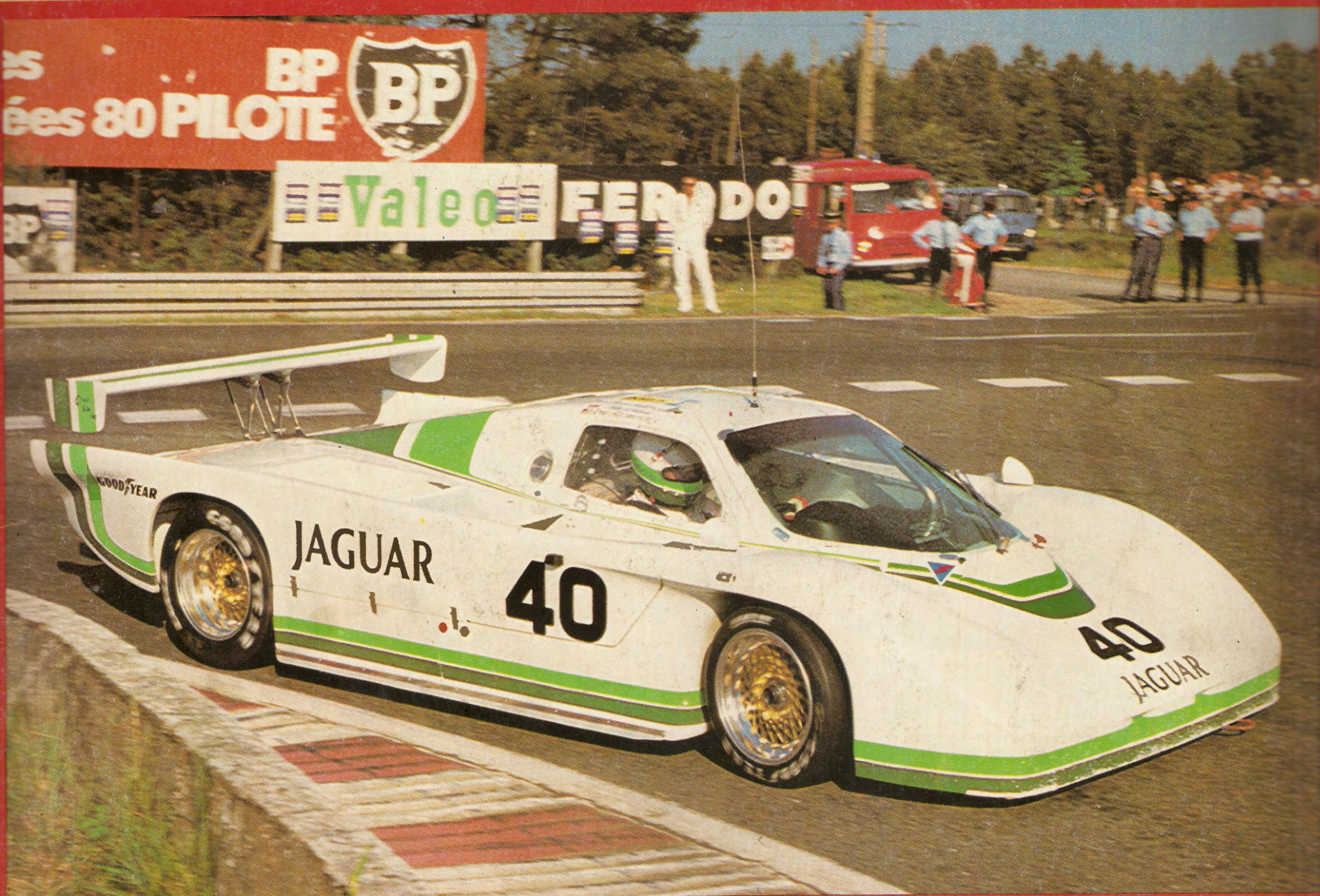


# Autosport

A Haymarket publication

January 31, 1985 75p

## Spotlight on sportscar racing



Group C & IMSA reviews ■ Haas Lola F1 project

Monte Carlo Rally: Three cornered contest

Ferrari fast in Estoril ■ Fiesta XR2 on test



## FRONT COVER

Claude Ballot-Lena is pictured on our front cover this week, rounding the Mulsanne Corner in his Group 44 Jaguar. The XJR-5 was one of the few sports cars to encompass both the World Endurance Championship and the American IMSA series, both of which are reviewed in this issue starting on page 35 (WEC) and 59 (IMSA). Photo: Jeff Bloxham.

## NEXT WEEK

Full report from the Monte Carlo Rally — Daytona 24 Hours — Radical new Formula 1 RAM-Hart — JPS Lotus latest — Review of the 1984 NAS-CAR season — Saab 16S on test — Plus all our usual news and features, as well as a free International Racing Calendar\*.



\*These items correct at time of going to press.

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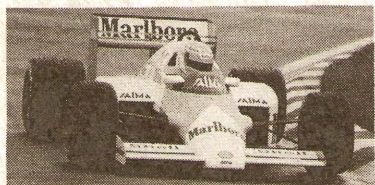
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# Autosport

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Peter Foubister presents his interim report of the Monte Carlo Rally that sees Ari Vatanen's Peugeot 205 Turbo 16 edging ahead of Walter Rohrl's Quattro Sport.

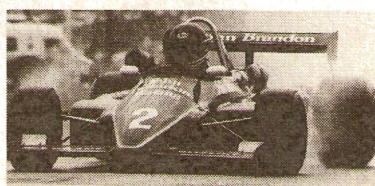
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Mike McCarthy took Ford's sporty little Fiesta XR2 out on the roads recently — fitted with the new CVH engine — and found it to be a fun little machine... if you didn't mind the noise. So, if you want a good time, then perhaps Ford's hot hatchback is the answer.

## FOC: NEW ZEALAND 27

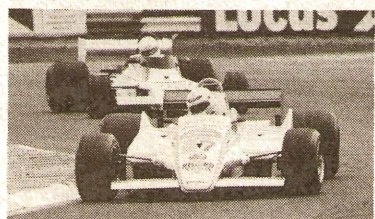


Peter Greenslade takes the wraps off the past season of racing down under in New Zealand.

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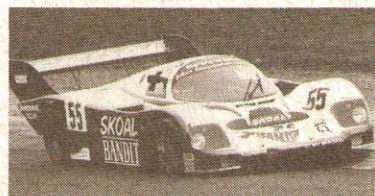
All the national racing news — Uniroyal production saloon improvements for '85 — Six car GM Dealersport assault on Uniroyal series — BRSCC awards — Mondiale successes — Swift S2000 in great demand — Newby graduates to FF2000 — Talon nearly ready.

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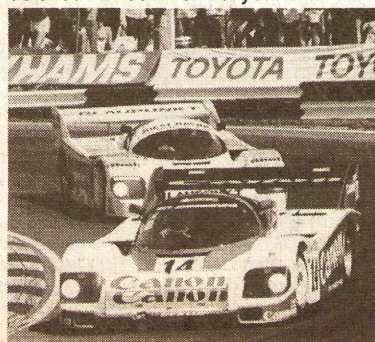


Paul Harmer reviews last year's season of all the single-seater racing formulae, including the MacLean-Hunter *Formule Libre* series.

## REVIEW: WORLD ENDURANCE CHAMPIONSHIP 36



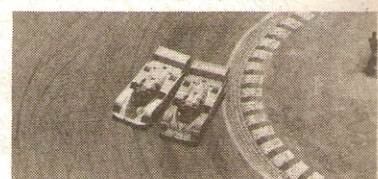
Rothmans-Porsche dominated the World Endurance Championships last year, Stefan Bellof taking the Drivers title, while in the Makes rounds there were few who could touch the works cars, despite some strong 'privateer' opposition. Our Group C expert, Quentin Spurring, provides you with a detailed run-down of last year's series.



## REVIEW: JAPANESE GROUP C SERIES 55

Kunihiro Akai reviews the Japanese Group C scene, where two championships for sports cars were run, both with virtually the same contestants, but each slightly detracting from the other. However, with the new Mazda, Toyota, and Nissan engines emerging, the Japanese Group C scene looks full of potential.

## REVIEW: GERMAN GROUP C SERIES 56



The DRM series has always been spectacular, but last year it was a shadow of its former self, as Thomas Imhof relates. Hopefully, 1985 will bring better things...

## REVIEW: IMSA 59



The American sports car season proved full of excitement, with many varied race winners. However, surprise winners of the series were Randy Lanier and Bill Whittington in the Blue Thunder March, seeing off strong opposition from Porsche and Jaguar, as Steve Nickless reports.

