the long standing record by 0.1sec. Duly the race lived up to expectations as Gary Randall (Wessex Hague 767) fought to uphold an early lead from an almighty dice between Peter Woodcock (Centaur Mk16), Keith Cooper (Wessex Hague 767), Dick Harvey (Darvi Mk4/5), Iain Sclanders (DNC Mk5) and Simon Fry (Nimrod). But, completing lap 7, Randall signalled his race had come to an end with a broken motor and was immediately swamped by the pursuing bunch. Harvey gained the lead but he could not afford to rest with an inspired Sclanders hot on his tail. Sclanders had been trying all manner of ways to improve his position and brilliantly scraped inside of Harvey at Clark Curve on the final lap to score a narrow success, also earning the MCD £50 Man of the Meeting award. Behind the defeated Harvey came Woodcock, Fry — showing little rustiness after his long lay-off — and Cooper. Although Randall's retirement allowed the absent Chris Hague to maintain the series lead, Gary was content to have shattered the three-year-old lap record.

Although Brands Hatch specialist Andy Ackerley appeared confident enough in a startline interview, the opposition did look tough with fellow front row men Andy Wallace and David Wheeler Royale RP29S) having practised on equal times. However, Ackerley sprinted away to dominate the race throughout the 15 laps, proving the competitiveness of the Balham-built model. Second place was the subject of hot dispute, keeping the big crowd on their toes right to the end. Initially young Wallace held a scant advantage over the experienced Terry Gray, who was having an outing in the smart and rapid Howard Groos' Pacer FF81. A swift moment saw Wallace drop behind the F3 driver and, although he never gave up trying, Wallace eventually fell to fourth behind the speedy John Village (Royale RP29) at Paddock with two laps to go. Meanwhile, in fifth, Wheeler was in constant touch throughout, having stretched the rest, who were led home by Mallory Park '*Sun* Challenge' winner Phil Kempe (Royale RP26).

PAUL HARMER

BRANDS HATCH (GB), Jun 7, BARC

Formula Ford 1600 Qualification race (10 laps): 1, David Harper (Royale-Nelson RP26), 8m 48.3s, 82.02mph; 2, Andrew Shilstone (Van Diemen-Auriga RF80), 8m 50.1s; 3, Bob Lambert (PRS-Minister 80F), 8m 51.9s; 4, Bill Coombs (Van Diemen-Scholar RF80), 8m 52.3s; 5, David Minty (Van Diemen-Scholar RF80) 8m 52.9s; 6, Colin Child (Sparton-Auriga FF80), 8m 54.1s. **Fastest lap:** Coombs, 51.6s, 83.97mph.

750MC Formula 1300 Championship race (10 laps): Chris Kite (ERM-Holbay U2 Mk20B) 8m 40.0s, 83.33mph; 2, Graham Gant (WEV-Ford 2B) 8m 40.9s; 3, Chris Denham (Dris One-Ford CKM) 8m 41.4s; 4, John Harrison (Mallock-Ford Mk11B) 8m 45.0s; 5, Phil Williams (Davis-Ford 2C) 9m 14.2s; 6, Colin Campbell (Tasman-Ford Mk111) 9m 1916s. **Fastest lap:** Gant, 50.1s, 86.49mph.

Wendy Wools Special Saloon Championship race (12 laps): 1, Tony Dickinson (2.0 Skoda-Hart 130RS) 10m 08.9s, 85.39mph; 2, David Enderby (1.0 Singer Chamois Coupé) 10m 36.2s; 3, Brian Cutting (1.0 Maguire Stiletto) 10m 42.4s; 4, Tony Davies (2.3 Vauxhall Firenza) 10m 50.4s. **1301-3500cc:** 1, Dickinson; 2, Davies; 3, Bernie Harris (3.0 Ford Capri). **Fastest lap:** Dickinson, 48.4s, 89.52mph. **1001-1300cc:** 1, Mike Chittenden (1.3 Ford Anglia) 73.62mph; 2, Bob Kirk (1.3 Mini-Ford RDA); 3, Peter Bray (1.3 Mini). **Fastest lap:** Alan Humberstone (1.3 Sunbeam Stiletto-BDA) 50.5s, 85.80mph. **851-1000cc:** 1, Enderby, 81.73mph; 2, Cutting; 3, Brian Leonard. **Fastest lap:** Enderby, 51.6s, 83.97mph. **Up to 850cc:** 1, Bill Richards (850 Mini), 75.04mph; 2, Barry Reece (850 Mini); 3, John Flack (850 Mini). **Fastest lap:** Richards, 55.9s, 77.51mph.

Protectol Clubmans A Championship race (15 laps) 1, Vernon Davies (Mallock U2 Mk21) 11m 58.9s, 90.41mph; 2, Chris Greville-Smith (Phantom P81) 12m 00.1s; 3, David Harrington (Mallock Mk23) 12m 00.2s; 4, Paul Gibson (Mallock Mk23) 12m 09.8s; 5, Mike Lane (Mallock Mk23) 12m 13.3; 6, David Orbell (Mallock U2 Mk10) 12m 14.7s. **Fastest lap:** Greville-Smith, 46.4s, 93.38mph.

BARC/MG Owners Club Championship race (10 laps): 1, Dr Spike Milligan (1.6 MGA), 10m 15.1s, 70.44mph; 2, Charles Buchanan (1.8 MGB), 10m 30.3s; 3, John Hewitt (1.8 MGB), 10m 51.3s; 4, John Baynam (1.8 MGB), 11m 17.9s. **Standard:** 1, J. Hewitt, 66.53mph; 2, Baynam: 3, Craig Hewitt (1.3 MG Midget). **Fastest lap:** J. Hewitt, 1m 03.7s, 68.02mph. **Modified:** 1, Milligan, 2, Buchanan; 3, A. Russell (1.8 MGB GT). **Fastest lap:** Milligan, 59.8s, 72.46mph.

Penistone Hardmetals F730 Championship (10 laps): 1, Iain Sclanders (DMC Mk5) 9m 30.2s, 75.99mph; 2, Dick Harvey (Darvi Mk5) 9m 30.4s; 3, Peter Woodcock (Centaur Mk16) 9m 30.7s; 4, Simon Fry (Nimrod) 9m 36.5s; 5, Keith Cooper (Wessex CH767) 9m 37.9s; 6, Bob Wright (Raw 1) 9m 43.1s. **Fastest lap:** Gary Randall, 54.7s, 79.21mph **(record).**

Esso FF1600 Championship race (15 laps): 1, Andy Ackerley (Ray-Auriga 80F), 12m 53.6s, 84.02mph; 2, Terry Gray (Pacer-Ford FF81), 12m 55.8s; 3, John Village (Royale-Nelson RP29) 12m 56.2s; 4, Andy Wallace (Royale Auriga RP29), 12m 56.3s; 5, David Wheeler (Royale-Auriga RP29), 12m 57.1s; 6, Phil Kempe (Royale-Auriga RP26), 13m 08.1s. **Fastest lap:** Village, 50.8s, 85.29mph.

SNETTERTON

Barbara's first

Snetterton's Free Motor Race Day, courtesy of *The Sun*, was very capably run by the BRSCC to a schedule that was pleasantly tight; sufficient to retain the casual watchers' interest. Indeed the meeting did much to promote motor racing to those attending a race circuit for the first time as the latter half of the six race programme was very good; a closely fought FF1600 race was followed by events of excellent quality for Mini Miglia and Formula Talbot in which cars diced wheel to wheel throughout, the lead changing hands every lap, and the result in doubt until the chequered flag was waved. The quantity of cars competing in many of the events was small however which reflects, possibly, these times of financial constraint.

The BRSCC championship race for the usually numerous Modsports cars attracted a small entry which was further reduced to seven on the day by non-starters. On pole sat Mark Hales, his V6-engined Marcos GT with gear selection problems; fair game for the smaller cars arranged alongside and behind him. At the green light Mark had engaged first gear but second eluded him and he was ▶

SNETTERTON continued

enveloped by the pack before elbowing his way through to third spot at the first corner behind Richard Ward's Lotus Elan, and John Digby's Ginetta G4. Digby was soon displaced but Ward held off the faster car for two laps. Once ahead Hales eased his pace and Ward was consequently never far behind apparently in a challenging position although a difference of over 1.5sec in their fastest lap times told the true story. Digby was a lonely third with Pat Longhurst (Davrian), defeating Danny Arundel in a similar car by 0.2sec to complete the first four, all of whom were class winners.

A far larger field assembled for the fourth round of the Varley Batteries Monoposto championship. Four cars soon broke clear to out-pace the rest; they were Tony Broster's Lyncar, Terry Mills's March, David Dudley's GRD and Craig Dennis's Lotus. In this entertaining battle for the lead Broster always had the upper hand and when there was a spate of incidents in the middle of the race his task became easier. At successive corners Dudley and then Dennis spun, the latter retiring on the spot, while at the start/finish line Derek Watling spectacularly lost control of his Brabham and left the track at high speed fortunately coming to rest with little damage to himself or his car. Broster had a 2sec advantage over the hard trying Mills at the close and Dudley, who set fastest lap, finally annexed third and maintained his championship lead by one point from Broster.

The Mini Seven race was surprisingly processional. Gerald Dale, in only his second season of racing, led from start to finish to score his second race win in impressive style from John Lambe. Lambe was the only driver to stay near Dale after Jeremy Claydon unfortunately retired his car early in the race. Interest was centred on Barbara Cowell, who was in her first circuit race, but with considerable experience and success behind her from short oval competition. Barbara ran third briefly after the demise of Claydon but was soon demoted by Dick Hearn and Mark Cinnamon. To their surprise the lady (driving Peter Lawton's car) fought back; she repassed Cinnamon and caught, but just failed to pass Hearn, after a very competitive drive.

Ayrton da Silva dominated the Townsend Thoresen FF1600 qualifier even though his margin of victory over Rick Morris — 0.7sec — may suggest otherwise. The works Van Diemen driver looked very assured throughout and Rick Morris had to drive much less tidily to separate the Brazilian from his Mexican team-mate Alfonso Toledano in third. Fourth was the other Team Royale driver, Fernando Macedo, who gave perhaps his best showing yet in this country although he profited by the coming together of the Van Diemens of Steve Lincoln and John Pratt and the wild spin exiting Coram performed by Chris Marsh, also in a Van Diemen. Steve Lincoln regained lost ground to finish fifth, tired from a hectic weekend of travel and overnight engine changes and well aware that he was driving badly by his own standards. Controversy after the race concerned the corner cutting at Russell — a Snetterton chestnut. The works Van Diemens were very neat through this chicane and avoided the kerbs; Morris was much more blatant and during the race was warned by the black/orange flag; he continued to put the whole width of his car over the kerb less a couple of inches, but it was adjudged to be inside the interpretation of the day and Rick went unpenalised.

The Mini Miglia race featured a tremendous race-long dice for the lead between poleman Martin Guidery, winner of his last three national championship races and Mike Fry. The advantage passed back and fourth between these two often twice a lap and Fry looked to be in the right place when he allowed Guidery to lead all the way round the penultimate lap but then the Farnborough driver failed to oust his rival at the vital entrance to the Esses complex for the final time and had to be content with second, one length behind the delighted Guidery. Peter Calver was third and Andy Houghton won the four car scrap for fourth spot.

At the last moment the BRSCC decided to abandon the inter-circuit challenge race; an interesting idea that strangely had not been prepared at all. Six cars contested the Formula Talbot challenge race but as one has come to expect they put on a very close race. Initially four cars, the Spartons of works driver Paul Jackson, the two Woodkirk sponsored cars from the Trevor Twaites owned team, driven by Sean Walker and John Hayes-Harlow, and Jeff Ward, raced nose-to-tail; the lead usually with Jackson. By half distance Ward had been dropped slightly; two laps later Hayes-Harlow made a mistake under braking for the Esses and the contest was then a straight fight between Jackson and Walker. Walker led the penultimate lap and for the second race running it was all down to the final entry into the Esses. Jackson got alongside on the straight and they entered the complex side by side; at the last possible moment Jackson conceded the corner and the race.

ANDY LEEDER



Barbara Cowell (right) was fourth in her first Mini race, dicing with Roger Veall.

SNETTERTON (GB), Jun 7, BRSCC

BRSCC Modified Sports Car Championship race (10 laps) — Overall: 1, Mark Hales (3.0 Marcos Ford GT), 12m 50.8s, 89.53mph; 2, Richard Ward (1.8 Lotus Elan), 12m 51.8s; 3, John Digby (1.5 Ginetta G4), 13m 08.1s; 4, Pat Longhurst (1.2 Davrian Carter Sunbeam Mk7), 13m 16.2s. **Over 2000cc:** 1, Hales; no other starters. **Fastest lap:** Hales, 1m 13.5s 93.89mph. **1501-2000cc:** 1, Ward, 89.42mph; no other starters. **Fastest lap:** Ward, 1m 15.1s, 91.89mph. **1151-1500cc:** 1, Digby, 87.57mph; 2, Robert Dennard (Davrian Imp); no other starters. **Fastest lap:** Digby, 1m 17.5s, 89.05mph. **Up to 1150cc:** 1, Longhurst, 86.68mph; 2, Danny Arundel (Davrian Chrysler Carter Mk7); 3, Lee Baldwin (Davrian Carter Mk7A). **Fastest lap:** Arundel, 1m 17.5s, 89.05mph.

Varley Batteries Monoposto championship race (10 laps): 1, Tony Broster (Lyncar Manx FA001), 12m 05.6s, 95.11mph; 2, Terry Mills (March-Swindon 743), 12m 07.4s; 3, David Dudley (GRD Ford 374), 12m 10.5s; 4, Kenny Stone (March 74B), 12m 45.4s; 5, John Lancaster (J.C.M. Bartram-Ford Mk7), 12m 46.9s; 6, Francis Phillips (Superova Aldon Ford BH3-004), 13m 03.4s. **Fastest lap:** Dudley, 1m 08.3s, 101.04mph.

BRSCC Mini Se7en Formula race (10 laps): 1, Gerald Dale, 15m 36.9s, 73.66mph; 2, John Lambe, 15m 43.9s; 3, Dick Hearn, 15m 52.9s; 4, Barbara Cowell, 15m 52.6s; 5, Mark Cinnamon, 16m 04.7s; 6, Roger Veall 16m 05.1s. **Fastest lap:** Dale, 1m 32.7s, 74.45mph.

Townsend Thoresen Formula Ford 1600 championship race (15 laps): 1, Ayrton da Silva (Van Diemen-Minister RF81), 18m 16.5s, 94.41mph; 2, Rick Morris (Royale-Nelson RP29), 18m 17.2s; 3, Alfonso Toledano (Van Diemen-Minister RF81); 18m 22s; 4, Fernando Macedo (Royale Nelson RP29), 18m 43.7s; 5, Steve Lincoln (Van Diemen Nelson RF81), 18m 43.7s; 6, Ilias Efessios (Van Diemen Auriga RF81), 18m 48.9s. **Fastest lap:** da Silva, 1m 12.2s, 95.58mph.

BRSCC Mini Miglia Race (10 laps): 1, Martin Guidery, 14m 11.2s, 81.08mph; 2, Mike Fry, 14m 11.3s; 3, Peter Calver, 14m 35.6s; 4, Andy Houghton, 14m 52s; 5, Tim Cockle, 15m 02.6s; 6, Paul Forster, 15m 03.1s. **Fastest lap:** Guidery, 1m 23.5s, 82.55mph.

Formula Talbot Challenge race (10 laps): 1, Sean Walker (Sparton Greetham FT81), 11m 39.2s, 98.70mph; 2, Paul Jackson (Sparton Greetham FT80), 11m 39.6s; 3, Jeff Ward (Sparton Greetham FT80), 11m 52.1s; 4, Dan Manley (Delta T80M), 12m 08s; 5, Tony Kenworthy (Sparton UDT FT80), 12m 09.9s; 6, John Hayes-Harlow, (Sparton Greetham FT80), 12m 06.7s. **Fastest lap:** Walker, 1m 08.5s, 100.75mph.

MALLORY PARK

Obscured by clouds?