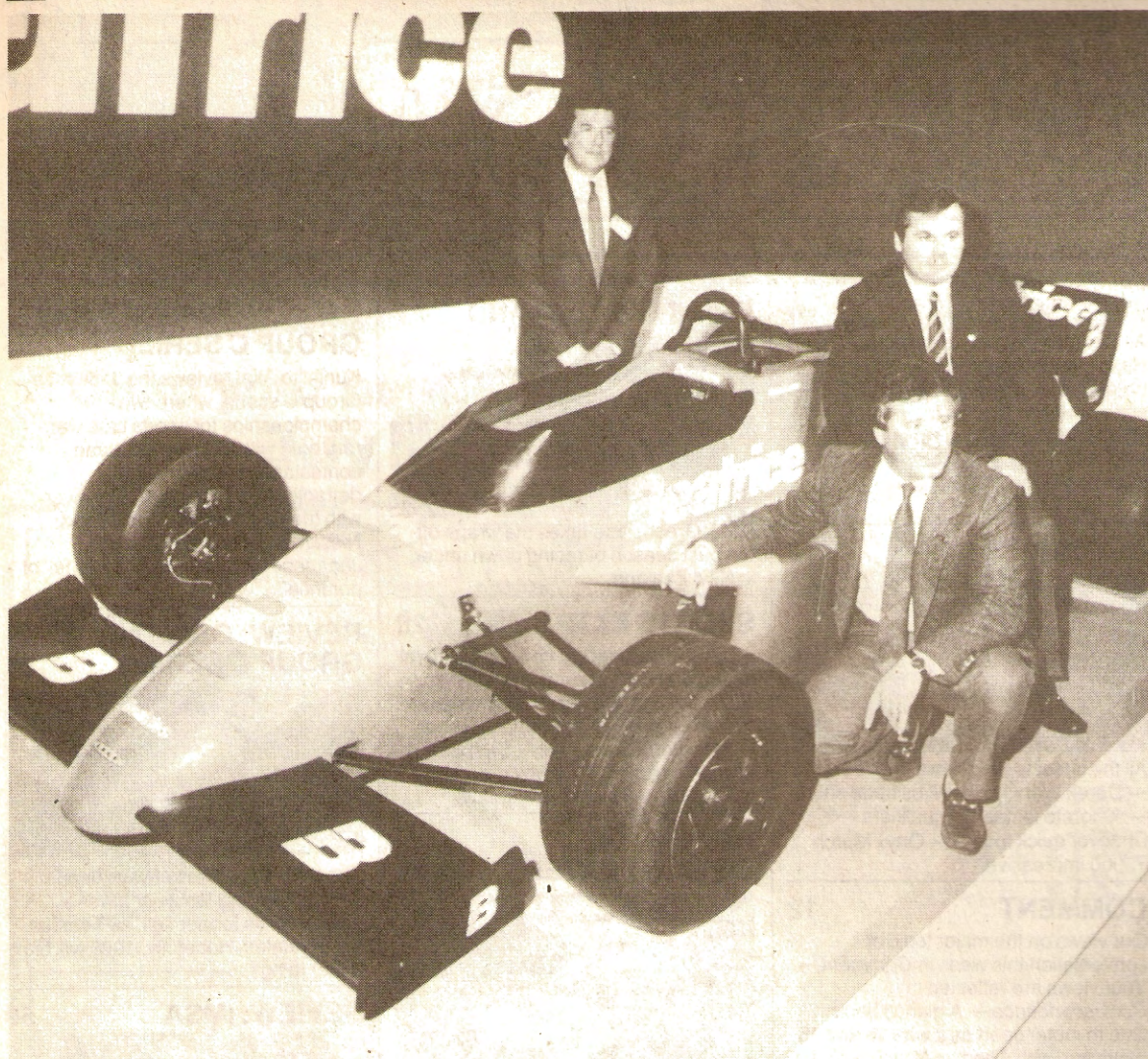
## ARMCHAIR ENTHUSIAST 65

Our monthly leisure guide — Reviews of *Rallycourse* and the inaugural *Hillclimb & Sprint Yearbook* — Plenty of videos to keep the rally enthusiast happy — Plus all the latest models, as well as all our usual competitions...

## SPORTSCARD 69

Delcourt/Francevic win inaugural saloon car race at Wellington — Arctic Rally to Antero Laine for second successive year — Gunnar Petersson victorious on opening round of Swedish rally championship — National rallying round up — Mavropoulos holds on to win Lydden rallycross counter.





Haas, Andretti and Jones pose with the Lola F3000 car, which was used to illustrate Beatrice livery at the launch on Tuesday.

## Beatrice: new F1 FORCE

**Two-year contract for Jones — Hart engine confirmed — Andretti's Indycar**

At a luncheon in London on Tuesday, the Beatrice sponsorship of Carl Haas's Formula 1 and Indycar teams was formally announced. James L. Dutt, President of the Board of Beatrice, confirmed that the first Beatrice F1 car will be ready for testing in July, and will race "sometime late in the season". Alan Jones will be the driver, and the car will be powered by the Hart four-cylinder engine. Although no tyre deal was announced at this stage, it is known that the car will run on Goodyears.

Formula One Race Car Engineering Ltd (F.O.R.C.E.) was formed in December by Teddy Mayer, Tyler Alexander and Eric Broadley to operate the Beatrice Grand Prix team for Team Haas USA. Carl Haas is Chairman of the Board. (An interview with Haas appears on page 14 of this issue.)

The team will operate from the Woking race shop of Mayer Motor Racing (which ran Indycars last year for Tom Sneva and Howdy Holmes), and the car is being designed by John Baldwin and former Williams engineer Neil Oatley. Eric Broadley will act as Technical Consultant. Work on the car began in December, and wind tunnel testing is already under way.

In charge of aerodynamics and wind tunnel work is Ross Brawn, another man formerly with Williams. Ray Grant and Phil Sharp, both ex-McLaren, are in the team, Grant in charge of the car-build team and Sharp as chief mechanic.

"Today's announcement," said Mr

Dutt, "marks the culmination of an in-depth search by Beatrice to find a cost-effective promotional vehicle with universal appeal. Beatrice is an international marketing powerhouse with a stable of well-known brands on six continents, yet too few people identify our corporate name and logo with the wide array of products we market. Our best known European divisions are Avis Car Rental, STP automotive products and Samsonite luggage.

"We are entering the international motor sports arena because auto racing is a uniquely flexible medium with worldwide recognition. Through the utilisation of Formula 1 racing, we expect significantly to enhance recognition for the name of Beatrice, and what it represents on an international basis. Initial division response to our plans to support a Grand Prix team has been most enthusiastic, especially here in Europe."

Alan Jones, looking much fitter than some Australian reports had led us to expect, confirmed that he had signed a two-year agreement with Haas: "I'd like to think, realistically, that we could have a serious shot at the World Championship in '86, and I'm very serious about this comeback. When I retired at the end of '81 I admit that I was tired of all the travelling and so on. But I also thought that Formula 1 was in a ridiculous state. We were still in the ground effect era, and that was the year when all the cars were 'legal' in the pits, and 'illegal' when they were out on the track..."

"People have asked me if I might do some F3000, to get some racing done before the new F1 car is ready, but I can't see any point in that. On the other hand, I've got the offer of a Porsche 956 in some of the endurance races, and I might well do it. I enjoy driving those things, and it will at least give me some races in a turbocharged car."

The Beatrice Formula 1 sponsorship is for an astonishing five years, and the company has also committed itself to the Haas/Newman Indycar team for the next three seasons. Mario Andretti, present with Jones at the luncheon, will continue to drive the team's Lola, and has signed a contract for the full three years. In total, the Beatrice backing is thought to be worth around \$80,000,000.

In 1986 a two-car F1 team will be run, and Haas said he would very much like an American alongside Jones: "The name of Michael Andretti springs to mind..."

Until recently it was thought that the new team would have the use of the brilliantly successful Porsche V6 engine, but TAG boss Mansour Ojjeh has confirmed that only McLaren will be supplied with it. Not surprisingly Brian Hart is pleased indeed that Beatrice is now to use his engine. "It's a very good opportunity for us," he said on Tuesday, "and I think the agreement we reached was satisfactory all round. We're looking ahead, obviously. And we don't think there will be a problem in supplying Beatrice with engines, in addition to our existing commitments. This year, after all, they will run only the last few races."



Johansson—impressed by the new Toleman.

## Toleman troubles

Despite the difficult circumstances, Stefan Johansson was very impressed with the feel of the new Toleman TG185 at Silverstone last week. There was ice on the track and the single set of Pirellis which he had to use were of an unknown vintage, nevertheless he set a time of 1m 14.2s during a non-stop run in the afternoon. "The balance of the car was very good straight away and the impressive thing really was that it ran and ran all day without any problems."