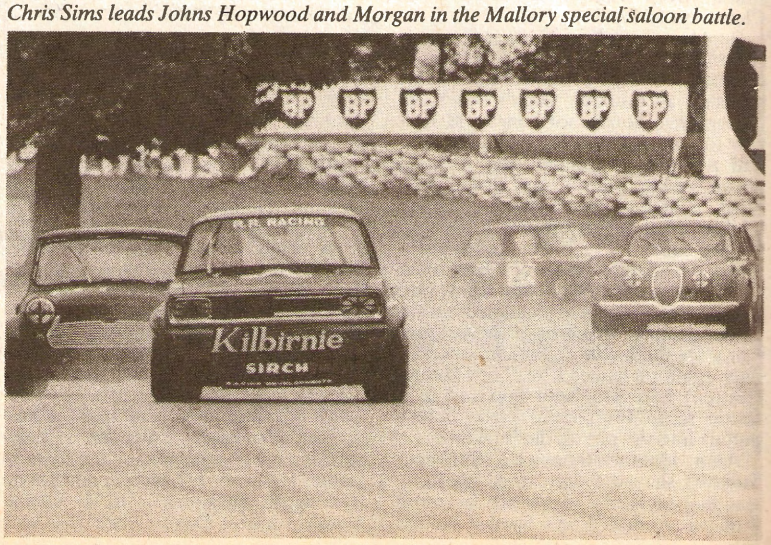
Few of the *Sun* newspaper's discerning readers turned out for Mallory's "Free Motor Race Day", organised in conjunction with the 'paper. A thinnish programme gave the paddock (transfer £1 or 50p!) a rather bare look — and some of the grids were not much better. In fairness, there were several clashing weekend fixtures and the BRSCC Midlands Centre was its usual efficient self, which meant that the seven-race production passed without a hitch. Furthermore, commentator Russell Douglas did a splendid job and at least made the events *sound* interesting.

Event 1 was rather ruined by heavy rain which fell as the first of three Formula Ford grids came under starter's orders. Pole man Phil Kempe (Royale RP26) got clean away from second fastest Dave Hoban (Ray 80F) while outside-front Derek Fowler got his Crosslé 32/35F as far as the Lake Esses before spinning down to 13th. Hoban could do nothing to catch the Royale and the first two places remained the same throughout, with Kempe taking the flag 7.9secs ahead of Hoban. Feature of the race was Fowler's superb drive through the field; he crossed the line just 0.2sec behind fourth placed David Llewellyn (Royale RP21) and less than 4secs away from David Ryan (Van Diemen RF 81), who was third throughout the race.

At the end of 15 laps, the Ronnie Scott BRSCC Modified Saloon Car Race competitors were well-separated. But the race did have its moments and there were some very good inter-class battles lower down the order. The race started on a wet track and outside-front-row John Hopwood (Howley Mini) made a demon start. Meanwhile, Bill McGovern's neat little Hillman Californian jumped out of first cog and was very slow away from pole. From middle-front, Chris Simms (Vauxhall Viva) went to third behind McGovern but lost out to Pat Mannion's Imp after a lap. Hopwood appeared to have no opposition for the first few laps but gradually McGovern closed the gap. With seven of the 15 laps run, McGovern eased past Hopwood at Gerard's to finish over 6secs ahead. Simms, in fourth spot behind Mannion and the only unlapped runner, fell back into the clutches of Ian Blunt (Morris Cooper S) and John Morgan's big Jaguar. The resulting scrap proved to be the most interesting of the race.

The grid for event 3, apart from a few minor positional changes, was the same as that for event 1. The driver gaining the highest aggregate position from the two events was to be awarded the *'Sun'* Trophy. As winner of the first part, Kempe was again on pole position, with Hoban and Ryan alongside. On a relatively dry circuit, Hoban's Ray shot from the flag into a first lap lead he never relinquished. Behind the flying Hoban — who needed to win by a clear 8secs — came Kempe and Derek Fowler. At the Esses on lap 3, Kempe tried an overtaking manoeuvre which didn't come off and Fowler took a brilliant second place. This remained the order to the finish, where just over a second separated the three cars. This meant that third-placed Kempe was awarded the *Sun* Trophy for his aggregate scores.

Janet McPherson (Howley Mini) was on pole for a poorly-supported Ford Fiesta and BL Mini race. Alongside were the Fiestas of John Pearson and Roger Orgee, with two similar cars

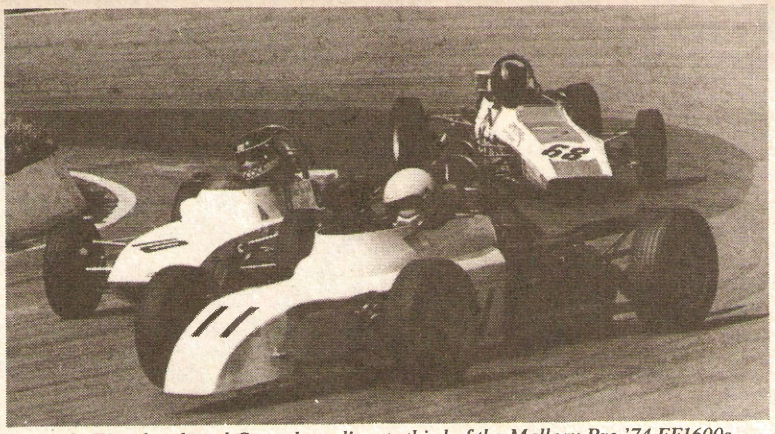


Chris Sims leads Johns Hopwood and Morgan in the Mallory special saloon battle.

belonging to Barry Lee and G. Hamilton-Warner on row 2. Considering the small grid, the race was exciting and incident-packed. The lady made a superb start, which left the way clear for Lee to tuck in behind. At the end of the first lap it was McPherson and Lee, with Pearson endeavouring to get alongside the World hot rod champion as they crossed the line. Lee took a wide line out of the Elbow, however, and the two Fiestas almost touched. Pearson managed to get by on lap 2 but Lee stayed with him. A lap later both caught and passed Janet McPherson's ably driven Mini. For a few laps the order remained the same, with the leading Fiestas in Group 1-type close company and Janet wisely hanging back slightly. At Gerard's bend on lap 7 the leaders inevitably tangled. Lee spun, Pearson went onto the mud, McPherson's Mini collected it and Roger Orgee missed the lot to take over the lead. Pearson was the quickest of the three to recover, followed by the Mini and then Lee. The latter did a couple more laps before retiring, Janet coped with a virtually blanked-out windscreen but continued, while Pearson set off after Orgee. With a lap to go he caught and passed the temporary leader to win a fine race by just 0.4secs — his first win in his first season of racing . . . Unfortunately, poor Pearson was later excluded from the results for "aggressive driving", although, from some viewpoints, it was six of one and not necessarily a half-dozen of Pearson!

More Formula Fords followed, this time of the pre '74 variety. Pole position Peter Hancock blew up in practice, so middle-front Kerry Nash (Crosslé 20F) had no problems and led from start to finish to win by a well-judged 2.2secs. Behind him a splendid scrap for second spot involved Drew Berwick (Eldon Mk 10C), Chris Woodcock (Dulon MP 15) and Gareth Lloyd in a similar Dulon. Lloyd started from well down on the fifth row of the grid but carved through from eighth position to take a well-deserved second place on the last lap and also recorded fastest lap.

Conflicting fixtures meant only seven cars started in the 15-lap BRSCC *Formule Libre* race, and only five finished. Nick Newman (Royale RP30) was on pole alongside a badly misfiring Ralt RT4 Atlantic driven by Alo Lawler. The Irishman had appealed for a spare set of spark plugs for the ailing car after practice but could not acquire the correct type. The second row of the grid was occupied by another couple of FF2000 cars and the remaining three were Formula Ford 1600s. Ian Castle retired his Royale RP27 after only a lap and Lawler called it a day at two-thirds distance after easing his sick motor up to third place. Newman led the processional race from the outset to win by 21secs from Dave Hoban's ably-driven Ray 80F and the Royale RP26 of Richard Street.



Barwick, Woodcock and Carruthers dispute third of the Mallory Pre-'74 FF1600s.

The day ended with a 10-lap Saloon Car handicap comprising seven cars. Limit man, Graham Freelove (Mini) was allowed a lap and approximately 50secs — and it looked, initially, as if his advantage would be insuperable. But Tom Hewlett (Fiat 128) managed to 'unlap' himself on the penultimate circuit and emerge the victor of a well-handicapped event in which only 28secs separated all the finishers.

GEOFF JOHNSON

LYDDEN HILL

Mark's the man

Mark Peters confirmed his outstanding potential by dominating both his heat and the final of Sunday's BARC Junior FF1600 counter at Lydden, the 22-year-old Team Touraco driver elevating his Lola to the outright series lead in the process. Close rivals Kenny Andrews and Robert 'Blocker' Meaton both put up stern fights, the latter driving with great pain from a fractured ankle, each taking a heat win. The rest of the BARC London & Home Counties nine-race programme was rather lacklustre in comparison to the fiercely contested national championship round but slick organisation saw the meeting closed well before the 6pm deadline, even after two events had to be restarted following incidents.

Pre '74 FF1600 is really catching on at the Kentish circuit this year and it was pleasing to see Lenny Marchant — himself sponsor of the Lydden Formula Ford series — streak past Stephen Barnes's neat Merlyn to lead the opening race from the start. Marchant's Elden-bodied Brabham came under increasing pressure from Peter Lawrence (Royale RP3) and Trevor Read's Jamun as the race progressed. Marchant's circuit knowledge was sufficient to fend off the attack, Barnes nipping inside Read at Paddock on the last lap to chase runner-up Lawrence home.

Last year's modified MGA champion Eric Hoult broke away from the pack in the MGA Register 10-lapper, Richard Hutton's car also getting the drop on poleman Roy McCarthy's rapid example. Indeed, McCarthy emerged in fourth place behind Vic "Mr MGA" Ellis too until he warmed to the task. Roy soon had the yellow car in a challenging position but Hoult was not giving an inch and, in his efforts to usurp the leader McCarthy slid into the bank at Chessons. Hutton thus followed Hoult to the flag with Steve Clayton third once Ellis had pulled off with a dropped valve. McCarthy's lightly damaged MG struggled in fourth.

The Crosslé of John Dumfries looked well suited to the tricky circuit during practice and immediately seized the lead of the first BARC Junior heat from Kenny Andrews's Van Diemen. It took the more experienced driver seven laps to take the initiative — at the plunge into Chessons — Kenny easing away thereafter. Chris Smith's Royale RP24 was next up, harried in the later stages by promising newcomer Robert Murphy, who brought his Touraco Lola through from the back of the grid.

Heat 2 was a somewhat easier affair, Robert Meaton's vivid Royale leaving allcomers struggling in its wake. Philip Woulds's Lola, another Team Touraco car, narrowly fended off the impressive Ken Booker (Tiga) at the head of the chasing pack.

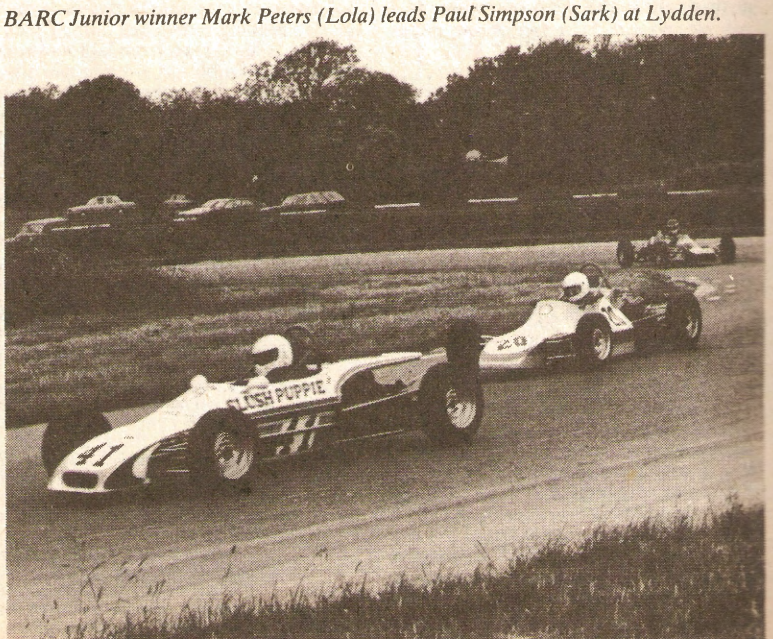
There is no doubt that Mark Peters can win both the BARC Junior and the Dunlop-Autosport 'Star of Tomorrow' novice championships if his present form continues. Easily on pole position, his style was matchless on Sunday. Paul Simpson's well driven Sark mixed it with "Markie" briefly, having disposed of Chris Hall's unique Jamun on the opening tour, but the writing was on the wall as Peters stormed away.

Malcolm Greening's Roughcutter crunched its nose on the tail of Reg Powell's pacesetting Pink Panther Gryphon as the six clubmans cars rushed through Chessons for the first time, but he sneaked though, albeit momentarily, to lead up Hairy Hill, before a lack of downforce saw the car skate onto the grass at Paddock. Powell had the upper hand once more, harassed by a mighty Phil Brown, keeping his 'B' Class Mallock up with the Gryphon despite a deficit of 70bhp. This battle ragged throughout, Brown even outfumbling Powell out of Devils Elbow for a few yards before the power tokd and Phil contented himself with an excellent new lap record.

Chris Hall's weird Jamun made another quick getaway in the restarted Marchant & Cox round but series leader John Oxborrow was soon ahead to stay, leaving Hall to be demoted also by the charging Steve Brown (Van Diemen). Chris was fortunate to race at all, having tangled with Colin Stancombe's Royale on the original start, after which Brown spun in sympathy.

The swift Slush Puppie Lola was already ahead when the BARC Junior final was prematurely halted, Peter Hardman's Royale having smitten the startline bank a violent blow at the end of ▶

BARC Junior winner Mark Peters (Lola) leads Paul Simpson (Sark) at Lydden.



MALLORY PARK (GB), Jun 6, BRSCC

Sun Trophy Formula Ford Race — Part 1 (10 laps): 1, Phil Kempe (Royale-Auriga RP26), 10m 05.0s, 80.33mph; 2, Dave Hoban (Ray-Gantspeed 80F), 10m 12.9s; 3, Dave Ryan (Van Diemen-Auriga RF81), 10m 14.7s; 4, David Llewellyn (Royale-Harris RP21), 10m 14.7s; 5, Derek Fowler (Crosslé-Titan 32/35F), 10m 18.6s; 6, Richard Street (Royale-Minister RP26), 10m 23.2s. **Fastest lap:** Hoban 54.6s, 89.01mph. **Part 2 (10 laps):** 1, Hoban 9m 14.3s, 87.67mph; 2, Fowler 9m 14.8s; 3, Kempe 9m 15.7s; 4, Street 9m 29.6s; 5, Ryan 9m 32.7s; 6, Llewellyn 9m 33.2s, **Fastest lap:** Fowler 52.7s, 92.22mph.

Sun Trophy Formula Ford Race-aggregate result: 1, Kempe; 2, Hoban; 3, Fowler; 4, Ryan; 5, Llewellyn; 6, Street. **Fastest lap:** Fowler 52.7s, 92.22mph.

Ronnie Scott's Club BRSCC Modified Saloon Race (15 laps) — Overall: 1, Bill McGovern (Hillman Californian), 15m 12.7s, 79.87mph; 2, John Hopwood (Howley Mini), 15m 19.3s, 79.29mph; 3, Pat Mannion (Hillman Imp), 15m 47.5s; 4, Chris Simms (Vauxhall Viva), 16m 19.2s, 74.44mph. **1301-4000cc:** 1, Simms; 2, Morgan; 3, Peter Smith (Vauxhall Firenza). **Fastest lap:** Morgan 62.6s, 77.63mph. **1001-1300cc:** 1, Hopwood, 2, I. R. Blunt (Morris Cooper S); 3, Robert McIntyre (Mini 1275 GT). **Fastest lap:** Hopwood 60.1s, 80.86mph. **850-1000cc:** 1, McGovern; 2, Mannion; 3, Ron Lowles (Mini). **Fastest lap:** McGovern, 59.0s, 82.37mph. **Up to 850cc:** 1, Glen Board (Hillman Imp), (13 laps); no other finishers. **Fastest lap:** Board, 67.9s, 71.57mph.

Saloon Car Race for Fiestas & Minis (10 laps): 1, Roger Orgee (Fiesta), 10m 11.5s, 79.54mph; 2, G. Hamilton-Warner (Fiesta), 10m 17.1s; 3, Michael McInerney (Fiesta), 10m 18.3s; 4, Janet McPherson (Mini), 10m 39.5s, 75.99mph; 5, Mark Jerran (Fiesta), 10m 49.9s 6, Jim Hulme (Mini), 10m 52.1s. **Fastest lap:** Barry Lee (Fiesta) 59.4s, 81.81mph; McPherson (Mini), 59.5s, 81.54mph.

Pre-74 Formula Ford Race (10 laps): 1, Kerry Nash (Crosslé 20F), 9m 00.7s, 89.88mph; 2, Gareth Lloyd (Dunlon-Rowlan MP15), 9m 02.9s; 3, Drew Barwick (Eldon-Auriga Mk10C), 9m 03.8s; 4, Chris Woodcock (Dulon-Cooper MP15), 9m 04.0s; 5, Alan Carruthers (Titan-Smith Mk6B), 9m 05.0s; 6, Ian Millward (Van Diemen RF73) 9m 08.2. **Fastest lap:** Lloyd 52.9s, 91.87mph.

BRSCC Formule Libre Race (15 laps): 1, Nick Newman (Royal-Brown RP30), 12m 42.5s, 95.60mph; 2, Dave Hoban (Ray-Gantspeed 80F), 13m 03.1s; 3, Richard Street (Royale-Minister RP26), 13m 25.8s; 4, P. Fairweather, 14 laps; 5, Nick Price (Crosslé-Titan 32/35F), 13m 35.1s; no other finishers. **Fastest lap:** Alo Lawler (Ralt-Alan Smith RT4) 48.4s, 100.4mph.

Saloon Car Handicap Race (10 laps): 1, Tom Hewlett (Fiat 128), 10m 11.4s, 83.59mph; 2, Graham Freelove (Mini), 10m 25.4s; 3, Janet McPherson (Mini), 10m 35.2s; 4, Tom Powell (Mini Cooper S), 10m 36.0s; 5, Roger Orgee (Fiesta), 10m 36.5s; 6, Chris Griffiths (Mini), 10m 39.4s. **Fastest lap:** Hewlett, 56.4s, 69.8mph.

LYDDEN HILL (GB), Jun 7, BARC (L & HC)

Pre '74 FF1600 race (10 laps): 1, Len Marchant (Brabham BT21/28), 7m 56.1s, 75.61mph; 2, Peter Lawrence (Royale-Hansen RP3), 7m 57.0s; 3, Stephen Barnes (Merlyn Mk20), 7m 59.8s; 4, Trevor Read (Jamun T2), 8m 00.3s; 5, Cyril Levy (Titan Mk6C), 8m 09.1s; 6, Ian Ward (Jamun T3), 8m 16.4s. **Fastest lap:** Marchant and Lawrence, 46.8s, 76.92mph.

MGA Register Championship race (10 laps) — Overall and modified class: 1, Eric Hoult, 8m 53.9s, 65.9mph; 2, Richard Hutton, 9m 01.5s; 3, Steve Clayton, 9m 06.9s; 4, Roy McCarthy, 9m 31.4s. **Fastest lap:** McCarthy, 51.1s, 70.45mph. **Standard class:** 1, Steve Smith, 9 laps, 58.05mph; only starter. **Fastest lap:** Smith, 1m 00.4s, 59.60mph.

BARC Junior FF1600 championship race, heat 1 (10 laps): 1, Kenny Andrews (Van Diemen-Minister RF81), 7m 55.4s, 75.73mph; 2, John Dumfries (Crossle-Auriga 32F), 7m 56.7s; 3, Chris Smith (Royale-Smith RP24), 8m 03.2s; 4, Robert Murphy (Lola-Auriga T540E), 8m 03.3s; 5, Mark Ratcliffe (Van Diemen-Minister RF81), 8m 06.8s; 6, Martin Cooper (Royale-CES RP21), 8m 30.7s. **Fastest lap:** Andrews, 46.4s, 77.59mph.

BARC Junior FF1600 championship race, heat 2 (10 laps): 1, "Blocker" Meaton (Royale-Auriga RP26), 7m 53.8s, 75.98mph; 2, Philip Woulds (Lola-Auriga T540E), 7m 59.6s; 3, Ken Brooker (Tiga-Titan FF77), 8m 00.6s; 4, Anthony Bond (Royale-Auriga RP29), 8m 02.8s; 5, Peter Hardman (Royale RP26), 8m 03.0s; 6, Paul Kempthorne (Image-Auriga 681), 8m 17.9s. **Fastest lap:** Meaton, 46.5s, 77.42mph.

BARC Junior FF1600 championship race, heat 3 (10 laps): 1, Mark Peters (Lola-Auriga T540E), 7m 48.7s, 76.61mph; 2, Paul Simpson (Sark 2), 7m 52.2s; 3, Chris Hall (Jamun FFt10), 7m 54.6s; 4, Stephen Barnes (Merlyn Mk20), 7m 59.3s; 5, Stephen Kempton (Royale RP24), 8m 02.9s; 6, "E. Bob" Synge (Image-Auriga 681), 8m 06.0s. **Fastest lap:** Peters, 46.2s, 77.92mph.

BARC Junior FF1600 championship race, final (15 laps): 1, Peters, 11m 37.7s, 77.40mph; 2, Meaton, 11m 38.9s; 3, Andrews, 11m 40.6s; 4, Simpson, 11m 41.4s; 5, Dumphries, 11m 48.5s; 6, Synge, 11m 56.9s. **Fastest lap:** Peters and Andrews, 45.8s, 78.60mph.

Clubmans sports car race (10 laps): Overall: 1, Reg Powell (Gryphon-Arden C74), 7m 30,6s, 79.80mph; 2, Phil Brown (Mallock-Minister Mk18), 7m 33.3s; 3, Malcom Greening (Roughcutter BF79), 7m 39.9s; 4, Colin Fisher (Mallock U2 Mk23), 7m 41.6s. **Modified:** 1, Powell; 2, Greening; no other starters. **Fastest lap:** Powell, 44.0s, 81.82mph; **FF1600 engines:** 1, Brown, 79.42mph; 2, Fisher; 3, Kevin Moore (Lynx-Rowland 1079), 8m 00.9s; **Fastest lap:** Brown, 44.2s, 81.45mph **(record)**.

Marchant & Cox FF1600 championship round (10 laps): 1, John Oxborrow (Ray-Auriga 80F), 7m 47.5s, 77.01mph; 2, Steve Brown (Van Diemen-Hansen RF80), 7m 51.9s; 3, Chris Hall (Jamun/Rowland FFT10), 7m 55.6s; 4, Nigel Freight (Rostron CT77), 7m 57.4s; 5, Trevor Read (Jamun T2), 8m 00.1s; 6, Neil Barnett (Van Diemen RF77), 8m 06.1s. **Fastest lap:** Oxborrow, 45.9s, 78.43mph.

Production saloon and production sports race (10 laps): 1, Simon Riley (3.0 BMW Si), 9m 11.8s, 62.24mph; 2, Keith Atkins (1.3 Alfasud TI), 9m 43.3s; 3, Michael Chittenden (1.5 MG Midget), 9m 44.8s; 4, Steve Smith (MGA), 10m 09.9s; 5, Chris Ainsworth (MGA), 8 laps; no other starters. **Fastest laps — saloons:** Riley, 53.9s, 66.79mph; **sports cars:** Chittenden, 56.9s, 63.27mph.



Robert Barr and Norman Ferguson battle for second place in the Escort race.

LYDDEN HILL continued

the first lap in an incident which also ripped a rear corner off Booker's Tiga and damaged Chris Smith's Royale beyond immediate repair. With reserves Robert Synge, running an Image 681 for the first time, and Mark Ratcliffe joining the depleted grid, 13 starters tried again. Meaton anticipated the lights well this time, hurtling into Chessons ahead of Peters with Simpson establishing himself in a strong third place. The leading pair circulated as if tied together until half distance when the aggressive Peters forged through at Chessons. Although Meaton chased him valiantly to the line, Peters looked to be totally in command on his first championship race win, Andrews, after an early moment on the grass, found a way round Simpson for third with Dumfries and an inspired Synge completing the points scorers.

A quite remarkably tedious production sports/saloon 'race' rounded off the afternoon, Simon Riley's BMW trundling to an unopposed win. The only dice — between Keith Atkins's Alfasud and Michael Chittenden's Midget for a distant second place — was resolved, surprisingly, in the saloon car's favour.

MARCUS PYE

KIRKISTOWN

Limited saloons

An acceptable number of Formula Atlantics for the first time this year, close racing, and a larger than usual crowd helped to make the 500 MRCI's third Kirkistown meeting of the year, held on May 30, a success . . . in spite of a few legal wrangles.

The infighting came after practice for the Production Saloon event, with a protest against the 3-litre Capris of Eddie Regan and John Smith, both of which were fitted with limited slip differentials. LSDs are perfectly acceptable at Regan's home circuit of Mondello Park, and the entries had been accepted for Kirkistown after a gentleman's agreement with some of the runners in their class. Unfortunately some of the others did not appear to have been party to the agreement, and after angry words, neither Regan, Smith nor Russell Connell (BMW) started the race.

Proceedings began with a 12-lapper for Shellsport Rentatruck Sunbeams, an event which saw the hitherto unbeatable Phil Sparkes take a tumble at the hands of young Stanley Coulter after a torrid exchange. Alan Espey brought his car home in third after harrying the leading pair throughout.

But if the Sunbeam battle was a close one, more was expected from the FF2000 brigade. Before the race P. J. Fallon, who has done most of the winning at Mondello this year with his Crosslé 46F, made no secret of the fact that he intended to extend his wins to the northern circuit. It was a prospect which found no favour with Arnie Black, whose 41F has been the quickest thing round Kirkistown so far.

Prospects looked even better after practice with the two rivals side by side on the front row having set identical times. They reckoned, however, without the Delta of Joe Greenan. He got a flier of a start from the second row and ended the first lap clearly ahead of the battling pair. A couple of laps later, however, the gritty Belfast man was out, his third puncture of the day making him a spectator. Black, aided by a jump start from Fallon which earned the Dubliner a 10sec penalty, romped home to his third win in a row. John Uprichard's Van Diemen RF81 finished third on the road but second in the results, ahead of the elderly Crosslé 33F of Fernon de Monge and the Delta of Maurice Dunne, while Fallon had to be content with fifth.

The second 'one make' battle was for Ford Escorts and saw intrepid autotest stars Harold Hagan and Norman Ferguson occupying the front row after practice. Hagan led initially, but succumbed briefly to a challenge from a hard charging Robert Barr before moving into a lead he was never to lose. Barr just held off Ferguson for second place, while this pair was chased across the line by Eric Holland and Colm Gillan after the hectic 12 laps.

FF1600s provided the usual excitement at the Hairpin in the opening laps . . . excitement which disposed of poleman Tom Graham (Crosslé 40F) and left several others with shredded bodywork. With Graham out of the race, it was up to Pat Duffy (Van Diemen RF81), John McCracken (Van Diemen RF80) and David Acheson (Crosslé 40F) to provide the excitement. This they did for the full 15 laps, finishing in that order after swapping places all round the circuit. Des Eastwood brought his Crosslé 32F home in fourth spot ahead of 'flying schoolboy' Martin Donnelly Jr (Crosslé 35F). Joe Greenan's chapter of disasters continued when his Crosslé 40F, already slightly secondhand after the shunt in the opening stages, tripped over Guy Cooke's elderly 30F. Greenan sustained a bang on the head and retired dazed.

The Production Saloon wrangle left just one big car on the grid — the Opel Commodore GSE of Norman Aston. Once he had fought his way through the fast starting Sunbeams of Stanley Coulter and Phil Sparkes, he just cruised round to win. Behind him Coulter, Sparkes and Alan Espey set about each other with a will, the battle ending when all three tried to use the same piece of road at the Hairpin. The order at the end was Sparkes in second place, Espey third and Coulter, after a spin, fourth. The 2-litre class went to sole survivor Jimmy Masterson (Mazda RX3) after Sam Robinson's similar car merged with the armco at the haripin.

The Argo JM9 may not be the world's favourite racing car, but Tyrrell Arnould's example has benefited from the attention of the factory over the past few weeks with the result that he not only took pole, but led for all but the first lap. Patsy McGarrity showed a welcome return to form and ran a strong second throughout in his Chevron B42. Early leader Trevor Templeton struggled home third in his F3 Ralt RT1 minus fourth gear, but ahead of Ken Fildes' much revamped Chevron B29 and the ex-Lawler Ralt RT1 of Tom O'Leary.

Des Eastwood made no mistakes in winning the 10 lap FF1600 Invitation Race from Alan Kelly with young Niki Philips in third place with his Crosslé 45F. The Open Handicap which closed the day's proceedings saw Robert Kennedy's Sunbeam take the honours from the Escort Sports of Dave Hanna and Michael Calvert.

RICHARD YOUNG

KIRKISTOWN (GB), May 30, 500 MRCI

Shellsport/Rentatruck Sunbeam race, 12 laps: 1, Stanley Coulter, 69.58mph; 2, Phil Sparkes; 3, Alan Espey. **Fastest lap:** Sparks 1m 17.0secs, 69.94mph.

Formula Ford 2000 race, 15 laps: 1, Arnie Black (Crosslé 41F), 86.25mph; 2, John Uprichard (Van Diemen RF81); 3, Fernon de Monge (Crosslé 33F). **Fastest lap:** Black, 1m 01.2s, 88.00mph.

Ford Escort Sport race, 12 laps: 1, Harold Hagan, 66.85mph; 2, Robert Barr; 3, Norman Ferguson. **Fastest lap:** Hagan 1m 19.4s, 67.83mph.

Formula Ford 1600 race, 15 laps: 1, Pat Duffy (Van Diemen RF81), 81.57mph; 2, John McCracken (Van Diemen RF80); 3, David Acheson (Crosslé 40F). **Fastest lap:** McCracken, 1m 01.0s, 82.66mph.

Wilson Bros Production Saloon race, 12 laps: 1, Norman Aston (Opel Commodore GSE), 69.02mph; 2, Phil Sparkes (Talbot Sunbeam Ti); 3, Alan Espey (Talbot Sunbeam Ti). **Class winners:** Aston; Sparkes; Jimmy Masterson (Mazda RX3). **Fastest lap:** Aston, 1m 16.4s, 70.49mph.

Formula Atlantic race, 15 laps: 1, Tyrrell Arnold (Argo JM9), 92.54mph; 2, Patsy McGarrity (Chevron B42); 3, Trevor Templeton (Ralt Toyota RT1). **Fastest lap:** Arnold, 56.6secs, 95.15mph.

Formula Ford Invitation race, 10 laps: 1, Des Eastwood (Crosslé 35F), 80.70mph; 2, Alan Kelly (Van Diemen RF81); 3, Niki Phillips (Crosslé 45F). **Fastest lap:** Kelly, 1m 04.8s, 83.11mph.

Open Handicap race, 10 laps: 1, Robert Kennedy (Talbot Sunbeam Ti); 2, David Hanna (Ford Escort Sport); 3, Michael Calvert (Ford Escort Sport).

OULTON PARK

Sun shines on Val

All MCD circuits over the weekend ran race meetings sponsored by the *Sun* newspaper, and the public were admitted free of charge. Oulton Park on Saturday was no exception to this and the BARC (North Western Centre) laid on a six race programme. All the races were championship rounds, but sadly the grids were a little thin in some races where traditionally the entries are overflowing.

STP Modsports lined up for the first race with the Caterham Super 7 of Rob Cox-Allison (with a twin-cam instead of the GT Hart installed) just 0.3sec faster in practice than Paul Berman's Elan. Cox-Allison shot off the line and never really looked in danger although Pat Thomas and Berman fought mightily over second place for ten laps. Berman just got by Thomas and looked as if he could pull away, but retired two laps later.

With Berman gone, Thomas himself was passed by Rob Wells (Morgan Plus 8) coming up Deer Leap and soon succumbed to the Marcos GT of Richard Gamble. On the last lap the ailing Elan dropped down to fifth as Mark Hales took his Marcos through. The 1151-1500cc class saw a scrap of its own behind the leaders with Steven Roberts (Davrian Mk7) holding the upper hand until he retired on lap 4, then Tony Broom (Turner Mk3) took up the running from Garry Wilson (Lenham Le Mans Coupé) the Turner coming out best by just 0.1sec across the line. In the up to 1150cc class, the Davrian of George Coghill was the only finisher (in ninth overall) after the similar car of Ricky Gauld had blown up under the Bailey Bridge on lap 2, leaving oil on the track. . . which the luckless Peter Lee (Elan) found next time round, the Elan cannoning into the back of the Davrian and the barriers, being almost totally destroyed. Peter was cut out of the car but suffered only a cut forehead and bruised ribs.

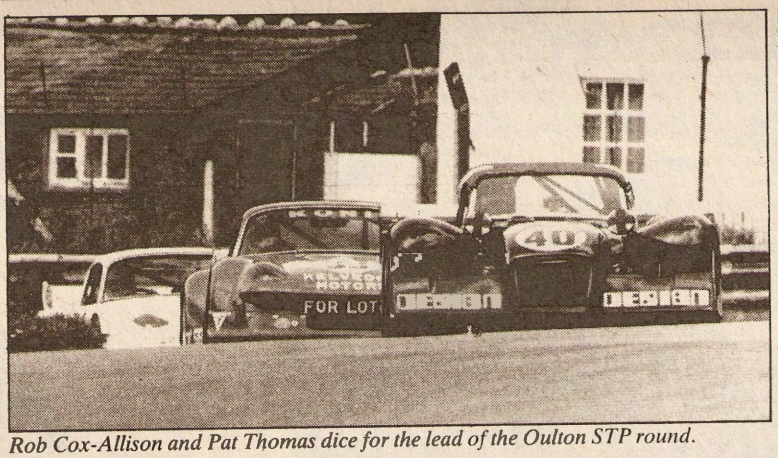
Monroe Production Saloons did 12 rather processional laps, with the first three places remaining the same throughout after the first lap: Gerry Marshall (3.0 Capri) led home the similar car of Graham Scarborough and the Scirocco of Nick Baughn, the latter being originally excluded from the results for using an illegal tyre. A protest at this was later considered by the Stewards and the Scirocco was reinstated in third overall and winner of the 1301-1600cc class. Pete Hall brought his Opel Commodore home fourth ahead of Tony Lanfranchi (Scirocco) and Roger Payne (Dolomite Sprint), although Martin Williams (Celica GT) and Ashley Ward (Scirocco) were not far adrift.