The Swede was due at Silverstone again this week and the team are still optimistic about going to the Rio tests. Goodyear have continued to state emphatically that they are already over-committed to F1, while negotiations continue with Pirelli although they are worried about their production capacity.

## Andretti Jr sets pace...

Michael Andretti looks increasingly like a potent force in the coming CART season. At Phoenix last week he continued his test programme with the Kraco team, finally getting down to 22.60s around the one-mile oval. The current record stands to Jacques Villeneuve who took the pole at last autumn's race with a lap at 23.15s.

Andretti fills did around 150 quick laps in the car, setting his best time at the end of a day when the setting sun was right in his eyes at the first turn. "I was having to lift way earlier than usual," he reported. "In ideal conditions we would have done a flat 22."

Michael, who added that the downforce of the 85C was very impressive, also ran 30 laps in the Kraco Lola T900, recording a best time of 23.50s.

## ... Guerrero also quick

While Michael Andretti was setting the pace at Phoenix last week, other CART runners were at the Arizona oval for a Goodyear radial test programme. Fastest of those taking part was Roberto Guerrero, who lapped the Dan Cotter Racing March 85C in 23.00s, and this time was set on radials. Andretti Jr, by contrast, ran on traditional cross-ply throughout his testing.

Gordon Johncock got down to 23.30s in the Patrick Racing March 85C, but Danny Sullivan (Penske Racing March 85C) was unable to get under 24.00s.



# August date for Brands Group C supersprint

Mark in your diary the date of Bank Holiday Monday, August 26. That day, a 'supersprint' for Group C1 sportscars will be held on the Brands Hatch short circuit, featuring many of the sport's top drivers at the wheels of Porsche and Lancia Le Mans cars.

The idea of the race has stemmed from the huge success of the annual Norisring 200, held in front of some 80,000 spectators in the city of Nuernburg, West Germany. The format of the Battle of Brands will be similar to that of the Norisring race, in which Formula 1 drivers are invited to compete in C-cars

for a short sprint event of about 55 minutes duration. The cars are capable of racing over the distance on a single tank even with the turbo wicks turned up to give the engines over 750bhp. The result is tremendous spectacle.

The precise format has yet to be finalised, but the promoters currently envisage a race of between 65 and 80 laps with between 20 and 25 cars participating. Negotiations are well in hand with television and sponsors, and the prize fund will certainly be very substantial, with a first prize well into five figures.

Qualifying will be held on the Saturday

afternoon (August 24), and there will be another session on race morning to cater for Grand Prix drivers who will have been busy over the weekend at Zandvoort, several of whom will be taking part. There could even be a very short pole position race, as successfully tried at Norisring last year.

Organised by the BRSCC, the Battle of Brands will be a snip at only £6.00 admission (children free). The event will also be a curtain-raiser for the Brands Hatch 1000 round of the World Endurance Championships scheduled for three weeks later.



Prost — leading Euro challenger.

## Alain Prost for IROC?

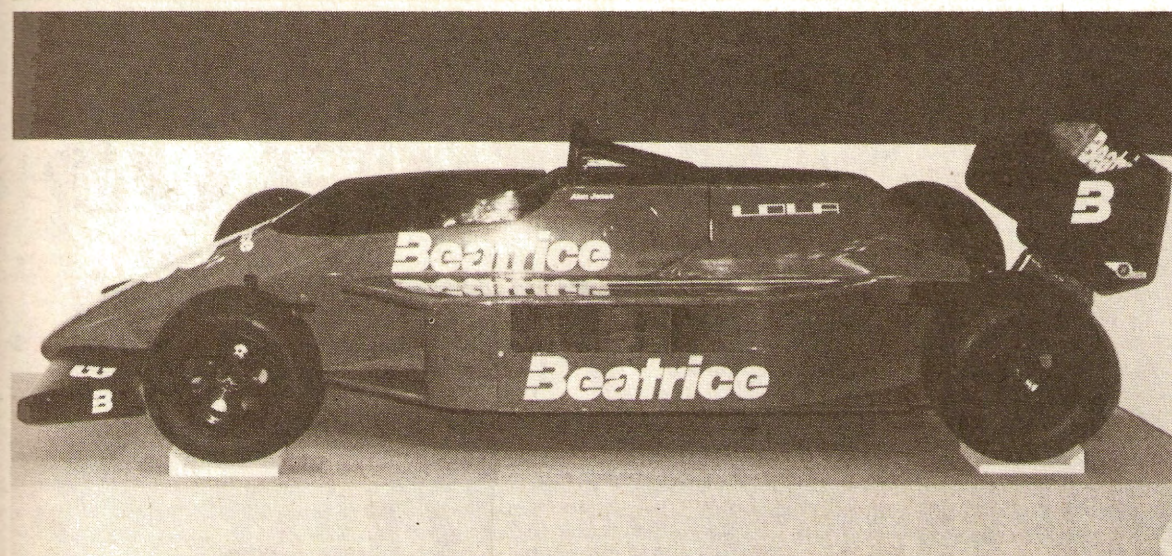
It looks almost certain that Alain Prost will lead the European brigade in this year's IROC series. The Frenchman will compete, we understand, if he can secure from Ron Dennis a release from a single conflicting test session.

John Watson and Jochen Mass will also take part, and their American opposition in the Budweiser-sponsored championship is formidable. From NAS-CAR come Cale Yarborough, Darrell Waltrip, Harry Gant and Terry Labonte, while the Indy contingent comprises Mario Andretti, Tom Sneva, Bobby Rahal and . . . Emerson Fittipaldi.

If Prost is confirmed for the series, only one place remains to be filled. It is thought that this will probably go to 1984 TransAm champion Tom Gloy.

## Yamaha go F2 with Lees

Geoff Lees will be the Yamaha driver in this year's Japanese F2 Championship. Lees, Japanese champion in 1983 for Honda, but an unhappy works BMW runner last year, will be the first driver to use the recently announced V6 Yamaha OX66 engine. The engine will be fitted into a March 852 chassis, which is an 842 with a flat bottom kit designed by Nigel Stroud and built at BS Automotive. It will use Dunlop tyres.



Lola's new Formula 3000 car, the T950, at its launch in London this Tuesday.

## Dumfries to shakedown Lola T950

Johnny Dumfries will start the testing of the new Lola Formula 3000 car at Silverstone next week, but the young British star still does not know what 1985 holds for him.

"Basically I am still waiting on a decision from Brabham. Lola have invited me to test the car until they have their drivers sorted out."

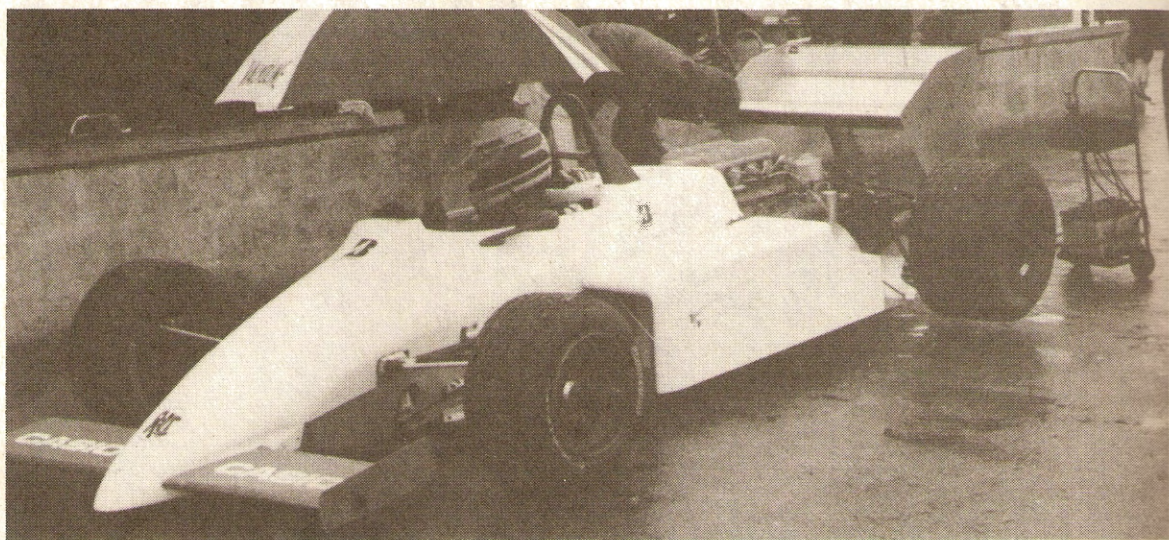
Dumfries tested Dave Price Racing's

flat bottom F3 conversion at Goodwood last week and is otherwise "keeping myself fit for whatever may turn up." If nothing materialises on the F1 front he hopes to busy himself in F3000 and WEC.