A very poor P&O Ferries FF1600 Championship entry numbered but 12 starters and there were no changes in the top six for all 12 laps. Enrique Mansilla (Van Diemen RF81) was the first home with three similar cars driven by Robert Gibbs, John Pratt and Juan Carlos Abella coming in ahead of the Royale RP26 of Chris Latham and another string of Van Diemens.

Another small entry made up race 4 but this time the cars running were a little less common than FF1600s; those exquisite Formula Juniors. Naturally the later rear-engined machines are the quickest, John Narcisi in his Lotus 20 making the running despite being second fastest in practice to Roy Drew's Lola Mk2 which had to be content with a close second place. Third overall in spite of a spin on lap 4 at Old Hall which did not lose him a place was Peter Thomas (Lotus 22), who also set a new lap record. Peter Merritt (Lola Mk2) ran fourth until he retired at Knicker Brook after eight laps. Andrew Chapman (Lotus 20) inheriting the position well ahead of Brian Taylor (Merlyn Mk3) and Geoff Wragg (Elva).

Andy Barton (March 792) gave Val Musetti (Fittipaldi F5A) a hard time in the combined *Libre* and Clubmans event. Musetti was not happy with the handling of the Formula 1 car right from the start and Barton was all over the Fittipaldi but could not squeeze past, this situation constantly occurring in the corners but the DFV pulling the leader away on the straighter bits. Musetti finally had respite from Barton's advances on lap 13, when backmarkers intervened, over the last two laps a gap of 2.5secs opening up. All was revealed as Musetti slowed through Old Hall after the flag, a pall of smoke from a burst rear (nearside) damper making it look as if an expensive DFV failure could have occurred. Andy at least had the consolation of fastest race lap.

Warren Booth (Chevron B48) was a consistent and lonely third throughout, being the last unlapped runner. Among the Clubmans cars Kenny Allen (Mallock Mk20) and Paul Gibson (Mallock Mk23) had a fight in the latter stages with Allen coming off best, while the only other large capacity Clubmans entry, the Mallock Mk17B of Don Cressy, retired early on with an oil leak. Class B Clubmans should have been (on present form) the property of Andy Smith but he started from the back of the grid after practising in the morning at Donington, and had a rather low key race. Graham Paterson (Mallock Mk16) ran out Class B victor from Mike Evans (Mallock Mk18) and Smith.



Rob Cox-Allison and Pat Thomas dice for the lead of the Oulton STP round.

The last race of the day was a round of the *Collectors Car* MG B, C and V8 championship over 12 laps. Barry Sidery-Smith (1.8 MGB-modified) was fastest in practice by over 2secs but at the start could only get to Old Hall fifth behind Dave Tilley (3.0 MGC GT), Charles Stocks (3.5 MGB GT V8), Martin Richardson (1.9 MGB Roadster) and Neville Marriner (1.9 MGB Roadster). A spin by Sidery-Smith at Old Hall left him last out of the first corner and he set about making up places over the next few laps when he was third behind Stocks, the car cried enough and retired in a cloud of expensive-looking blue smoke. Tilley therefore ran out an easy winner from Stocks, Marriner and Charles Buchanan (1.9 MGB Roadster), but the best dice was between the similar cars of John Newitt and Mark Ashworth, their standard MGBs drifting all over the track and run-off at Old Hall: Newitt just crossed the line first.

PAUL BOOTHROYD

OULTON PARK (GB), Jun 6, BARC

STP Modified Sports Car Race (12 laps) — Overall: 1, Rob Cox-Allison (2.0 Caterham Super 7), 13m 36.9s, 87.47mph; 2, Rob Wells (3.5 Morgan Plus 8), 13m 47.1s; 3, Richard Gamble (3.0 Marcos GT), 13m 52.1s; 4, Mark Hales (3.0 Marcos GT), 14m 03.4s. **Over 2000cc:** 1, Wells, 86.39mph; 2, Gamble; 3, Hales; no other starters. **Fastest lap:** Wells, 1m 06.5s, 89.54mph. **1501-2000cc:** 1, Cox-Allison; 2, Pat Thomas (1.8 Elan), 14m 05.9s; 3, Andrew Wearing (1.8 Elan), 11 laps; no other finishers. **Fastest lap:** Paul Berman (1.8 Elan), 1m 05.6s, 90.77mph. **1151-1500cc:** 1, Tony Broom (1.5 Turner Mk3), 14m 45.3s, 80.71mph; 2, Garry Wilson (1.4 Lenham Le Mans Coupé), 14m 45.4s; 3, Peter Green (1.5 Midget), 10 laps; 4, John Allan (1.5 TVR Vixen). **Fastest lap:** Steven Roberts (1.4 Davrian Mk 7), 1m 10.7s, 84.22mph. **Up to 1150cc:** 1, George Coghill (1.1 Davrian Mk 8), 11 laps, 78.06mph; no other finishers. **Fastest lap:** Coghill, 1m 11.2s, 83.63mph.

Monroe Production Saloon Championship Race (12 laps) — Overall and 2301-3000cc: 1, Gerry Marshall (3.0 Capri), 15m 50.3s, 75.19mph; 2, Graham Scarborough (3.0 Capri), 15m 52.8s; 3, Pete Hall (2.8 Opel Commodore), 16m 00.4s. **Fastest lap:** Marshall, 1m 17.9s, 76.44mph. **1601-2300cc:** 1, Roger Payne (2.0 Dolomite Sprint), 16m 04.5s, 74.08mph; 2, Martin Williams (2.0 Celica GT), 16m 06.2s; 3, Robin Brundle (2.0 Dolomite Sprint), 16m 13.6s; 4, Pete Walters (2.0 Dolomite Sprint), 16m 55.8s. **Fastest lap:** Payne, 1m 19.1s, 75.28mph. **1301-1600cc:** 1, Nick Baughn (1.6 Scirocco), no time given; 2, Tony Lanfranchi (1.6 Scirocco), 16m 04.2s; 3, Ashley Ward (1.6 Scirocco), 16m 07.5s; 4, Derek Brunt (1.6 Scirocco), 11 laps. **Fastest lap:** Baughn, 1m 18.7s, 75.66mph. **Up to 1300cc:** 1, Richard Redding (1.3 Alfasud), 11 laps, 67.07mph; no other starters. **Fastest lap:** Redding, 1m 26.0s, 69.24mph.

P&O Ferries FF1600 Championship Race (12 laps): 1, Enrique Mansilla (Van Diemen-Scholar RF81), 13m 35.4s, 87.63mph; 2, Robert Gibbs (Van Diemen-Minister RF81), 13m 43.7s; 3, John Pratt (Van Diemen-Scholar RF81), 13m 44.2s; 4, Juan Carlos Abella (Van Diemen-Minister RF81), 13m 50.5s; 5, Chris Latham (Royale-Minister RP26), 13m 50.6s; 6, Roy Steele (Van Diemen-Minister RF81), 13m 53.7s. **Fastest lap:** Mansilla, 1m 07.0s, 88.87mph.

Formula Junior Championship Race (12 laps): 1, John Narcisi (1.1 Lotus 20), 14m 58.2s, 79.55mph; 2, Roy Drew (1.1 Lola Mk 2), 14m 58.7s; 3, Peter Thomas (1.1 Lotus 22), 15m 12.0s; 4, Andrew Chapman (1.0 Lotus 20), 11 laps; 5, Brian Taylor (1.0 Merlyn Mk 3) 11 laps; 6, Geoff Wragg (1.0 Elva FJ), 11 laps. **Fastest lap:** Thomas, 1m 12.9s, 81.68mph **(record).**

Caledon Coal Formule Libre and Northern Clubmans Championship Race (15 laps) Overall: 1, Val Musetti (3.0 Fittipaldi FSA DFV), 14m 51.5s, 100.19mph; 2, Andy Barton (2.0 March-Hart 792), 14m 54.1s; 3, Warren Booth (2.0 Chevron-Hart B48), 15m 35.6s; 4, Kenny Allen (1.6 Mallock Mk 20), 14 laps. **Formule Libre.** 1, Musetti, 2, Barton; 3, Booth; 4, Tony Norton (2.0 March 773). **Fastest lap:** Barton, 57.6s, 103.38mph. **Clubmans Class A:** 1, Allen, 92.01mph; 2, Paul Gibson (1.7 Mallock Mk 23); no other finishers. **Fastest lap:** Allen, 1m 02.2s, 95.73mph. **Clubmans Class B:** 1, Graham Paterson (Mallock Mk 16), 13 laps, 86.80mph; 2, Mike Evans (Mallock Mk 18); 3, Andy Smith (Mallock Mk 21). **Fastest lap:** Smith, 1m 05.8s, 90.49mph.

'Collectors Car' MG Car Club B, C, V8 Championship Race (12 laps) — Overall: 1, Dave Tilley (3.0 MGC GT), 16m 15.8s, 73.22mph; 2, Charles Stocks (3.5 MGB GTV8), 16m 22.0s; 3, Neville Marriner (1.9 MGB Roadster), 16m 30.1s; 4, Charles Buchanan (1.9 MGB Roadster), 17m 08.2s. **Fully Modified:** 1, Tilley; 2, Stocks; 3, P. J. Blackburn (3.5 MGB GTV8), 11 laps; no other finishers. **Fastest lap:** Barry Sidery-Smith (1.8 MGB Sports), 1m 17.2s, 77.12mph **(establishes record). Standard MGB and MGC:** 1, John Newitt (1.8 MGB Roadster), 17m 15.1s, 69.03mph; 2, Mark Ashworth (1.8 MGB Roadster), 17m 16.1s; 3, John Stewart (1.8 MGB), 11 laps; no other finishers. **Fastest lap:** Newitt, 1m 24.5s, 70.47mph **(establishes record). Standard V8, and Road-going modified MGBs and MGCs:** 1, Marriner, 72.17mph; 2, Buchanan; 3, Philip Morgan (3.5 MGB GTV8), 11 laps; no other finishers. **Fastest lap:** Marriner, 1m 20.1s, 74.34mph **(establishes record).**

DONINGTON

More than a clubbie

Donington Racing Club certainly did it again last weekend with a two-day meeting and a total of 15 races over the weekend, which is rather more than average. Thirteen races took place on the Sunday, with Saturday reserved for practice, the FF1600 qualifier and a Historic Sports Car Handicap event.

As usual, the Donington weekend was more than just a clubbie, with a total of around 400 entries in the 15 events, two of which were rounds in European championships for FF2000 and Sports 2000 (see page 35) and a Historic Grand Prix race which sadly took place on a wet track but showed what power-slides really look like.

The FF1600 Qualification race ran over 10 laps and went fairly easily at the finish to Andrew Whitehouse (PRS RHO1) from Paul Westwell (Royale RP26), who was only just ahead of Gordon Stephenson (PRS 81F) who had clutch and gearbox problems in practice and therefore started from the back of the grid with a 10secs penalty. Stephenson, not surprisingly, set fastest lap.

Second Saturday event was a Handicap for Historic Sports Cars, run from scratch with sealed handicap: thus the outcome was in doubt until all the times and handicaps had been matched up and adjusted. John Foulston in his McLaren Chevrolet B1B was an easy winner from Alan Eisner (Chevron B8) and Martin Colvill (AC Cobra).

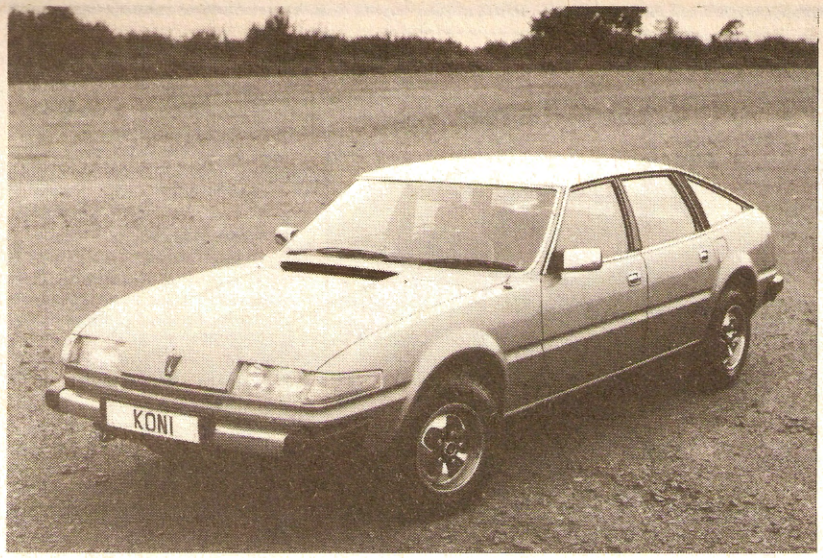
Sunday started with a couple of practice sessions but racing began at 10.15 with a 10 lapper for MG Midget Championship points. Dave Sheppard started well and took the lead for the first two laps, falling to sixth the third time round before retiring to the pits with suspension maladies. Steve Everitt had one lap in the lead after Sheppard went, but Keith Ashby drove through from sixth on the first lap to take the lead from Ashby on lap 4, pulling out a 7secs advantage over the line. Roger Sparling was a constant third with Peter Nott fourth while in the road-going class Peter Felix won but had Robert Nettleton on his heels all the way — a couple of times Nettleton almost got past coming into the Chicane but just ran wide.

Nick Bridge (Mallock Mk20B) took the front spot at the start of the Clubmans race and lasted two laps there until deposed by John Fyda (Mallock Mk18B). Bridge chased Fyda but peeled off into the pits on lap 7, which left Kenny Allen (Mallock Mk20B) to try and catch his fellow countryman: he could not and took second by 2.5secs. John Britton (Mallock Mk23) ran third throughout just out of touch with the leaders. Fourth overall and winner in the B Class was Andy Smith (Mallock Mk21) who spent a couple of laps giving obscene gestures to his pit crew — in fact he had lost second gear early on in the race — but still beat the A Class car of John Counsell (Mallock Mk18), who came under pressure from the second B car home, the Mallock Mk19/21 of Peter Clark which in fact led the fight for a while.

The DB Motors Production Touring cars in the up to 1300cc group were run with the Ferrari Owners Club Challenge competitors — the event giving John Foulston another win, in his 512BB this time (with only the top two gears). Alison Davis was second to Foulston, taking the DB honours in her Ginetta by a large margin from Andy Woolley's similar car with Mark Smith and Bill Hunt close together in their Ginettas behind the Ferrari Dino 246GT of John Swift. Mary Foulston ran in her Ferrari 308GTS (shopping car?) and spun twice at Park Chicane, looking ready to take John off at one stage.

Unipart Metros were on their first visit to Donington and therefore no-one quite knew how they would compare to the other one-make racers. Steve Soper had to have a push start after the field streamed towards Redgate but carved his way through to sixth by lap 5, a position he stuck in for a few laps until he had a go at Jerry Hampshire coming into the Chicane on lap 9. The resulting collision eliminated both cars; Hampshire made it to the pits but Soper abandoned the car and made his way back on foot — a heated exchange followed. Meanwhile at the front Paul Taft had the race under control some 4secs ahead of Peter Baldwin across the line, who had to hover behind the battle between Chris Lewis and Hampshire for a while until getting by to third on lap 4 and to second two laps later. Lewis crossed the line third ahead of Harrison and Patrick Watts with Russell Grady sixth but was excluded from the results (no official reason appearing on the results sheets): Rod Gretton therefore took sixth as all moved up a place. Metros are quick round Donington.

Second of the one-makers was another 10 lapper, this time for the Renault 5 circus. Roger Jones made no mistakes as he headed the pack away with Steve Hine and Stephen Smith behind. Jones was never in doubt as the winner but Hine had to be happy with third as Terry Blamire made a bid for second from fourth and third respectively on successive laps. Smith was fourth until a visit to the Chicane escape road dropped him to 11th on lap 7 whereupon David Salter took ▶



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DONINGTON continued

and held fourth place well ahead of John Hammersley and David Cox who had Rob Morgan breathing down his hatch-back on the last lap.