## Honda V6 engine in Elgh's March 852

Despite the fact that the Honda engines will have to use silencers in this year's Japanese F2 Championship, two new teams will have the use of the V6 engine. Swede Eje Elgh will be doing his third full season of Japanese F2 and his sterling efforts have been rewarded with a March-Honda 852 which will be run by the Speed Star team with support from Dunlop. Elgh and the team have profited from the fact that Tetsu Ikuzawa has been stripped of his Honda support.

Also running a new March-Honda will be former champion Kazuyoshi Hoshino who last season was the only BMW runner to give Stefan Johansson and Satoru Nakajima a run for their money. Johansson's former team, Nova Engineering, have not made a decision about their driver yet. In the running are Roberto Moreno, Christian Danner and Kenny Acheson.



Moreno in the Goodwood pits during early tests with the Ralt-Cosworth.

## Ralt F3000 plans await tyre deal

Ralt were out testing their F3000 prototype at Silverstone on Tuesday but Ron Tauranac is still unable to confirm his drivers and sponsorship. The delay

concerns FISA's 30 per cent tyre ruling and Bridgestone's level of commitment. "We had intended to announce our plans by this stage" said Tauranac, "but

because of the late notification of the tyre rule we can't. We are awaiting the publication of the Sporting Regulations from FISA to see how we stand."



# New WEC fixtures in USA and Malaysia?

The organisers of the FIA World Endurance Championships are negotiating with circuit promoters in the USA and Malaysia who are interested in staging rounds of the 1985 series. The deals are at a sufficiently advanced stage for dates to be put aside by the Endurance Racing Commission.

FISA representatives will not be drawn about the identity of the American venue, but tell us that there are "two or three possible options". The date for a US race is August 18, one week after the sixth round of the championship at Mosport Park, Canada.

The Malaysian track is the Shah Alam circuit, near Kuala Lumpur, and we understand that negotiations to hold a 1000kms event there are progressing strongly. The race is catered for on November 17, so that the teams could stop over in Malaysia a week after Sandown Park, the Australian event losing its status as the season finale.

FISA's moves reflect its increasing determination to make the Group C sportscar series into a genuinely world-wide championship. The addition of the US and Malaysian fixtures would increase the number of events to 12.

Another change to the WEC calendar would occur if the German Grand Prix is held at Hockenheim. In this event the 31st ADAC 1000 Kms would automatically return to Nurburgring.

Meanwhile, the plan to alter the format of the Monza 1000 in Italy looks unlikely to come to fruition. Tentative moves had been made towards running the event in two parts, with 500kms on Saturday and 500kms on Sunday, but WEC team managers who attended a reception at the Moët et Chandon offices in London last week were mostly opposed to the idea.

## Gary Evans in MTR RT3

Although it is yet to be formally announced, we can reveal that Murray Taylor Racing will be running Gary Evans and Jo Foster in this season's Marlboro British Formula 3 series.

Evans, who raced alongside Carlos Abella at West Surrey Racing last year, will lead the team with backing from DAF trucks, Diversey and Trimoco leasing.

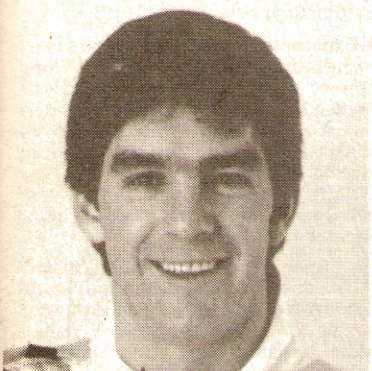
Less is known about Foster. He is a graduate of Formula Russell in the States and with the extremely favourable exchange rate is expected to be well financed.

The two drivers will be driving Ralt-Volkswagens in the series which begins in only a month's time at Silverstone.

## Tiff on top in Bangalore

Tiff Needell drew first blood in the month-long Indian racing festival by winning the Bangalore GP last weekend. Driving one of RK Racing's United Breweries sponsored Chevron B42-5s, Tiff diced with team mate Jim Crawford in the six lap heat, with victory going to the latter by half a length.

The final was over 25 laps and again featured close action between the two team mates. Tiff pitted with gear selection problems leaving Jim clear to win, but he was to retire with a broken engine mounting, leaving Tiff to regain the lead with five laps to go. Rob Moores finished second in a Chevron B38. Full report next week.



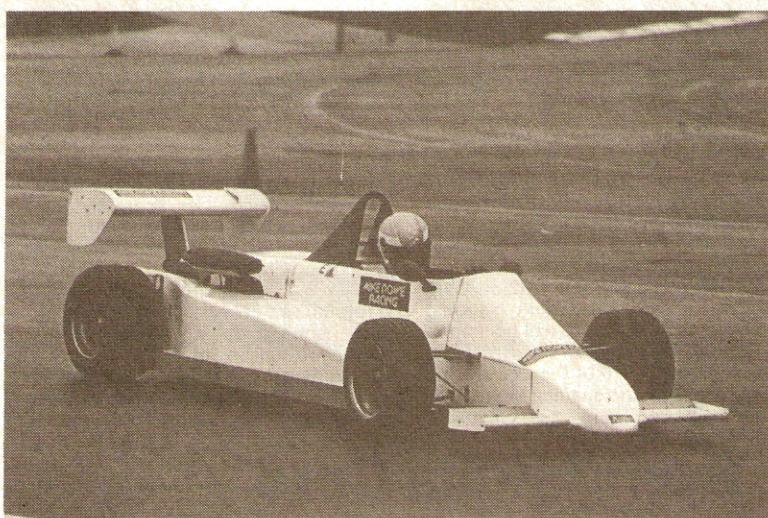
Julian Bailey — in need of backing.

## Bailey's F3 bargaining

Julian Bailey, who looked to be favourite for BP's F3 budget this season until the oil giant's eleventh hour withdrawal from motor sport this month, is redoubling his efforts to land a seat in this year's Marlboro British championship. Now running a pub in Hertford with his brother, Bailey is still discussing F3 deals with several teams, subject to financial arrangements.

"I feel that I must be in a position to start the season," explained Julian last week, "because I know I'm capable of winning the championship with the right team."

Bailey, a former 'Racing for Britain' team member, could feature strongly on the Systime-backed poll when entries for RfB '85 close next month.



Mark Peters had his first run in the interim Anson in damp conditions.

## Rowe's trio sample Anson

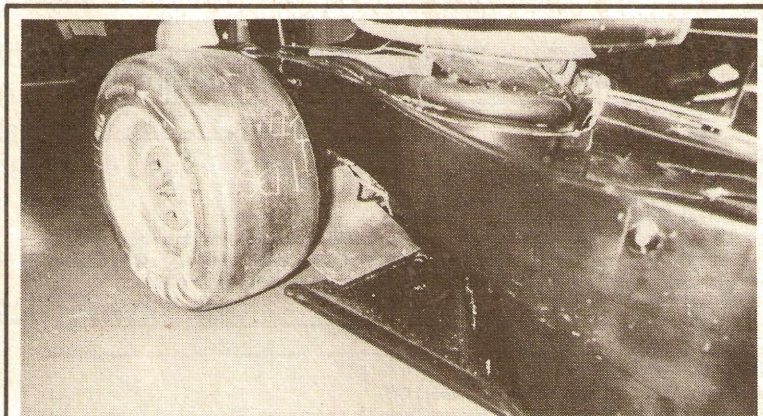
Keith Fine, Mark Peters and Mikael Nabrink tested Mike Rowe Racing's interim Anson SA4B chassis at Silverstone last Friday, in early preparation for the forthcoming Marlboro British F3 series. All three drivers slithered round in very damp and foggy conditions, and were covered by a second at the end of the afternoon.

The car, one of last year's chassis with a 'flat bottom' kit, proved much to the liking of Peters, whose only F3 race to date was at Thruxton in 1982. "I'm very keen to compete in F3 somehow this

year," said Peters, "and this test has made me even more determined to raise a budget. After a few laps I was absolutely sold on the idea..."

Fine, last season's class 'B' F3 champion, looked neat and impressive in the Anson, while the Swede, Nabrink, settled into some sensible lappery, before clambering into the Lyncar sports car after lunch.

The new Anson chassis should be ready in a couple of weeks, by which time Peters' position in Rowe's team might be a little more secure.



## DPR flat bottom solution

Dave Price's latest flat bottom Ralt modification which Johnny Dumfries tested briefly last week. The rear end of the car features the 'coke-bottle' layout at the base although the upper rear bodywork is retained above the venturi tunnels.

## Stover for Dutton Ralt

American computer industrialist Ray Stover will head Richard Dutton Racing's F3 driver line-up in this year's Marlboro championship. Stover, who raced Dutton Royales in Sports 2000 on both sides of the Atlantic last season, will start the trail in the ex-Dave Scott Ralt RT3/84, although Richard has an option on Reynard 853s for mid-season delivery.