The usual fraught FF1600 race ensued for the *Cars and Car Conversions* 12 laps with Keith Watson, his Royale RP26 rebuilt after a nasty shunt last time out, pulling out the slightest margin from Tony Trevor (PRS RH02) and Tom Wood (Van Diemen RF81) in the opening laps. Watson, although under great pressure, never put a wheel wrong and took the win from Trevor but Wood did something silly on the last lap and dropped from third into a very tense, close battle between John Booth (Van Diemen RF80), Robert Juggins (Royale RP26), Michael Dicken (Van Diemen RF80) and Don Hardman (Royale RP26). Booth eventually pulled up to third as Wood advanced backwards but such was the battle that he was 10secs adrift on the leaders by the time he got clear. Juggins held fourth and Wood slotted in to fifth just behind the Royale and only just ahead of Dicken across the line.

After the FF1600s had left the track some very delectable machinery came out to compete in the Bridgegate BMW sports car race. Richard Knight in his Lola T70 Mk3B was first into Park Chicane and made no real problem of easing away to win ahead of second placed John Brindley in the Northdown Racing McLaren M8B. Mike Wheatley's Lola T70 Mk3B held third for five laps until dropping to seventh: a comeback seemed on the cards with a move past Nick Mason (Ferrari 512S) but smoke from the rear of the Lola heralded retirement on lap 9. As Wheatley had his problems, third went to Albert Obrist (Ferrari 312), but he spun away a couple of places on lap 9 which let Malcolm Clube (McLaren M1C) through — Obrist redeemed himself by taking fourth on the penultimate lap from Richard Bond (Lola T70 Mk3B), while Mason completed the top six.

First three places in the 10 lap DB Motors Production GT race for the larger classes never changed from start to finish. Colin Blower powered the TVR 3000M into an immediate lead from Steve Cole's Morgan Plus 8 and the Lotus Europa Special of Chris Meek, the latter setting a new class record. Fourth place was a battle between the Class A Europa of John Kent and the Class C leader Colin Davids in his BMW 323i. Davids came out ahead and pulled away in the later laps, also setting a new class record.

The track was wet for the Historic Grand Prix Association 15 laps race but this in no way seemed to bother Gerry Marshall as he slid the Marsh Plant Aston Martin DBR4 round the circuit, using the throttle to hold the car in a series of slides out of Park Chicane and down the pits straight. Always in sight of Marshall but never able to catch him was Bruce Halford in his Lotus 16, the diminutive car being much neater through the corners and not needing sliding as much at all. Third came Bobbie Bell in the Maserati 250F although he was pushed down to fourth by Bond's entry to the leader board on lap 5 when he moved the Maserati 250F into second place. Sadly the Bond car retired on lap 9 after holding third place. Among the older cars the class winners were Alan Cottam in the 1940-53 group and Martin Morris (ERA B-type) from the Pre-War entries. For his drive in the Aston, Marshall got the 'Driver of the Day' award presented by Howitt Printing, some of the cash going on a Cowboy hat purchased from a Rescue Unit crewman!

For the first time this year all the GT classes were run together in one race and as the lights changed to green Jeff Wilson's pole position Beetle broke a drive-shaft and coasted to a halt as the field streamed around him. Tony Sugden was first through the Chicane with the AET Turbo Esprit, obviously at home in the conditions but the wiper blade collapsed soon after and fell off on lap 2. Sugden made a quick pit stop for the screen to be treated and rejoined down in last place, making up places on every lap Sugden was soon up to 12th place by lap 12 finally finishing ninth. Walter Robertson (Skoda) had taken over the lead when Sugden hit problems and despite all Jim Price in the DFVW could do pulled steadily away to an uncontested win. Price had to depose Peter Baldwin's 1.3 Mini (on slicks!) for second and Baldwin put in a good drive to hold on the third, well down on Price but well in front of the 7.0 Skoda of Mick Hill. Class D winner Gary Ferriman (Maguire Imp) was fifth — which illustrates how wet it was — just ahead of the 7-litre Esprit of George Potter, showing well on its first proper outing. James McGaughay brought his unique Renault 5 Turbo down from Scotland and netted seventh, one lap behind the leader. Class E went to Sue Davis again with a fine drive in her Maguire Imp.

Last race of a packed day was for the Donington Open competitors who assembled on a very wet track. Val Musetti led away in his 3.0 Fittipaldi DFV with Brian Robinson's 2.0 Chevron-Hart B48 in second but as the field tiptoed down the Craner Curves Colin Richardson (2.0 March 77B) hit the Chevron B48 of Warren Booth and the latter car ploughed off into the wall. Warren was all right but the car was a little bent around the back end. Chris Hodgett's Mallock ran third throughout while the real racing came in the fight for fourth place. At first David Muter (1.6 Barton JTB3) held off Geoff Byman (1.6 Lola) and Eddie Heasell (2.0 Chevron B38), but as the race progressed Heasell took both in front of him and Muter finally succumbed to Byman on the last lap, being the last unlapped runner.

PAUL BOOTHROYD

DONINGTON (GB), Jun 6/7, DRC

Cars and Car Conversions FF1600 Qualification Race (10 laps): 1, Andrew Whitehouse (PRS-Brown RHO1), 14m 33.81s, 80.64mph; 2, Paul Westwell (Royale-Auriga RP26), 14m 36.29s; 3, Gordon Stephenson (PRS-Mackay 81F), 14m 36.72s; 4, Paul Parkes (Royale-Harris RP26), 14m 37.27s. **Fastest lap:** Stephenson, 1m 24.39s, 83.50s.

Historic Sports Car Club Handicap Race (10 laps); 1, John Foulston (5.0 McLaren-Chevy M1B), 14m 09.09s, 82.99mph; 2, Alan Eisner (2.0 Chevron BMW B8), 14m 40.80s; 3, Martin Colvill (4.7 AC Cobra), 14m 58.03s; 4, Peter Grant (2.0 Chevron-BMW B8), 15m 12.56s; 5, Jeffray Johnstone (4.4 Elva Buick 8S), 15m 26.13s; 6, Cyril Baxter (2.0 Marcos Volvo GT), 15m 29.09s. **Fastest lap:** Foulston, 1m 17.95s, 90.39mph.

MG Midget Championship Race (10 laps) — overall and Modified cars: 1, Keith Ashby, 14m 34.72s, 80.55mph; 2, Steve Everitt, 14m 41.85s; 3, Roger Sparling, 15m 09.32s; 4, Peter Nott, 15m 15.59s. **Fastest lap:** Ashby, 1m 24.41s, 83.48mph **(record). Road-going cars:** 1, Peter Felix, 9 laps, 69.04mph, 2, Robert Nettleton; 3, Henry Lawton; 4, John Brookes. **Fastest lap:** Nettleton, 1m 37.34s, 72.39mph.

Donington Clubmans Sports Championship Race (12 laps) — overall: 1, John Fyda (1.7 Mallock-Agra Mk18B), 15m 09.32s, 92.99mph; 2, Kenny Allen (1.7 Mallock-Nelson Mk20B), 15m 11.99s; 3, Jon Britton (1.7 Mallock-Nelson JBO10), 15m 23.34s; 4, Andy Smith (1.6 Mallock-Nelson Mk21), 15m 57.22s. **Class A:** 1, Fyda; 2, Allen; 3, Britton; 4, John Counsell (1.7 Mallock Mk18). **Fastest lap:** Allen, 1m 13.74s, 95.56mph. **Class B:** 1, Smith, 88.33mph; 2, Peter Clark (Mallock-Close Mk19/21), 16m 21.30s; 3, Dave Wale (Mallock-Harris Mk18/21), 16m 23.63s; 4, Robert Brown (Mallock-Nelson Mk21), 16m 24.46s. **Fastest lap:** Malcolm Jackson (Mallock-Nelson Mk20), 1m 18.62s, 89.62s.

Ferrari Owners Club Challenge Race and DB Motors Production GT Race up to 1300cc (10 laps) — Ferraris: 1, John Foulston (5.0 Ferrari 512BB), 15m 14.26s, 77.07mph; 2, John Swift (2.4 Dino 246GTS), 16m 31.53s; 3, Charles Harbord (2.4 Dino 246GT), 16m 37.43s; 4, Keith Maddox (2.4 Dino 246GT), 16m 46.32s. **Fastest lap:** Foulston, 1m 29.62s, 78.62mph. **Production GT:** 1, Alison Davis (1.0 Ginetta), 15m 57.70s, 73.58mph; 2, Andy Wooley (1.0 Ginetta), 16m 17.67s; 3, Mark Smith (1.0 Ginetta), 16m 34.74s; 4, Bill Hunt (1.0 Ginetta), 16m 35.06s. **Fastest lap:** Davis, 1m 33.31s, 75.51mph **(record).**

Unipart Metro Challenge Race (10 laps): 1, Paul Taft, 15m 06.76s, 77.71mph; 2, Peter Baldwin, 15m 10.56s; 3, Malcolm Harrison, 15m 12.53s; 4, Patrick Watts, 15m 21.02s; 5, Russell Grady, 15m 22.71s; 6, Rod Gretton, 15m 23.45s. **Fastest lap:** Steve Soper, 1m 28.55s, 79.57mph **(establishes record).**

GT Cars Renault 5 Challenge Race (10 laps): 1, Roger Jones, 16m 59.33s, 69.13mph; 2, Terry Blamire, 17m 02.09s; 3, Steve Hine, 17m 05.42s; 4, David Salter, 17m 10.31s; 5, John Hammersley, 17m 14.91s; 6, David Cox, 17m 17.21s. **Fastest lap:** Jones, 1m 40.87s, 69.86mph.

Cars and Car Conversions FF1600 Championship Race (12 laps): 1, Keith Watson (Royale-Nelson RP26), 16m 31.35s, 85.29mph; 2, Tony Trevor (PRS-Auriga RHO2), 16m 31.98s; 3, John Booth (Van Diemen-Nelson RF80), 16m 42.08s; 4, Robert Juggins (Royale-Auriga RP29), 16m 43.34s; 5, Tom Wood (Van Diemen-Scholar RF81), 16m 43.49s; 6, Michael Dicken (Van Diemen-Auriga RF80), 16m 43.75s. **Fastest lap:** Wood, 1m 21.25s, 86.72mph.

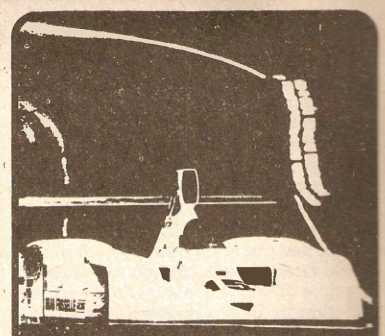
Bridgegate BMW Super Sports Car Race (15 laps): 1, Richard Knight (5.0 Lola Chevy T70 Mk 3B), 19m 43.66s, 89.29mph; 2, John Brindley (5.0 McLaren Chevy M8C), 19m 54.35s; 3, Malcolm Clube (4.7 McLaren-Ford M1C), 20m 12.54s; 4, Albert Obrist (3.0 Ferrari 312), 20m 25.17s; 5, Richard Bond (5.0 Lola Chevy T70 Mk 3B), 20m 32.44s; 6, Nick Mason (5.0 Ferrari 515S), 20m 54.29s. Fastest lap: Obrist, 1m 15.56s, 93.25mph **(record).**

DB Motors Production GT Championship Race (10 laps) — overall: 1, Colin Blower (3.0 TVR 3000M), 15m 02.64s, 78.06mph; 2, Steve Cole (3.5 Morgan Plus 8), 15m 09.03s; 3, Chris Meek (1.6 Lotus Europa Special), 15m 15.65s; 4, Colin Davids (2.3 BMW 323i), 15m 52.84s. **Over 2500cc:** 1, Blower; 2, Cole; 3, John Kent (3.0 TVR 300S), 15m 57.80s; 4, Mike Bennion (2.0 Saab Turbo 99), 16m 41.29s. **Fastest lap:** Blower, 1m 28.82s, 79.33mph. **1601-2500cc:** 1, Davids, 73.95mph; 2, Richard Dunham (2.0 Triumph TR7), 9 laps; 3, Charles Harbord (2.4 Ferrari Dino 246GT); 4, Paul Campling (1.8 MGB). **Fastest lap:** Davids, 1m 33.53s, 75.34mph **(record). Up to 1600cc:** 1, Meek, 76.95mph; 2, Peter Taylor (1.6 Lotus Europa Special), 15m 58.00s; 3, Terry Stone (1.6 TVR 1600M), 9 laps; 4, Costas Los (1.5 Fiat X1/9). **Fastest lap:** Meek, 1m 29.05s, 79.13mph **(record).**

Historic Grand Prix Cars Association Race of the Year (15 laps) — overall and 1954-60 cars: 1, Gerry Marshall (3.0 Aston Martin DBR4), 26m 15.33s, 67.09mph; 2, Bruce Halford (2.5 Lotus 16), 26m 19.47s; 3, Bobby Bell (2.5 Maserati 250F), 26m 32.78s; 4, John Harper (3.4 Connaught B), 27m 16.73s; **Fastest lap:** Halford, 1m 36.63s, 72.92mph. **1940-53 cars:** 1, Alan Cottam (2.0 Cooper Bristol Mk1), 27m 25.47s, 64.23mph; 2, Richard Drewett (2.0 Cooper-Bristol Mk1), 14 laps; 3, Richard Pilkington (4.5 Talbot Lago); 4, Paul Grist (4.5 Talbot Lago), 13 laps. **Fastest lap:** Cottam, 1m 43.93s, 67.80mph. **Pre-War cars:** 1, Martin Morris (2.0 ERA B Type), 27m 24.89s, 64.26mph; 2, Sr John Venables-Llewelyn (2.0 ERA B Type), 14 laps; 3, Peter Mann (1.5 ERA B Type); 4, Patrick Marsh (1.5 ERA B Type). **Fastest lap:** Morris, 1m 43.53s, 68.06mph.

Motoring News Donington GT Championship Race (15 laps) — overall: 1, Walter Robertson (2.0 Skoda-Hart), 23m 49.42s, 73.94mph; 2, Jim Price (3.0 DFVW), 24m 11.64s; 3, Peter Baldwin (1.3 Mini-BDA), 24m 57.95s; 4, Mick Hill (7.0 Skoda-Chevrolet) 25m 11.34s. **Over 2500cc:** 1, Price, 72.81mph; 2, Hill; 3, George Potter (7.0 Lotus Esprit Chevrolet), 25m 24.00s; 4, Tony Sugden (2.0 Lotus Esprit Turbo), 14 laps. **Fastest lap:** Sugden, 1m 31.71s, 76.83mph. **1501-2500cc:** 1, Robertson; 2, James McGaughay (2.0 Renault-Cosworth 5), 14 laps; 3, Pat Thomas (2.0 Lotus Esprit-Cosworth); 4, Colin Christie (2.3 Chevette), 13 laps. **Fastest lap:** Robertson, 1m 31.68s, 76.86mph. **1001-1500cc:** 1, Baldwin, 70.56mph; 2, David Smith (1.3 Stiletto Ford), 14 laps; 3, Michael McErlain (1.3 Skoda-BDH); no other finishers. **Fastest lap:** Baldwin, 1m 37.42s, 72.23mph. **851-1000cc:** 1, Gary Ferriman (1.0 Maguire Imp), 25m 22.91s, 69.40mph; 2, Bill Barrett (1.0 Maguire Mini Cosworth), 14 laps; 3, John Goulder (1.0 Wallinger Imp); 4, Bob Seager (1.0 Stiletto). **Fastest lap:** Ferriman, 1m 38.29s, 71.69mph. **Up to 850cc:** 1, Sue Davies (850 Maguire Imp), 14 laps, 65.63mph; 2, David Leaver (850 Stiletto), 13 laps; 3, Barry Fernaly (818 Honda S800); no other starters. **Fastest lap:** Davies, 1m 43.77s, 67.90mph.

Donington Open (15 laps): 1, Val Musetti (3.0 Fittipaldi-DFV F5A), 22m 59.75s, 76.60mph; 2, Brian Robinson (2.0 Chevron-Hart B48), 23m 32.04s; 3, Chris Hodgetts (1.7 Mallock-Nelson Mk23), 23m 39.82s; 4, Eddie Heasell (2.0 Chevron Toyota B38), 24m 13.86s; 5, Geoff Byman (1.6 Lola-Smith), 24m 14.41s; 6, David Muter (1.6 Barton JTB3), 24m 29.11s. **Fastest lap:** Musetti, 1m 28.57s, 79.56mph.



International Races

SUZUKA F2

Tyred and emotional

The second round of the Japanese Formula 2 Championship at Suzuka on May 31 was all about tyres . . . again. An emotional Naohiro Fujita won his first ever F2 race in 13 years of competition on Dunlop tyres, and it was his race because Dunlop were better on the day than Yokohama and Bridgestone.

Twelve entries arrived at Suzuka — the scene of the first round nearly three months before — and most were familiar apart from the two guest drivers from Europe, Thierry Boutsen and Stefan Johansson. The one new face among the 10 Japanese drivers was Motoharu Kurosawa. Boutsen and Johansson drove the Bridgestone-equipped Walter Wolf Racing Japan March 802 and the Dunlop-shod Speedbox Racing Team March 802 respectively.

Pole position went to Kazuyoshi Hoshino's Lola-built Toleman TG280 with a time of 1m 51.49s. This car was shod with Bridgestone's latest soft compound tyre, the YZP radial, for qualifying, and it proved to be very much to Hoshino's liking. Satoru Nakajima, also on these tyres, swapped his Ralt RH6 for a March 812, powered by the Honda RA261-E V6 engine for the first time, and qualified just 0.01sec slower. In third place was Kenji Takahashi's March 802/812 on Yokohama tyres: unlike Bridgestone, Yokohama have not tried radial tyres yet, but they brought a trial semi-radial for the first time.

Dunlop users were next on the grid, but their best man, Keiji Matsumoto (March 812), was 1sec slower than poleman Hoshino on 1m 52.48s, with Naohiro Fujita (March 812) alongside. Dunlop had only their usual crossplies on ▶



Mauro Baldi scored a confidence-boosting 10secs victory at Zandvoort on Monday, easily beating Monaco winner, Alain Ferte, in the eighth round of the European F3 Championship. Full report next week.

SUZUKA F2 continued

hand, but are known to be working on radial tyres to meet the challenge from Yokohama and Bridgestone, although none will be supplied this year.

Thierry Boutsen used a Rosche-BMW engine to record 1m 53.07s in his Bridgestone-shod March 802, but he was not as happy with his tyres as he has been in Europe. Stefan Johansson, meanwhile, had a terrible practice, ending up on the penultimate slot with a disappointing time of 1m 54.73s: his March 802 was handling badly on Dunlop rubber and the Swede was unable to communicate his problems to the Japanese team.

Naturally, tyres dictated the course of the race. Hoshino took the lead from pole position despite low oil pressure in his BMW engine on the warm up laps, and he was followed into the first turn by Satoru Nakajima (March 812), Kenji Takahashi (March 812) and Matsumoto. Boutsen, unhappy with his tyres, dropped well down the order to 11th place.

The leading trio remained unchanged for the first half of the race until Kenji Takahashi passed Nakajima for second place on lap 14 and began to haul in the leader. The gap was dramatically reduced until four laps later, when Takahashi had to peel into the pits for a new left front tyre, which dropped him down to 11th position at the finish.

It was then Fujita's turn to provide the surprises: from fourth place he moved swiftly up the order to wrest the lead from Hoshino on lap 26, shortly before the latter's engine blew as a result of its oil pressure problems.

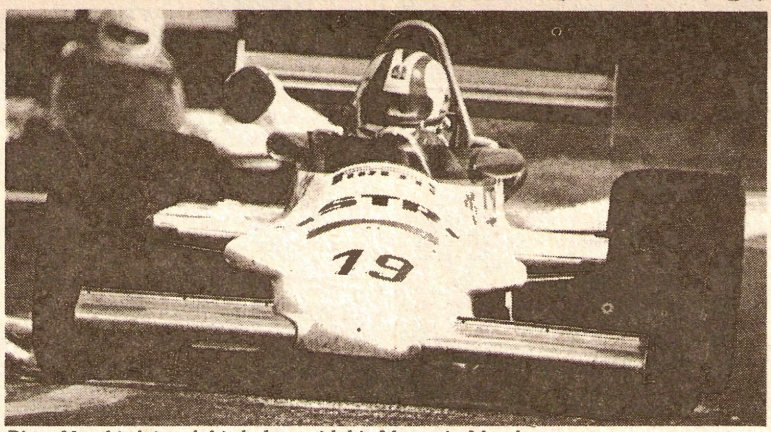
Fujita held on to win from Nakajima, while Tsunehisa Asai reached an unexpected third place thanks to the retirement of Matsumoto (electrical problems) and Hasemi (engine). Johnasson finished a disappointing fifth, while Boutsen's tyre problems kept him down in seventh place.

KUNIHIKO AKAI

SUZUKA (J)
May 31
All Japan Formula 2 Championship, round 2
30 laps — 111.93 miles

1, Naohiro Fujita (March-BMW 812), 58m 24.74s, 114.97mph;
2, Satoru Nakajima (March-Honda 812), 58m 41.44s;
3, Tsunehisa Asai (March-BMW 802), 58m 54.39s;
4, Kunimitsu Takahashi (Toleman-BMW TG280), 59m 08.51s;
5, Stefan Johansson (March-BMW 802), 59m 15.92s;
6, Motoharu Kurosawa (March-BMW 802), 59m 18.04s; 7, Thierry Boutsen (March-BMW 802), 1h 0m 20.89s; 8, Yoshiyuki Ogura (March-BMW 782), 29 laps; 9, Kenji Takahashi (March-BMW 812), 28 laps; 10, Kazuyoshi Hoshino (Toleman-BMW TG280), not running at finish; etc.

Fastest lap: Fujita, 1m 55.00s, 116.79mph.



Piero Necchi claimed third place with his Merzario March.

PAU F2

Seventh Heaven

"That was the hardest race I have ever driven," said Geoff Lees after he had won the 73 lap seventh round of the European Formula 2 Championship at Pau on Monday. Making the race particularly hard was the boiling hot sunshine which everyone had enjoyed throughout the weekend, but it was exhausting for the drivers. In winning this tough event, Lees becomes the seventh different driver in as many F2 races to win this year.

Making it a Bridgestone one-two was Thierry Boutsen, who pushed Lees all the way. Although the gap grew to 7secs at one time, Boutsen began to catch the Ralt-Honda during the final 10 laps. The Belgian got to within 2secs of the Ralt, but then Lees's team hung out a sign saying one more lap. So, Geoff left the car in fourth gear as he crossed the line, expecting the chequered flag. But the signalling pits are just around the first corner at Pau, and by their sign the team meant one more complete lap. Fortunately, Lees put the power on again, even though he was exhausted, and crossed the line just over 0.5sec in front of Boutsen.

Lees found himself in the lead after a particularly controversial incident on the third lap. Front row men Michele Alboreto and Kenny Acheson were battling for the lead as they arrived at the first corner. Out of that 180 degree bend, Acheson's Toleman's nosecone went flying. But he kept his foot hard on the floor as he and Alboreto accelerated up the hill side by side. What happened next isn't entirely clear. Some eye-witness reports say that the two cars interlocked wheels, that Alboreto was pushing Acheson into the kerb, or that Acheson braked too late for the next corner. Whatever the circumstances (and we will know more after we have spoken to Acheson), the Toleman was launched into the air and landed upside down a total wreck still with the Ulsterman trapped inside. The car was quickly righted, but it took another 20mins before Kenny was released and taken to hospital with a broken leg.

Alboreto continued on his way, but his rear suspension had been broken in the incident, and a lap later he crashed out of the race. That left Lees and Boutsen in the lead, and neither was challenged again. The Maurers of Roberto Guerrero and Eje Elgh were in third and fourth places at that juncture, but both of them began to fall back. Elgh was slowed after 12 laps by fading brakes, while Guerrero's tyres went off, and ultimately he crashed.

Piero Necchi was only 11th on the first lap, but by the 28th he had moved up into third place, where he finished despite fading brakes and a slightly misfiring BMW engine. Carlo Rossi was back in 16th place at the start, but he steadily moved up as other drivers ran into trouble and picked up a very encouraging fourth place. However, when he got out of his Toleman, he collapsed from the heat and had to spend an hour in the medical centre. Elgh managed to salvage fifth place and remains in the lead of the championship. Mike Thackwell drove another very brave race in the second Ralt-Honda to finish in a creditable sixth place even though he was totally exhausted.



Lees — "hardest race ever".

Oscar Pedersoli, Christian Danner and Guerrero all crashed out of the race, while Richard Dallest got up to fifth but a fluid leak cost him his brakes. He ran into the back of Guerrero's Maurer and broke the nosecone, so retired to the pits. Corrado Fabi also lost his brakes, having started in 12th place, and ran no higher than eighth before retiring. Riccardo Paletti lost his nosecone when he hit Elgh's Maurer and later retired with a blown engine.

Of the other finishers, Stefan Johansson was up to fourth place, but his nosecone was rubbing on the ground; he pitted for a new one, only for the same to happen to that. Jim Crawford lost his nosecone and damaged his suspension against a barrier in a mix-up on the first lap, and his car never handled the same again, although he finished 10th. Finally, neither Roy Baker, Paul Smith nor Ray Mallock qualified for the race.

Full report next week.

BOB CONSTANDUROS

PAU (F)
Jun 8
41st Grand Prix Automobile de Pau
European Formula 2 Championship, round 7
73 laps — 125.195 miles

1, Geoff Lees (Ralt-Honda RH6), 1hr 33m 13.91s, 80.569mph;
2, Thierry Boutsen (March-BMW/Rosche 812), 1hr 33m 14.43s;
3, Piero Necchi (March-BMW/Mader) 812), 1hr 34m 11.87s;
4, Carlo Rossi (Toleman-Hart TG280), 72 laps;
5, Eje Elgh (Maurer-BMW/Mader) MM81), 72 laps;
6, Mike Thackwell (Ralt-Honda RH6), 72 laps;
7, Johnny Cecotto (March-BMW/Heidegger 812), 72 laps; 8, Stefan Johansson (Toleman-Hart T850), 71 laps; 9, Ricardo Londono (Toleman-Hart TG280), 70 laps; 10, Jim Crawford (Toleman-Hart TG280), 69 laps; no other classified finishers.

Fastest lap: Lees, 1m 15.0s, 82.319mph.

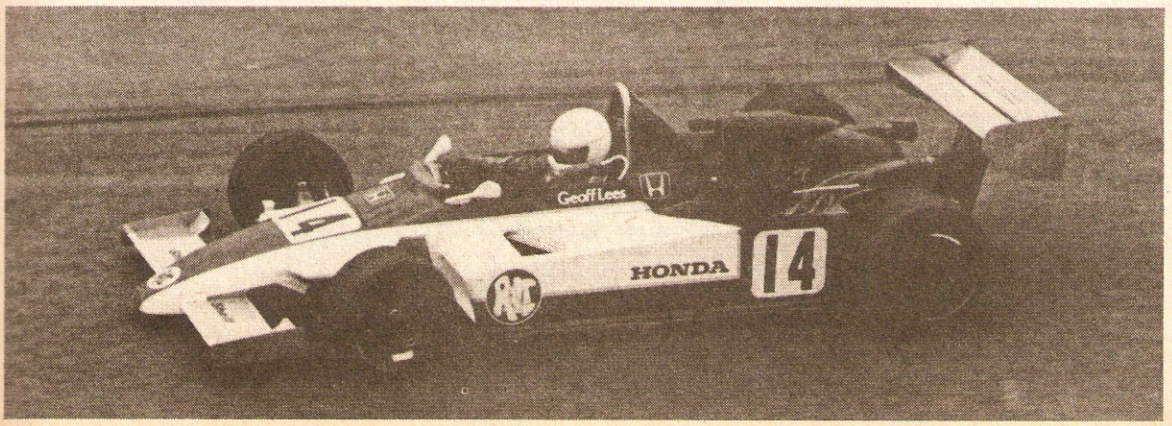
MILWAUKEE CART

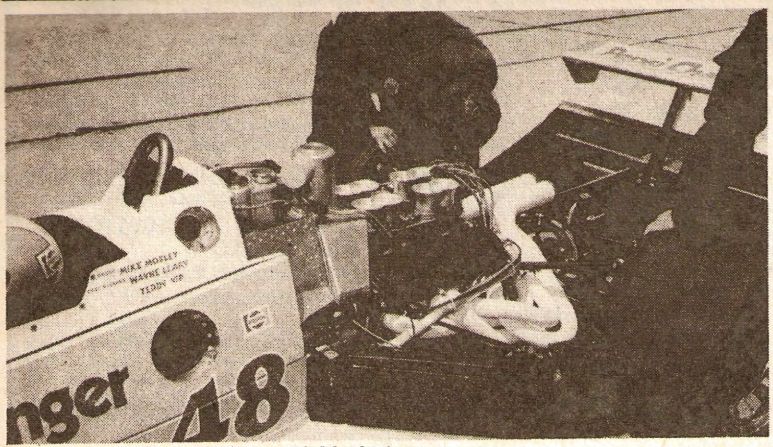
The Eagle flies

After several years fighting even to remain as an Indy-car entrant, Dan Gurney's All American Racers team were finally rewarded with victory in last Sunday's Gould Rex Mays 150 at the 1-mile Milwaukee track. For driver Mike Mosley, this was his first success since winning the same race in 1976 and also represented the first win for a stock-block-engined car in 11 years!

Mosley's Eagle-Chevrolet started from dead last position on the grid after practice bothers but was swiftly guided towards the front of the field before taking the lead on lap 106 and pulling away to win by over a lap from the impressive Kevin Cogan (Phoenix), who showed that his performance two weeks ago at Indy was certainly no fluke. Other features from an exciting race, which constituted round 2 of the PPG CART Indy-car World Series, included a tussle between Bobby Unser (Penske) and Gordon Johncock (Wildcat) before the former spun off, and then Johncock

Geoff Lees became the seventh driver to win a Formula 2 race this year, Ralt-Honda's second win this season.





Mike Mosley's Eagle — first stock-block victory.

succumbed to gearbox trouble, while Al Unser also ran well in the Longhorn before being dropped back to fifth by tyre bothers.

Mosley had been fastest of all in pre-race testing but was also plagued by a leaking water pump and this prevented him from making an official qualifying run. With no time to his credit, Mosley had to rely upon "the organisers' discretion" before he was sure of a race, a long-standing rule allowing the addition of up to two extra runners over and above those who have qualified in the normal manner.

Thus it was that Mosley's Eagle was placed at the rear of the grid for Sunday's 150-miler, some 24 places behind the fastest qualifier, Gordon Johncock's STP Wildcat Mk8. Gordy's time of 26.726s for the 1-mile lap represented a speed of 134.700mph and was only fractions away from Danny Ongais's outright circuit lap record.

Bobby Unser was only slightly slower in his Norton Spirit Penske PC9B on 26.794s, he having had to make a late switch to the team's spare chassis after his regular race car suffered fuel injection trouble. With Mears out of action after his fiery exit from Indianapolis, Unser was the lone representative for the Penske outfit.

Bobby's younger brother Al qualified next up in Bobby Hillin's Longhorn LRO2, followed by Johnny Rutherford's Chaparral 2K, which sported some detail aerodynamic changes since Indy, and Tom Sneva, who was driving George Bignotti's Phoenix chassis this time rather than the March. Mario Andretti was sixth fastest in the second STP Wildcat, the former World Champion setting his time in only one flying lap as opposed to the two of most other drivers.

A last-minute deal enabled former Formula Atlantic front-runner Kevin Cogan to race Jerry O'Connell's Phoenix for a second time and the youngster once again impressed with seventh best time. Another newcomer Scott Brayton was next on the grid, having replaced his old Penske PC6 with a newer PC7, while Bob Lazier and Tom Bigelow filled out the top ten in their similar cars, the latter using Chevrolet power. Leading Indy 'rookie' Josele Garza found the going somewhat toughter at this tricky little track and, after numerous bothers with his Psachie Garza Racing PC7, wound up well down the order, while Pancho Carter blew the engine in his PC7 and was forced to qualify his team's old Lightning chassis. After checking with the race organisers, Carter switched back to the Penske for the race but had to start just in front of Mosley at the back of the field.

At the start of the race, Unser B got the jump on Johncock and led away round the first lap, these two pressured by Unser A, Rutherford and Sneva, while Andretti struggled to hold onto this group just a few lengths ahead of Cogan.

Towards the tail of the field, Mosley passed six cars on the first lap and was up into the top ten as early as lap 7. On lap 16, Mosley relieved Cogan of seventh place and swiftly moved up onto the tail of Andretti, who succumbed to the pace of the flying Eagle on lap 23.

By the time, Unser A had moved up to challenged Unser B, these two beginning a furious scrap that was to last for several laps. On lap 34, Al passed his brother around the outside of Turn 1, holding on at the head of the field until a brief yellow flag period when a slower car spun on lap 39. Immediately, everyone dived into the pits for their first fuel stop, the only drama surrounding Rutherford, who stalled the Chaparral and lost a lap before restarting. Soon after the green flag was unfurled, though, Al Unser was back in the pits complaining of an imbalance in the car, soon to be sent on his way when nothing was found amiss. Just a couple of laps later, though, Al was back with a deflating tyre and by the time this was rectified he was almost two laps down on the leaders.

After that first round of stops, Mosley had worked his way up into a fighting third place, shadowing Johncock and Bobby Unser, who fought tooth and nail for the lead, changing places several times. On lap 75, Unser dived underneath the Wildcat at Turn 3 in an effort to regain the lead but was squeezed almost onto the grass, whereupon Bobby lost control, spun and just clipped the wall, forcing his retirement.