A second Ralt may be run initially, for a paying driver. Dutton's choice, British S2000 champion James Thomson, is concentrating on his family's Guyson business interests in 1985, but Richard is hoping to find a way to run the Yorkshireman in selected events, even if he can't forge a season-long deal.



Harald Huysman — will he join Jordan?

## Huysman to join Jordan?

It now looks certain that Eddie Jordan Racing will run Tasmanian Steve Harrington and Belgian Harald Huysman in this year's Marlboro British Formula 3 series.

Although the team would not confirm it, Harrington arrived from Australia last week and is expected to test a new Ralt as soon as one is available from Tauranac's overworked factory. Harrington has almost no experience in single seaters but has raced in saloon cars in Australia with Roadways Racing. Huysman had been talking with Dick Bennetts until recently but it is thought that he did not have the full budget needed. Andrew Gilbert-Scott is not yet out of the picture and is still working hard on a big sponsorship deal. A formal announcement is expected shortly.



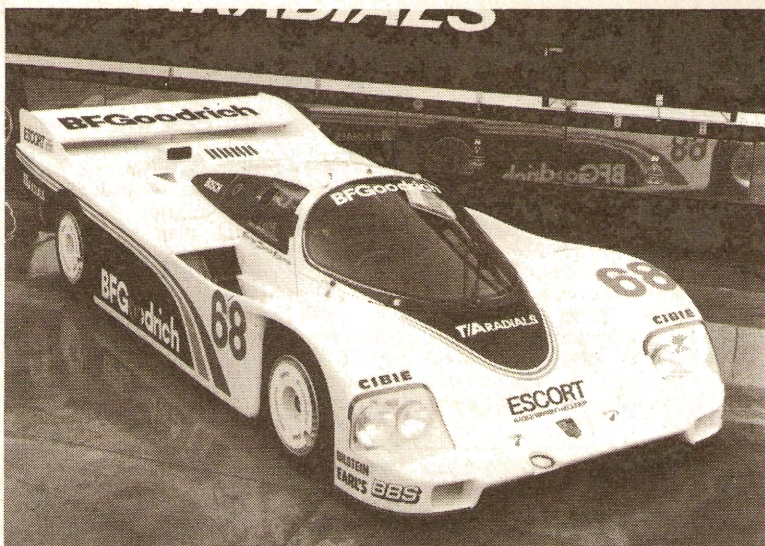
# Daytona IMSA opener

Seven Porsche 962 GTP cars will confront four Buick turbo powered Marches and two Porsche powered Marches in the opening round of the Camel IMSA GT Championship in Florida this weekend. The SunBank sponsored Daytona 24 Hours will be contested by 40 prototypes in a field of 98 cars.

The German machines are Al Holbert's Lowenbrau entry, to be co-driven by Derek Bell and Al Unser Jr; Bob Akin's co-driven by Hans-Joachim Stuck and Paul Miller; Bruce Leven's two Bayside Disposal cars (one of them delivered only this week) for Thierry Boutsen/Henri Pescarolo and the team owner with TBN; Preston Henn's for Bob Wollek/A. J. Foyt; and the new BF Goodrich cars for Jochen Mass/Jim Busby/Rick Knoop and Dieter Quester/Pete Halsmer/John Morton.

The very quick Buick V6 Marches are Ralph Sanchez's new 85G for Emerson Fittipaldi/Tony Garcia/Mauricio de Narvaez; Phil Conte's similar car for Bill Adam/Whitney Ganz; Pegasus Racing's 1984 model for Ken Madren/Wayne Pickering; and De Atley Motorsport's 84G for Michael Roe/Tom Gloy/Daren Brassfield. David Hobbs was to have driven for the De Atley team (whose new 85G could not be readied in time) but has had to withdraw, after badly twisting his knee in a skiing accident in France; 'Hobble' is hoping to be fit in time for the Miami Grand Prix later in the month.

Porsche powered Marches are entered for the 1984-winning Kreepey Krauly team, with Sarel van der Merwe/Ian Scheckter/Tony Martin representing South Africa, and last year's IMSA



BF Goodrich Porsche 962s will be at Daytona on the company's road construction rubber.

champion, Randy Lanier with Bill Whittington and Art Leon in the Leon brothers' car.

Two Group 44 Jaguars, with the latest specification V12 engines from Coventry, will be crewed by Brian Redman/Hurley Haywood/Bob Tullius and Claude Ballot-Lena/Jim Adams/Chip Robinson. NASCAR Grand National champion Terry Labonte will be among the drivers of the new Chevrolet V8 powered Lola T-710 of the Lee Racing team. The Cosworth engined Momo (née Alba) will be there for Gianpiero

Moretti/Massimo Sigala/Jim Trueman.

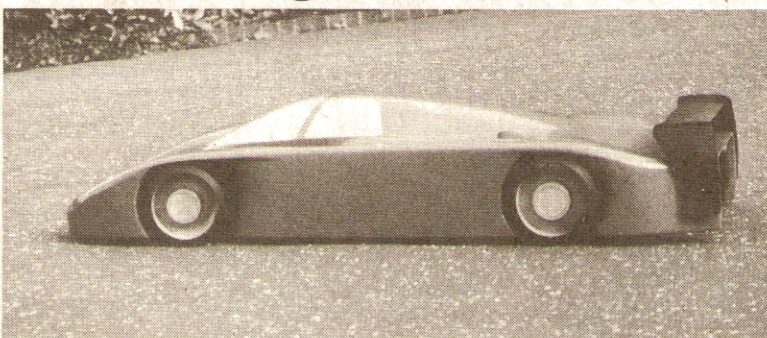
Also spotted in the entry list: Juan Manuel Fangio III in an Osella-BMW; erstwhile Dallas GP promoter Don Walker in a Ferrari Boxer; actor Gene Hackman in an Argo-Buick; 'Fomfor' in a Sauber-Chev; Willy T. Ribbs/Doc Bundy/Wally Dallenbach Jr in Roush Prototaf's Ford Mustang; NASCAR ace Neil Bonnett in a Camaro; Elliott Forbes-Robinson in a Porsche 924; Australians Allan Moffat/Kevin Bartlett in a Mazda; and Graham McRae in a Dodge Daytona. Full report next week.

## New Argo GTP from Anglia Cars

Jo Marquart of Anglia Cars is currently well advanced with the production of an all-new Argo GTP car, designated JM19. Having sold the production rights for its predecessor, the popular JM16, to Hubert Kleinpeter of Royale Racing (UK) Ltd, and finished the last new machine for him last week, work on the JM19 project has become top priority at the Griston works.

Conceived as a Mazda-powered design for the 700kg Camel Light class in the IMSA GTP championship, the chassis has now been reworked to allow fitment of Cosworth DFV or DFL power units, as required.

The distinctive bodywork, evolved through extensive wind tunnel work at Southampton University's facility last year using a scale model, is apparently past the buck stage. A complete car



A scale model of Jo Marquart's distinctive new Argo GTP design.

should be ready in March.

One of the first JM19 customers is a European team which intends to race a Group C2 version in WEC events. Its

début is scheduled for the Mugello 1000Kms (the opening round of the 'Teams' championship) in April. Drivers of the Argo will be British.

## ■ WEEKEND SPORT ■

### INTERNATIONAL SPORT

| Date    | Venue                 | Event/Details                                                                                                                                                                                                                                                                                                                           |
|---------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Feb 03  | Daytona, USA          | SunBank Daytona 24 Hours<br><i>For preview see above.</i>                                                                                                                                                                                                                                                                               |
| Feb 03  | Pukekohe, New Zealand | Nissan Sport 500 Group A Series, round 2<br><i>Second and final round of this two-race mini championship. Those expected to take part include Frank Sytner to be joined by Australian Ron Dickson, and Tom Walkinshaw, who will be driving a Rover Vitesse alongside John Morton. In all there will be 24 starters in four classes.</i> |
| Feb 2/3 | Shah Alam, Malaysia   | Malaysian Grand Prix                                                                                                                                                                                                                                                                                                                    |

### OFF TRACK

| Date   | Venue                                     | Event/Details                                                                                                                                     |
|--------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Feb 03 | Neen Sollars, Nr. Bewdley, Worcs.         | The Geoff Taylor Sporting Trial (Hagley & District LCC)<br><i>Another round of the RAC/BTRDA Fiveways Tyres Championship. Starts at 10.30 am.</i> |
| Feb 03 | Ashday Woods, Halifax, Yorkshire          | Captains Rose Bowl Trial (Yorkshire SCC)<br><i>Featuring the leading contenders on the northern trial circuit. Event starts at 10.30am.</i>       |
| Feb 03 | Winfrith Newburgh, Nr. Dorchester, Dorset | South Dorset Trail & PCT (Woolbridge MC)                                                                                                          |

Secretaries of the Meeting are requested to send details of forthcoming events to Fiona Grant, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

## ■ BRIEFLY ■

■ In Italy they're saying that Bernie Ecclestone signed a Brabham sponsorship deal with Mateus (the Portuguese wine manufacturer) last week. There is still no news about Bernie's second driver, but Teo Fabi, Nelson Piquet's team mate in 1984, has been doing some of the testing at Kyalami this week. Johnny Dumfries waits by the phone...