Rutherford led the field after the ensuing yellow period, although he then made an unscheduled stop on lap 102 to replace a punctured tyre. Sneva now led the race for the first time, although Mosley was right on his tail and nosed ahead down the backstretch mid-way round their 106th lap. From there on, the Eagle pretty well dominated the race. By lap 120 he had extended his advantage to almost half a lap, at which point only Sneva, Johncock and Cogan remained on the same lap.

Fifteen laps later, Sneva ran out of petrol on the course and lost his second position, although was lucky to be able to coast around to his pit for replenishment. This elevated Johncock's Wildcat into second place before gearbox failure brought about his retirement, while a stunningly rapid 6sec final pitstop for Mosley during a yellow flag period enabled him to put a lap on Cogan, which was the situation at the end.

Cogan's drive once again served to display his talents, while Andretti struggled throughout the day with a down-on-power engine but was rewarded with third place ahead of Sneva. Al Unser suffered another puncture but still wound up fifth, Rutherford having contrived to pick up no fewer than three punctures during the race and was also delayed when a rear wheel jammed on during one stop. Pancho Carter ran extremely well in the first half of the race and was up to fifth place before being forced out by a wheel bearing failure.

The day, however, most definitely belonged to the popular Mosley, who finally broke the long run of misfortunes for Gurney's AAR equipe. For the first time since Indy in '76, an Eagle was first past the chequered flag and it couldn't have come at a better time as Gurney negotiates to hold on to his current sponsor, Pepsi Cola.

MILWAUKEE (USA)
Jun 7
Gould Rex Mays 150
PPG CART Indy-car World Series, round 2
150 laps — 150 miles

1, Mike Mosley (Eagle-Chevrolet 81), 1 hr 19m 03.55s, 113.838mph;
2, Kevin Cogan (Phoenix-Cosworth DFX), 149 laps;
3, Mario Andretti (Wildcat-Cosworth DFX Mk8), 148 laps;
4, Tom Sneva (Phoenix-Cosworth DFX), 147 laps;
5, Al Unser (Longhorn-Cosworth DFX LRO2), 146 laps;
6, Johnny Rutherford (Chaparral-Cosworth DFX 2K), 146 laps;
7, Dick Simon (Watson-Cosworth DFX), 144 laps; 8, Billy Englhart (McLaren-Cosworth DFX M24), 144 laps; 9, Tom Bigelow (Penske-Chevrolet PC7), 144 laps; 10, Larry Dickson (Penske-Cosworth DFX PC7), 144 laps; etc.

MILWAUKEE FSV

Another for Unser

Al Unser Junior continued his winning way at Milwaukee last Sunday when he followed up his win in the first Robert Bosch Mini-Indy Super Vee Championship event by winning round 2 in his Galles Chevrolet-supported Ralt RT5. Pete Halsmer finished a close second in his similar car, while Kiwi Dave McMillan finished third in the interesting AutoResearch car.



John Paul Jnr — pole position.

In his very first oval track race, John Paul Jnr again underlined his talent by qualifying on the pole at a speed of no less than 121.343mph, saying afterwards that he was almost flat out for the entire 1-mile circuit! McMillan expressed his satisfaction with the impressive Auto-Reaserch after setting second fastest time, although Unser was down in sixth place on the grid having set his time on normal race tyres as compared with special soft qualifiers used by most of those ahead.

A determined start saw the youngster up into second place at the first corner, although his progress was temporarily halted when the yellow flags were flown following a quick spin by Roger Penske Junior, who was trying to fight his way through the pack having suffered engine troubles in practice.

When the green was shown again, Unser used his oval track experience to the full by nipping past Paul and into the lead, a position that he held until lap 32. Paul exerted pressure until a quick spin on lap 6, while Halsmer then took up the challenge, taking the lead during lappery.

Fourteen laps later, immediately after another yellow period, Unser re-assumed the lead and held on to win by just 0.5sec. McMillan was also right up there at the end having enjoyed a race-long scrap with the Ralt of Bob Sicconi, while Paul recovered to take fifth after his spin.

Bob Earl brought the second Galles Chevrolet car into a slightly disappointing sixth place, not far ahead of young Penske, who also shone after his early indiscretion.

MILWAUKEE (USA)
Jun 7
Robert Bosch Mini-Indy Super Vee Championship, round 2
62 laps — 100 kilometres

1, Al Unser Jnr (Ralt RT5), 36m 44.98s, 101.225mph; 2, Pete Halsmer (Ralt RT5); 3, Dave McMillan (AutoResearch); 4, Bob Sicconi (Ralt RT5); 5, John Paul Jnr (Ralt RT5); 6, Bob Earl (Ralt RT5); 7, Roger Penske Jnr (Ralt RT5); 8, Chip Ganassi (Ralt RT5); 9, Larry Skipsey (Ralt RT5); 10, Jerill Rice (March 79SV); etc.

TEXAS NASCAR

Benny's Budweiser

Benny Parsons scored his second Grand National victory of the season last Sunday when he guided his Melling Tool Ford T-bird across the line just half-a-length up on Dale Earnhardt's Wrangler Jeans/Osterlund Racing Pontiac Grand Prix. These two thrilled the crowds with a close battle all the way to the flag, while Bobby Allison extended his points lead by taking a close third place in his Ranier Racing Buick.

Local hero Terry Labonte qualified on pole position with his Buick and ran strongly until crashing while lapping a slower car on lap 132. Darrell Waltrip, Ricky Rudd and Morgan Shepherd all retired with engine failure, so Richard Petty came through to take fourth in his STP Buick ahead of Dave Marcis. Occasional Indy car driver Tim Richmond was first 'rookie' home in seventh place.

Texas World Speedway (USA)
Jun 7
NASCAR Winston Cup Grand National Championship, round 14
Budweiser 400
200 laps — 400 miles

1, Benny Parsons (Ford T-bird), 3hr 01m 10.0s, 132.475mph; 2, Dale Barnhardt (Pontiac Grand Prix); 200 laps; 3, Bobby Allison (Buick Regal), 200 laps; 4, Richard Petty (Buick Regal), 199 laps; 5, Dave Marcis (Buick Regal), 198 laps; 6, Jody Ridley (Ford T-bird), 198 laps; 7, Tim Richmond (Buick Regal), 196 laps; 8, Lake Speed (Buick Regal), 196 laps; 9, Harry Gant (Pontiac Grand Prix), 195 laps; 10, Joe Ruttman (Buick Regal), 195 laps; etc.



RALLYCROSS

Farrance's final

Minis continued their rule of Brafield Stadium Rallycross meetings when Keith Farrance took a highly popular win in his Poll & Withey Windows car on Sunday May 31. Second place in the Superfinal went to a delighted Warwick Barnes who recorded one of his best results in the VW Beetle while third home was the 2.6-litre Chevette of Michael Quaife. Fortunately, the weather behaved itself long enough to allow the Northampton track to become fairly dry on the loose but a few showers throughout the day and a good downpour as the finals got underway, kept drivers on their toes. Certainly the conditions were much better than in previous meetings so hopefully, those who did compete can now spread the word to the cynics . . .

The meeting, organised by the Enterprise Auto Club and BRDA, was the first round in the Northampton Rallycross championship and with a separate award for the clubmen and Superstars, the event attracted a large Division 1 entry. Keith Ripp instantly made himself favourite by turning in a time on his second run that was some 9 secs quicker than next man Sean McAdden. This was despite having put the Fiesta on its side first time out. Ripp's third run really set everyone talking when he clipped a further 8 secs off his time.

McAdden too was really flying, his Mini comfortably making the finals along with the similar cars of Barry Crump and Keith Farrance. Peter Brown, a 2 star driver like McAdden, showed his potential by joining the Division 1 finalists as Dave Stevens completed the top six and levelled the balance of Fiesta versus Minis. In the big class, the battle was between Len Croxton's immaculate Escort and the black Barnes Beetle. Croxton's car however didn't keep its good looks for long. Showers kept the track fairly slippery and sent numerous drivers into the fencing. Croxton made the final but on his last run, was caught off the dry line going round the top turn and firmly planted the car into one of the stout posts — the end of a promising day for the Camberley driver. Steve Whaley's Alfasud Turbo was well up with the leaders to go into the final along with Quaife, John Cross and Alan Eckersley, the Preston man debuting a brand new and previously untried Mk II Escort.

Those who didn't make the finals (or in some cases the timed runs) included Colin Richards (Chevette — seized oil pump), Ron Pearson (Rover 3500 — rear wheel fell off) and Ron Douglas (Renault 5 Turbo — no second gear).

Ripp won the Div 1 "A" final easily from Farrance and Stevens but Crump and McAdden were eliminated when Minis crashed into the chicane wall after a race long, side by side battle. Barnes was never headed in the Div 2 "A" final, leading Quaife and Cross over the line into the Superfinal. Ivan Moakes and Ron Hudson (Escorts) won their respective "B" finals with Adrian Oliver taking the Div 1 "C" race.

The results put Ripp and Barnes against each other in the Superfinals and despite the latter's fears, it was a VW Beetle that led the cars out onto the rough, albeit with Ripp and Farrance only inches behind. Ripp made a mistake at the hairpin and fell to last but Farrance stuck right behind Barnes, forcing the leader to make a mistake and promptly storming away to his second outright win. The VW regained the track and contained to finish second with Quaife third followed by Stevens, Ripp and Cross.

BILL MANTOVANI



The brutish black Beetle of Warwick Barnes finished second to Keith Farrance's Mini.

BRAFIELD STADIUM (GB)
May 31, EAC
Northampton Rallycross Championship, round 1

Superfinal: 1, Keith Farrance (Mini); 2, Warwick Barnes (VW Beetle); 3, Michael Quaife (Chevette); 4, Dave Stevens (Fiesta); 5, Keith Ripp (Fiesta); 6, John Gross (Escort). **Div 1 'A' Final:** 1, Ripp; 2, Farrance; 3, Stevens; 4, Sean McAdden (Mini); 5, Barry Crump (Mini); 6, Peter Brown (Fiesta). **Div 2 'A' Final:** 1, Barnes; 2, Quaife; 3, Cross; 4, Alan Eckersley (Escort); 5, Steve Whaley (Alfasud); 6, Len Croxton (Escort).

Esso/BTRDA Rally Championship

After three of eight rounds

1	Trevor Smith	45
2	Bill Barton	25
3	Charlie Wood	20
4	Peter Fear	19
5	Chris Mellows	18

International Events

Date	Venue	Event
Jun 11/13	Rumania	Rallye de Danube-Dacia — European Rally Championship
Jun 13/14	Le Mans, France	Le Mans 24 Hours — FIA World Endurance Championship of Makes, round 5/FIA World Endurance Championship for Drivers, round 7
Jun 13/14	Jyllandsring, Denmark	EFDA Euroseries FF2000/FF1600 Championships, rounds 5 and 4
Jun 14	Brno, Czechoslovakia	FIA European Touring Car Championship, round 5
Jun 13/14	Mosport, Canada	SCCA CanAm Challenge, round 1, North American Formula Atlantic Championship, round 5
Jun 14	Brainerd, USA	Camel IMSA GT Championship, round 7
Jun 14	Portland, USA	CRC Chemicals SCCA TransAm Championship, round 3
Jun 14	Riverside, USA	NASCAR Winston Cup Grand National Championship, round 15

National Events

Date	Venue	Event/Club	Details
Jun 13	Archie E. Moss Ltd Loughborough, Leics	Rally Loughborough CC	Castrol Morning Mist Rally, 23.30
Jun 13	Oulton Park, nr Tarporley, Cheshire	Race Meeting VSCC	Richard Seaman Trophy Meeting *The annual Richard Seaman Trophy meeting, one of the HSCC's Blue Riband events, is Saturday's attraction in Cheshire. The feature races, for vintage and historic machinery include Hamish Moffatt's Bugatti, Freddie Giles in 'Salome', nine fabulous ERAs and Willie Green's Alfa Romeo 8C. F3, in 500cc form, is also back with a fine 16 car entry. Racing from 1pm.*
Jun 14	Cadwell Park, nr Louth, Lincs	Race Meeting BARC	Marlboro F3, FF1600, Clubmans, Modsports, Mini 1000, F4, Pre '57 Saloons *Probably the most spectacular F3 event of the year, Cadwell Park's Marlboro round sees the continuation of the Jonathan Palmer versus Thierry Tassin battle for supremacy. James Weaver and Cliff Hansen will also go well on the "drivers' circuit". Steve Lincoln and John Pratt take on Quique Mansilla in the FF1600 race while Muraspec F4s should be fun. Qualifying, 9.30am; racing 2pm.*
Jun 14	Thruxton, nr Andover, Hants	Race Meeting BARC	FF2000, Pre '74 FF1600, Special Saloons, Production Saloons, Shell Super Celebrity Race *Pre '74, 'low cost' FF1600 has really taken off this year, so much so that a qualifying race is needed at Thruxton! Peter Owles (Merlyn), Gareth Lloyd (Dulon), Dave Lowe's Lotus 61 and the Dulons of Simon Davey and Peter Meyrick should emerge on top. Fresh from his Silverstone win Calvin Fish challenges 'Fulmar' Taylor and Ian Briggs in the Pace FF2000 round. Practice 10am; racing 2pm.*
Jun 14	Snetterton, nr Thetford, Norfolk	Race Meeting 750 MC	F1300, Reliant 750, Mini 850, F Vee *Dave Bradley's hard working 750MC brigade return to Snetterton for another of their popular clubbies. Chris Taylor, Doug Copeland and Tim Flynn head the FVee entry and Chris Kite's ERM U2 should win the F1300 round while the immaculate Darvi Mk5s of Mick Harris and Dick Harvey lead the Reliant F750 squadron. An exciting national Mini 850 race is also promised.*
Jun 14	Croft, nr Darlington, Co Durham	Race Meeting BRSCC (NC)	FF1600, Special Saloons, Modsports, Libre, Clubmans *Now that the fine Darlington circuit's days are numbered few chances remain to see the likes of Keith Wickham, Gordon Stephenson, Wally Warwick and Tony Allinson in their natural habitat. Sunday's Bernard Hunter FF1600 round is joined on the BRSCC (N) bill by all the regular North of England championships. Action from noon.*
Jun 14	Lydden Hill, nr Canterbury, Kent	Festival of Speed Astra MC	FF1600, Special Saloons, Libre, Karts, Bangers & Hot Rods *Now that Doug Wood has decided to concentrate on the national FF1600 championships, Lydden favourites Trevor Stiles (Crosslé), John Oxborrow (Ray) and Steve Brown (Van Diemen) should have an easier time of the Marchant & Cox series which continues this weekend. Special saloons and* Formule Libre *complete the circuit action at this 'Festival of Speed'.*
Jun 14	Fintray, Aberdeenshire, Scotland	Hillclimb Aberdeen & DMC	RAC British Hillclimb Championship round 6/Guyson/BARC Hillclimb Championship, round 7 *A relaxed weekend for the leading Scottish hillclimbers, many of whom travel hundreds of miles to compete most weekends. Jimmy Jack (March 782), Jim Campbell (Modus M4) and Norrie Galbraith (Chevron-BMW B48S) are leading contenders for the Aberdeen & DMC's round of the Guyson/BARC Northern Zone series. Practice starts at 9.30am, timed runs about 1.30pm.*

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middlesex.