■ Jack Oliver's knotty driver problem continues, apparently. Barclay, his sponsor, wants to keep Marc Surer, but BMW, his engine supplier, is very keen on Gerhard Berger. In theory, at least, all teams need to nominate their drivers to FISA by today, January 31.

■ John Paul Jr, arrested in Florida last week on a charge of 'racketeering', has been bailed out by his IMSA team owner, Phil Conte, who says he will stand by his driver "all the way". Court appearances permitting, Paul will drive Conte's March-Buick throughout the IMSA season.

■ Volkswagen have announced end of season bonus schemes for VW users in the three big saloon car series this year. The Trimoco series will carry class awards of £1000 for the winner, £500 for second and £250 for third, while the Uniroyal and Monroe series will have prizes of £300 for first, £150 for second, and £50 for third.

■ Jaguar has announced its Driver of the Year for 1984—the 10th annual award—which goes to 49-year-old Bob Smiley who raced a XK140 in American regional 'Big-bore' production racing.

■ Belgian Bernard de Dryver is planning to contest the Formula 3000 championship in an updated Fittipaldi chassis. De Dryver was a strong Aurora runner in a Fittipaldi in 1979.

■ Lola Cars have now sold 22 of their T900 Indycars — including a couple to A.J. Foyt. The legendary Texan, who celebrated his 50th birthday a couple of weeks ago, therefore joins the increasing number of CART entrants who are hedging their bets...

■ Expatriate Briton Johnny Hayes Harlow has a drive in this season's IMSA long distance events in Del Russo Taylor's Pontiac Firebird GTO class contender. The Yorkshireman, who has driven S2000 cars and a Porsche 935 since arriving Stateside two years ago, has recently announced his forthcoming marriage, so he's clearly enjoying life in Florida!

■ German F3 driver Volker Weidler, who made a good impression with fourth place at Macau, was in England last week looking for an F3000 drive. He visited Eddie Jordan Racing, Bob Sparshott Automotive and Lola and is investigating the Italian opportunities this week.

■ Loto, the French national lottery will not be continuing their sponsorship of the Ligier team despite supposedly having a three year contract. The new Ligier, designed by former Renault design chief Michel Tetu should be ready in mid-March.

■ Thierry Tassin will be joining Johnny Dumfries testing the new F3000 Lola at Silverstone next week.

■ Eric Lang, who ran with Alan Docking in F3 last year and until recently was being linked with Docking's F3000 project, is now thought to be talking to several IMSA teams.

■ Dave Price Racing have been talking to double Canadian FF2000 champion John Jones. The teenager from Thunder Bay, Ontario, has dominated the series for the last two years and is thought to be keen to progress further in single seater racing.





## Portuguese preliminaries

Revamped Ferrari C4 quickest overall — Warwick has a big accident — Dramatic improvement from Alfa Romeo

Rain severely restricted the Formula 1 tyre testing at Estoril last week. Ferrari, Renault, Alfa Romeo, McLaren and Tyrrell only managed to get in a day and a half of dry running on Wednesday and Thursday before abandoning the programme in atrocious conditions on Friday.

Main news of the test was Derek Warwick's dramatic accident (see separate story), none of the teams running anything totally new. The rain covered the track in dust and dirt but nevertheless times recorded on Thursday were very representative on race rubber. Only Ferrari tried qualifying tyres, Michele Alboreto setting what was academically the quickest time of the session, 1m 21.8s, just a tenth slower than Nelson Piquet's pole time last October.

Consistently the quickest on race rubber was the McLaren MP4, Alain Prost doing the final stint and posting 1:23.47. Niki Lauda, who holds the lap record at 1:22.90, was sidelined with an engine problem after doing 1:23.75. The MP4 was fitted with the latest Bosch motronic system contained in a single box mounted above the fuel tank and connected to an onboard digital read-out which told the drivers exactly what their situation was.

There was also a revision to the rear suspension to accommodate the Goodyear radials, and all the teams appeared to be very pleased with the balance and performance of the latest Akron runner although, of course, there was very little actual 'tyre testing' taking place. The MP4 was the fastest through Ferrari's speed trap at 195mph, some five mph or so quicker than the best at last

year's Grand Prix. A Shell decal was prominently displayed on the nose of the car and an announcement of a multi-million dollar deal is expected shortly. Segafredo acknowledgment was prominent on the drivers's visors.

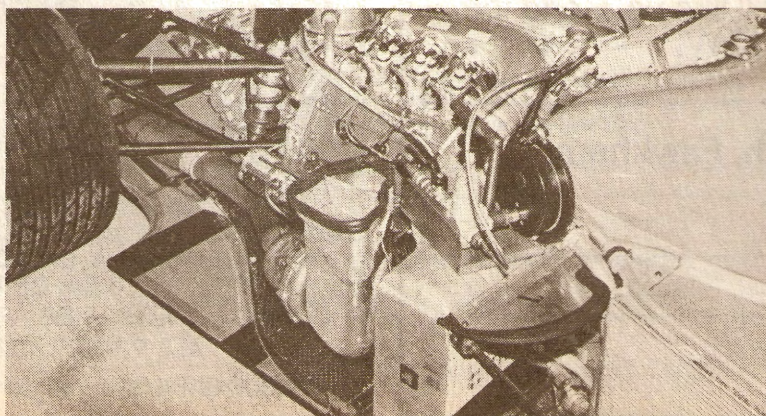
As at Paul Ricard the Alfa Romeo was showing well. Eddie Cheever set a competitive 1m 1:23.54 in the old chassis fitted with an internally revised V8, Marelli electronics and KKK turbos. Riccardo Patrese arrived after being 'fogged in' at Milan and didn't get to run before the final rains came.

Before switching to qualifiers Alboreto's quickest was 1:23.67 in a C4 fitted with new bits destined for the 156/85, due to be launched on Feb 10. Basically the V6 engine installation was totally revised with much tighter packaging of the turbo system to give a long, flat

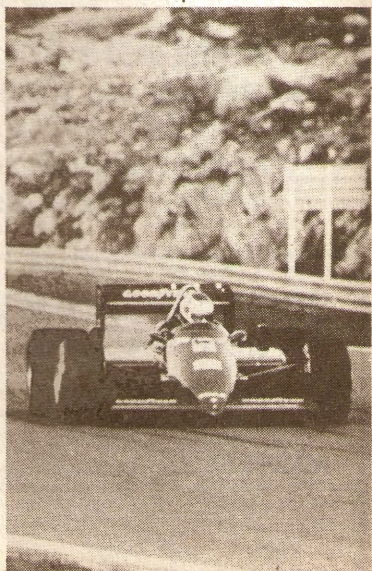
rear bodywork section and an even more pronounced coke-bottle rear end. The rear wing was mounted on a beam rather than single pillar. Rene Arnoux was also present but knocked a corner off his car when he spun on Lauda's oil, having only managed a 1:26.26 best.

Other than his accident Warwick was happy with the Renault performance even though neither he nor Patrick Tambay bettered 1:24.30. They were testing new rear suspension components and differentials at low boost and never went for a time. The RE60 is due to be launched on Feb 18.

Tyrrell were present with the old DFV powered 012 for Martin Brundle (1:27.51) and, very briefly, Stefan Bellof (1:27.65), times which would have got them comfortably on the grid in October, had they been able to run.



Above: The start of a new association. Patrick Tambay drives his Renault RE 50 past the Goodyear truck. Although not particularly quick, the French team came away happy from Estoril despite Derek Warwick's mammoth accident. Below left: The revised rear end of the Ferrari C4 has a much more pronounced 'coke-bottle' shape. Apart from these changes none of the teams were running anything completely new. Below: Michele Alboreto was the only man to try qualifiers. He set fastest time overall, although Alain Prost's McLaren and Eddie Cheever's Alfa were quicker on race rubber.





# Warwick's fortunate escape

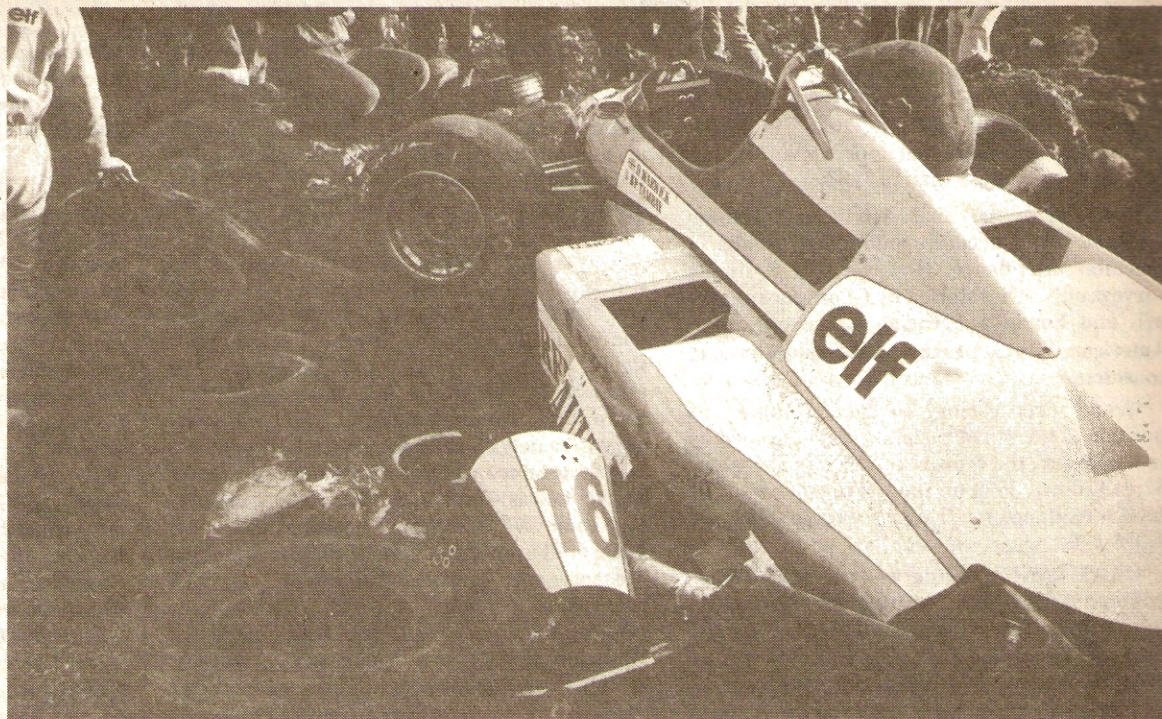
"No doubt about it," Derek Warwick told us on Monday. "I was very lucky to get away with it . . ." The Jersey-based Renault driver was speaking of his enormous accident during testing at Estoril last week. The RE50 went off the road at the entry to the first turn when travelling at over 180mph, finally coming to rest on top of a tyre barrier — beyond which was a steep drop.

"We're pretty sure that a bolt came out of the right rear suspension — where the wishbone bolts onto the upright. I touched the brakes coming into the corner and bang! The car was gone.

"The thing is, the guardrail had been taken down, and they'd temporarily built a false bank, with tyres in front of it. I eventually finished up on top of that, and immediately beyond it was a drop of at least 50 feet — with steel spikes sticking up! I was a bit annoyed about that, I must say. They're building walls there, with reinforcing rods, to act as foundations for the new guardrails and debris fencing, and it was these rods which were sticking up.

"I must say that the car stood up quite well to the impact, and I was delighted by that. I got out of the car, and everything seemed fine. I had a few bruises, but nothing more than that. The following day, Friday, I felt fine, but in the evening my back became a bit sore, and by Saturday afternoon I could hardly move — literally. And at the moment it's frankly excruciating. I think I must have trapped a nerve or something. I'm due to have some physiotherapy later today."

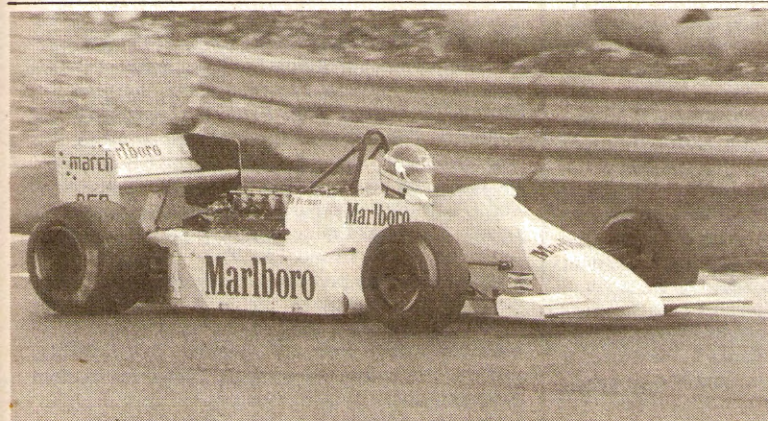
Accident apart, how had the week gone? "Very well, really," Derek replied. "I know Tambay and I weren't as quick as some, but we never really went for a time. We were there to try bits from the new car, diffs and shock absorbers and driveshaft and so on. And we weren't running the new engine, either. We had last year's engines in the cars — and not even with electronic injection. Generally, we were very happy, but the problem was that the weather washed out most of the week. We had only one full day of



running, and so we didn't get anything like as much work done as we'd hoped.

"We were going to take just one car to the Rio tests, and run it for three or four days. Now, because of the rain last week, we're having to take two, and we'll run the whole seven days."

Above: Warwick's escape was extraordinarily fortunate. The photographers beyond the front of the car are standing at the top of the 50ft embankment. Right: Derek, not yet feeling pain from his back, talks over the incident with Niki Lauda.



Pirro's F3000 March — faster through the speed trap than the Tyrrell.

## March pleased with speed of F3000 car

Onyx Race Engineering took the prototype March 85B F3000 car to Estoril for tyre testing with Avon last week. Apparent problems with Ferrari's insurance meant that they had to wait until the F1 cars had finished but they had the last laugh as the weather cleared for Saturday and Sunday, even though the track itself was very dirty.

The car was in Marlboro colours and Emanuele Pirro did all the driving, covering some 600 miles in the two days.

The Italian's best time was 1m30.1s, about half a second quicker than the Bridgestone shod Ralt prototype managed in December. "It was a very good exercise which taught us, and Avon, a good deal" commented Onyx's Mike Earle. He also reported, intriguingly, that the F2-based March was doing 175mph at the end of the main straight — about 10mph quicker than the DFV-powered Tyrrells (with their larger tyres and wings) had been doing earlier in the week!

## Cheever optimistic

Eddie Cheever was in a buoyant mood after the brief Estoril testing with Alfa Romeo. "We were on the pace here as well as at Paul Ricard and I think we are getting close to being really competitive."

Running at the same consumption level in Estoril as they were last October, the Alfa was 2.5 secs quicker. "We have about 150 bhp more at the same settings," said Cheever, "but we still

have a consumption problem. However, we have got some new bits to try on the engine to solve this, and a new chassis coming next month."

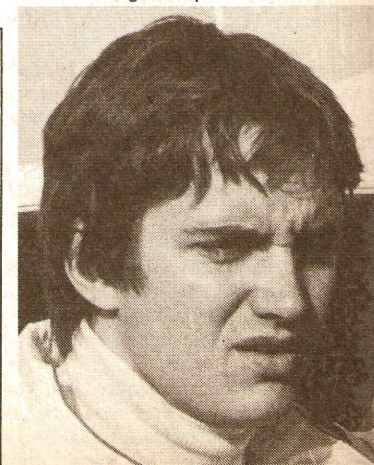
The V8 engine at Estoril had new heads, new pistons and a KKK turbo system, while further improvements had been made with the Marelli electronic ignition management system. There is a possibility of the Bosch management system appearing soon.

Various revised aerodynamics were due to have been tried under the eye of Ing. Camaschella, in charge of the Fiat wind tunnel for the past 10 years and now on Euroracing's staff.

Cheever — a great improvement.

## Estoril straight resurfaced

Immediately after the F1 and F3000 testing finished at Estoril last weekend, work began on digging up the whole of the main straight. Since the Grand Prix last year some additional vicious bumps have appeared and the owners decided to take drastic action, prompted somewhat by Renault trying to apportion part of the blame of Warwick's accident to the state of the track.





# Crowd figures on the up

Although no analysis can be entirely thorough and reliable, the latest motor racing attendance figures supplied by the Goodyear Tyre & Rubber Company indicate that, in 1984, pro-series events attracted approximately 5 per cent more spectators than in 1983.

Goodyear's yearly analysis is the nearest thing we have to an accurate pointer to trends in spectator attendance. However, the company surveys only series staffed by Goodyear personnel, and Formula 1 racing is the only non-American track racing championship it considers.