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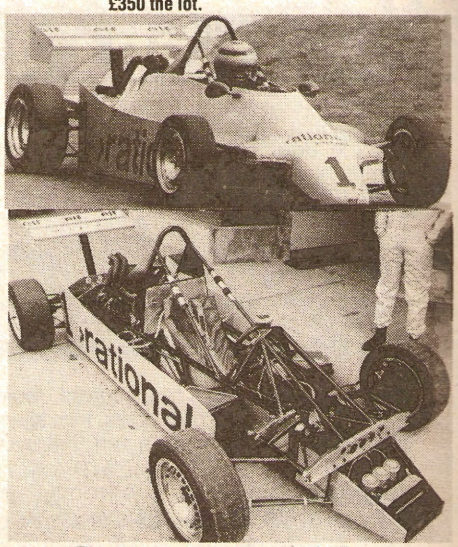
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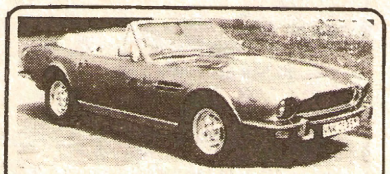
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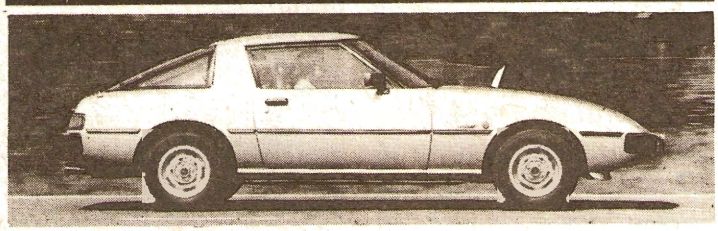
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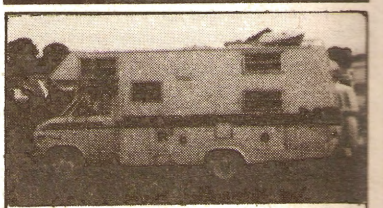
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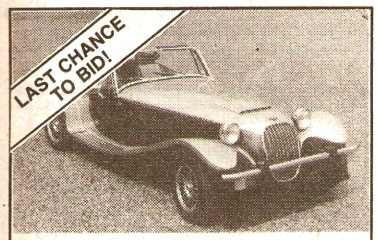
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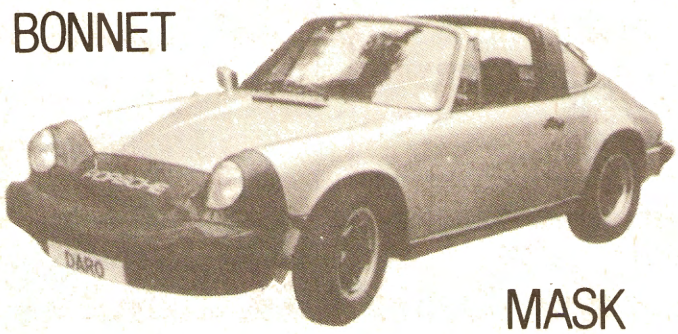
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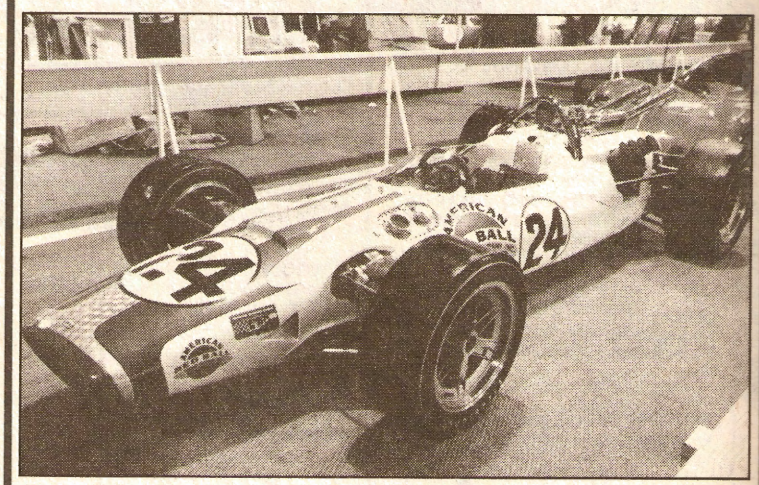
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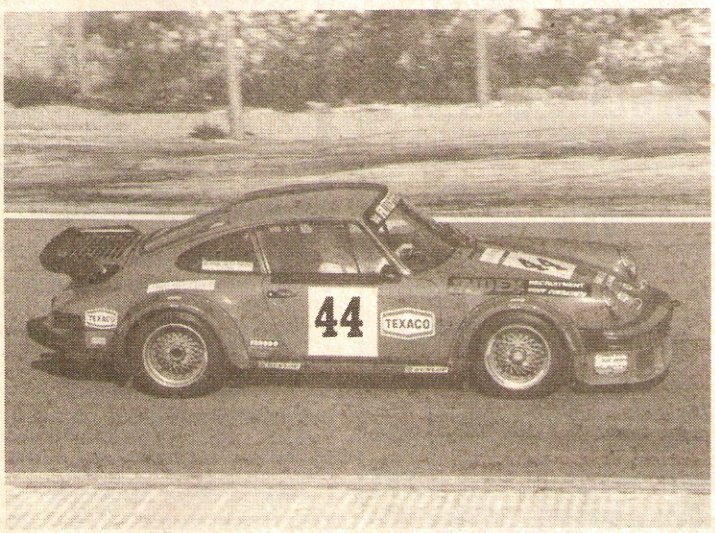
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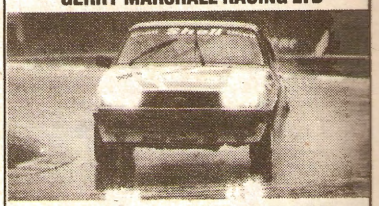
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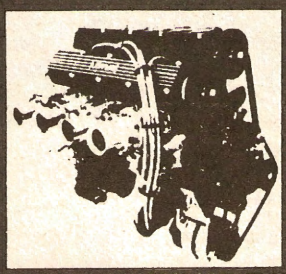
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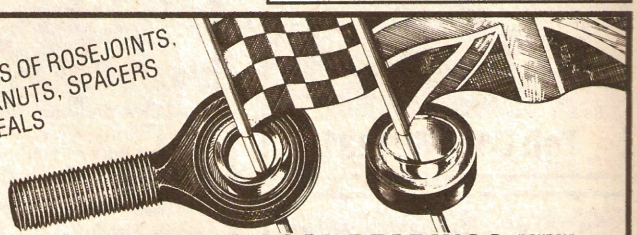
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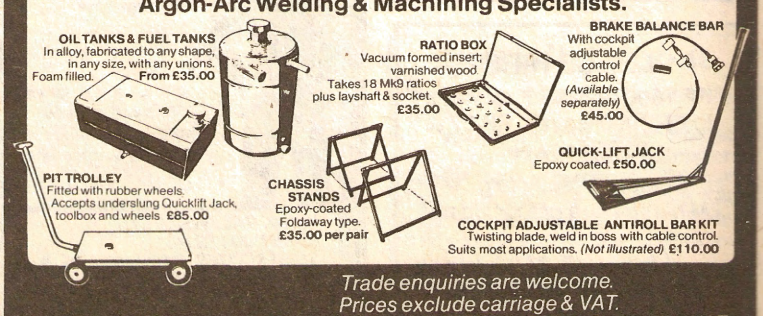
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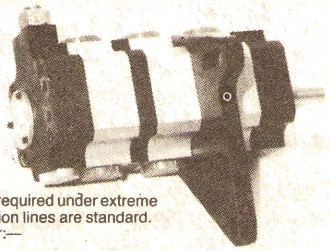
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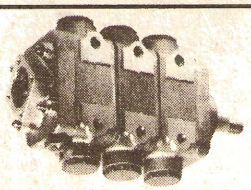
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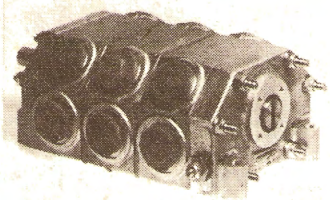
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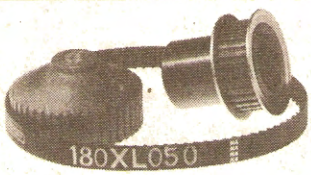


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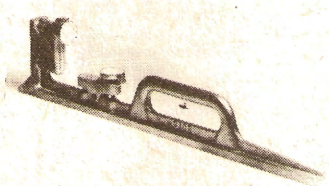
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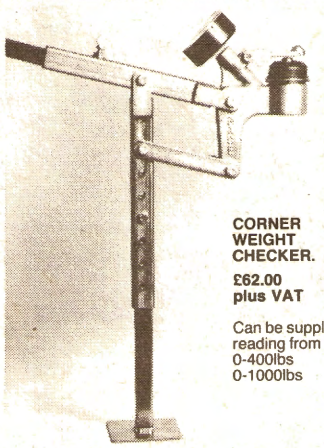
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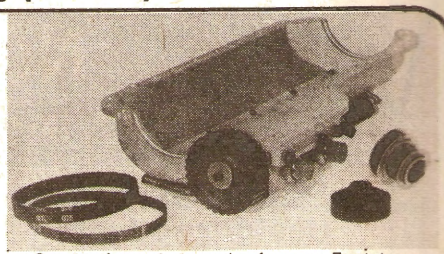




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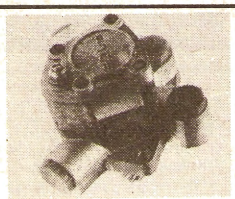
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Features:-
4¾" deep, twin scavenge, cast alloy dry sump pan with removable alloy baffle plate, gauze filters and filter shrouds. Sump also incorporates mounting point for pump.



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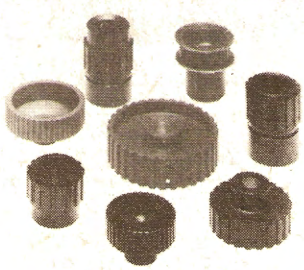
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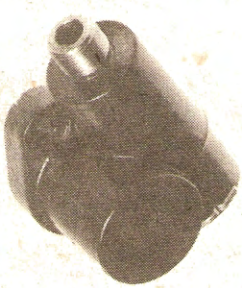
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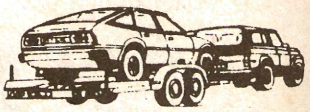
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205/55VR14	£85.00
225/55VR14	£95.00
195/50VR15	£78.00
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225/50VR15	£120.00
285/40VR15	£160.00
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205/55VR16	£115.00
225/50VR16	£130.00
265/50VR16	£189.00*



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185/60HR14	£36.00
185/65HR14	£36.50
195/60HR14	£42.50
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195/60HR15	£48.00
205/60HR15	£55.00
205/60VR15	£65.00
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235/60VR13	£61.40
175/70HR14	£32.00
185/70HR14	£39.30
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205/70VR14	£68.25
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225/60VR14	£66.65*
245/60VR14	£82.50*
165HR14	£31.60
175HR14	£36.10
185HR14	£41.50
195HR14	£58.00*
175/70HR15	£43.60
185/70HR15	£51.50*
185/70VR15	£60.90
215/60VR15	£78.75
235/60VR15	£85.00



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215/70VR15	£65.00
225/70VR15	£75.00
255/60VR15	£148.00



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165/65SR14	£34.16*
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165/70SR10	£19.00*
155/70SR12	£17.70*
165/70SR12	£20.50*
155/70SR13	£18.00
165/70SR13	£23.50
175/70SR13	£25.00
185/70SR13	£29.50
165/70SR14	£26.00*
175/70SR14	£27.60
185/70SR14	£31.20
195/70SR14	£35.00*
175/70SR15	£28.55
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185/60VR14 CS51	£35.00
195/60HR14 CS41	£37.50
195/60VR14 CS51	£39.50
205/60HR15 CS41	£41.00
205/60VR15 CS51	£44.00
185/70HR13 TS772	£36.50
195/70HR14 TS772	£38.50
195/70VR14 TS773	£50.00
205/70HR14 TS772	£41.50
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205VR14	£70.50
215/70VR14	£80.00
195/70VR15	£63.00
185/70VR15	£62.00
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205/70VR14	£64.70
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145/HR13 XAS	£19.70
155/HR13 XAS	£22.80
155/70HR13 XVS	£28.30
165/HR13 XAS	£27.20
175/HR13 XAS	£27.90
175/70HR13 XVS	£34.65
185/HR13 XAS	£33.60
185/70HR13 XVS	£42.20
165/HR14 XAS	£28.20
175/HR14 XAS	£31.45
175/HR14 XAS 'P'	£33.95
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175/HR14 XVS 'P'	£38.95
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185/HR14 XVS	£41.35
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180

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185/HR14Z	£42.00
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195/70HR14 D1	£47.00
195/70VR14 D1	£62.00
205/70HR14 D1	£60.00
205/70VR14 D1	£74.90
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195/70HR13	£32.00
185/70HR14	£29.00
195/70HR14	£32.00
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145/70SR13	£14.00
155/70SR13	£15.75
165/70SR13	£16.00
175/70SR13	£18.00
185/70SR13	£20.00
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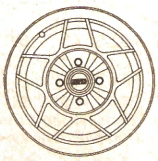
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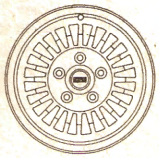
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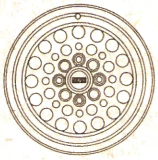
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5.5+15 Beetle £38.50
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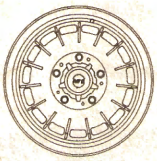
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6.5+14 BMW 567 ser £45.50
7+14 BMW 567 ser £48.50
6+14 3 ser £44.50



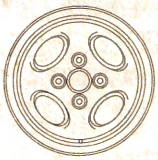
Style 3
6+13 BMW 3 Ser £36.50
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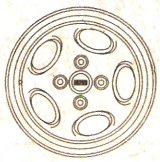
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6+14 Mercedes £39.00
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7+15 Mercedes £47.50



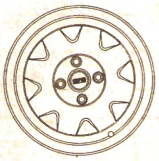
Style 5
6+13 Fiesta £37.50
6+13 New Escort £37.50
6+13 Golf, Jetta £37.50
6+13 Scirocco Audi 80 £37.50



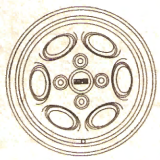
Style 6
6+14 Golf, Jetta £44.50
6+14 Scirocco Audi 80 £44.50
6+15 Audi 100, 200 £
6+15 Porsche 924 £45.50



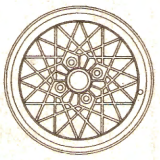
Style 7
5.5+13 Alfa Sud £40.00
6+13 Golf, Jetta £41.50
6+13 Scirocco, Audi 80 £41.50
6+14 Golf, Jetta £45.50
6+14 Scirocco, Audi 80 £45.50
6+14 Porsche 924 £45.00
5.5+15 Golf, Jetta £47.50



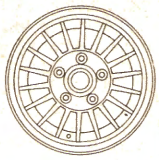
Style 8
6+13 Golf, Jetta £36.00
6+13 Scirocco, Audi 80 £36.00
6+13 Honda Prelude £36.00
6+13 Volvo 343 £36.00



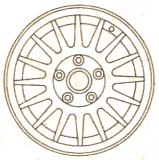
Style 9
6+13 Golf, Jetta £37.50
6+13 Scirocco, Audi 80 £37.50
6+13 BMW £37.50
6+13 Opel £37.50
6+13 Alfa-Sud £37.50
6+13 Fiesta, New Escort £37.50
6+13 Capri, Cortina £37.50
6+13 Vauxhall £37.50
6+14 Golf, Jetta £45.50
6+14 Scirocco, Audi 80 £42.50
7+14 BMW5, 6, 7, Ser. £55.00
7+14 Commodore, Senator £55.00



Style 10
6+13 BMW £39.00
6+13 Opel £39.00
6+13 Capri, Cortina £39.00
7+14 BMW5, 6, 7. Ser. £53.00
7+14 Commodore, Senator £53.00

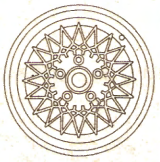


Style 11
6+14 Audi 80 £49.50
6+15 Audi 200, 5E, Turbo £57.50
5.5+13 Golf, Jetta, Scirocco £39.50

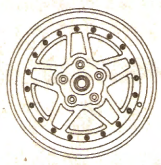


COMPOMOTIVE WHEELS

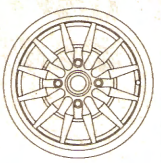
Style 12 Alpina Style
6+15 BMW3, 5, 6, 7. Ser £85.50
6.5+15 BMW3, 5, 6, 7. Ser. £88.00
7+15 BMW3, 5, 6, 7. Ser. £90.00
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Style 13
6+15 Ferrari 246, 308 £85.50
7+15 Ferrari 246, 308 £90.00
7+16 Ferrari 246, 308 £105.00
8+16 Ferrari 246, 308 £115.00

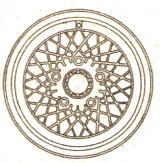


Style 14+15
6+14 Alfa-Sud £35.00
6+14 BMW 3 Ser. £35.00
6+14 Fiat x19 £35.00
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6+14 Opel Ascona £35.00
6+14 Golf, Scirocco, Prelude, Volvo 343 £35.00



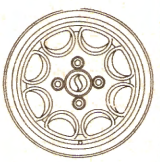
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Style 16
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6x13 BMW 3 Ser PoA
6x13 Opel PoA
6x14 Golf Scirocco Jetta £59.50
6x14 BMW 3 Ser. £59.50
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15/63 + 14 (all types and compounds)	£54.60
15/57 + 14 (all types and compounds)	£49.30
18/60 + 14 (all types and compounds)	£61.55
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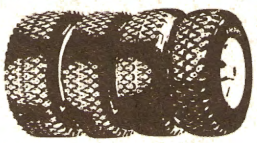
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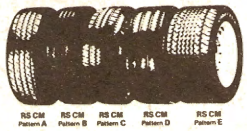


M+S Pattern B M+S Pattern C M+S Pattern D M+S Pattern E

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RS CM Pattern A RS CM Pattern B RS CM Pattern C RS CM Pattern D RS CM Pattern E



RS CS RS CP RS MS

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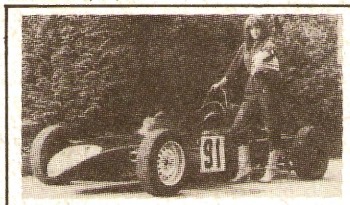
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