Grand Prix racing, in fact, retained its position as the world's leading series, according to Goodyear, the crowd on race day averaging 82,813 (down 3520 on the previous year). The total attendance for the 16 events in 1984 was 1,325,000.

CART Indycar racing was the second most popular series in the Goodyear survey, averaging 60,750. The total attendance for the US national championship was 972,000 for 16 events. Goodyear took into account the Indiana-

polis 500, which is the best attended one-day sporting event in the world.

The NASCAR Grand National Championship was third in the popularity stakes with an average attendance of 52,467, but with 30 races on its schedule the stock car series attracted more total spectators than Formula 1 (1,574,000).

The average attendance for CanAm in 1984 was 18,800, for TransAm touring cars 23,438, and for IMSA GT events 28,000. No similar analysis is carried out in Europe, but the IMSA figure compares favourably with our own estimate of the figure for the rival World Endurance Championships, which is very approximately 25,000 per event. Goodyear state that the total crowd figure for the IMSA series of 17 events was 476,000; AUTOSPORT estimates that some 275,000 people attended the WEC series of 11 events, but that estimate includes the Mosport and Kyalami rounds of the FIA championship, both of which, for complex reasons, took place with very small race fields. Omission of these two 'rogue' races from our estimate of the average WEC attendance

produces a healthier picture, that of 30,000, Le Mans included.

This shows a substantial improvement on 1983 for the FIA sportscar racing series which is reviewed in this issue. It is the enthusiasm for Formula 1, however, which leads AUTOSPORT to feel such optimism about the future health of the sport, for the Formula 1 Constructors Association's television viewing estimates show a strong increase. The introduction of Formula 3000 in place of Formula 2, we feel, is bound to increase crowd attendances this year at the premier second-division events in Europe, and the improving European Touring Car Championship is also becoming substantially more popular.

As a barometer of the popularity of motor racing, the Goodyear analysis is useful, although one should be cautious in drawing conclusions from it. However, it is a great pity that such figures are not published covering the various European championships — a function, we would have thought, which could be performed by the FISA commissioners with relatively little effort.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### Lateral thinking

From the following, the reader will be left in no doubt that I am not an engineer. However, I am a dreamer — and in the past some of my dreaming has not been too far off the mark. (In January 1982, AUTOSPORT picked out my letter of 10 years earlier in *Then As Now?* outlining proposals for fixed skirts and the creation of downforce by partial vacuum inside the car).

I have wondered whether the problems of Cosworth runners not having access to, or finances to afford the mandatory turbo in Formula 1 could be eased by the following: would it not be feasible, by redesigning crank and valving requirements, to turn one bank of a Cosworth V8 into nothing more than a very high-pressure pump, to supercharge the other bank?

I am sure there must be problems in the control of a steady charge, although pulses of pressure to synchronise with cylinder filling might be possible, as in the case with tuned two-strokes.

Balancing would also be a problem (if it would work at all). But I think of the enormous compression generated in each cylinder, and just wonder whether that energy could be harnessed.

Pride does not enter it and I would be quite happy to see a letter from a trained engineer demolishing the theory — it's fun to muse and ponder regardless. I keep thinking of all those chassis set up to take a Cosworth that would not need redesigning to take a totally different shaped engine.

Well, gentlemen, would it work?

LONDON, NW11

ALVIN COHEN

*In theory, the idea is possible (it has been done before). In practice, it would be a very difficult exercise, if for no other reason that that four cylinders a head, pistons and conrods weigh much more than a turbocharger. And just think of those balancing problems! An alternative, though, may be to turbocharge a BDA! — Tech. Ed.*

### Vote for Julian

The withdrawal of BP from motor racing is a tremendous loss to the sport in general for, over the past decade, a group of very talented young drivers has been helped to achieve their highest ambitions through its support.

The most promising and successful young British driver who will lose most in 1985 is Julian Bailey. As a fully supported BP driver in FF2000 for the past two seasons, Julian has begun to show the depth of talent

which he possesses and, indeed, BP Les Thacker himself, in his valedictory remarks, has stated, "Nobody has seen the best of Julian yet," and has also forecast that "Julian will be in Grand Prix racing within three years." The most tragic effect on Julian's career is that he would have been BP's choice for Formula 3 in 1985.

So, through your columns, may I appeal to your readers to vote for Julian Bailey through Systime Racing for Britain as the driver to be supported for F3 in 1985, so that he may fulfil Les Thacker's prophecy?

PHILIP RUTTER

ALCESTER, WARCS.

### It's all downhill . . .

In response to Sebastian Kent's letter about the Dangerous Sports Club (*Correspondence*, Jan 24), I would like to reinforce his plea for coverage of the club's annual meeting.

The event could be considered as a form of reverse Pikes Peak, with all sorts of ridiculous forms of transport competing to be the fastest down the mountain. And, looking to the future, the event could be transformed by press coverage, as has that peculiar French annual outing to the Sahara Desert (the Paris-Dakar), and hopefully achieve a similar amount of pages in AUTOSPORT. And who knows, it could perhaps even rival those great downhill events such as the Kandahar and Lauberhorn races that have achieved such popularity in this country thanks to the excellent efforts of the *Ski Sunday* team, and the armchair enthusiast of course . . .

DEAL, KENT

ANDY STOKES

### Just reward for the Beeb

Having just returned from the annual BRSCC award ceremony, I feel that I must put pen to paper and say how delighted I was to see John Philips of the BBC receive the BRSCC Trophy. For those not familiar with the award, it is given to a person or body who is adjudged to have made the most significant contribution towards furthering the cause of British motor sport.

In the past, it has become fashionable to knock the BBC for their lack of coverage or for the quality of the coverage that *did* exist. The prime target of the 'knockers' was always poor Murray Walker, who never has the opportunity to explain to his audience that he is doing his commentary from a poky dug-out while observing a tiny black and white monitor as various

different producers talk simultaneously to him. The question is often asked as to why the BBC do not take a production unit to every Grand Prix and give us transmissions to the same standard as the British Grand Prix. Well, while talking at Brands Hatch last year, Murray Walker admitted that this would be ideal in theory but is not practical. How, he asked, would the BBC react if German TV, for example, walked into Brands Hatch to produce the British Grand Prix.

I would like to congratulate the BBC on their 1984 motor sport coverage, especially of National racing and am glad to see their efforts recognised by major sporting bodies. Keep it up!

EALING, MIDDLESEX

A. NESBITT

### 'E' for escalation?

As an impecunious Formula Ford competitor at Oulton Park, I was interested to read about the plans for 'Formula E' racing (*Sports Extra*, Jan 24) which would apply to Formula Fords with outboard suspension. This will effectively be a pre-'81 formula and has prompted me to suggest that the respective organisers of pre-'74 and '74-'78 Formula Ford series ought to consider a regular updating of category by one year every season or two (ie. to pre-'75 and '75-'79).

This would help prevent the cost of buying an older car from escalating as: (a) the number of cars eligible reduces through natural wastage, and (b) as those particular years become more popular. This would also introduce new interest to these categories without 'umpteen' divisions being created.

What price post-historic Formula Fords?

STOCKTON-ON-TEES

MIKE DALTON

### Support your circuits

I hear that, among other others, M Balestre does not favour the idea of staging the Birmingham Grand Prix, and for the first time I must say I agree with him!

When MCD or the BRDC hold a Grand Prix, the money goes into motor racing, not only through the improvement in facilities, but also through supporting these companies in their endeavours to make money and keep permanent motor racing venues going. There is ample evidence in this, as Brands Hatch and Silverstone have better facilities than those circuits not graced by the Grand Prix (although I must say that Silverstone's bar cannot rival Snetterton's, and the Brands Hatch driver changing rooms are put into a shadow by Snetterton's facilities).



If a Grand Prix is to be held at Birmingham, where will the profit go (assuming there is one)? What will be the benefit to the club racer or enthusiast? While the permanent facilities at Brands and Silverstone sit empty on the day, vast sums of money will have been spent on temporary stands which will be pulled down at the end of the event — or is it to be a 'Television Grand Prix'?

I am fairly unenthusiastic about a Donington Grand Prix as it could dilute the efforts being made by Brands and Silverstone, but at least we might get a paddock and some viewing facilities!

If we are to be granted a second Grand Prix, then let's have it where it will do the club racer some good — either give Silverstone and Brands one each, or have it occasionally at Donington, or Snetterton, or Oulton, or anywhere where the efforts will be felt by the club racer and not disappear into funding temporary installations. Motor racing depends on the profits from big meetings — let's not waste them.

TOWCESTER, NORTHANTS

TONY CLINKARD

## Steely performance

I read Paul Harmer's review of GT and Special Saloon Car Racing with interest (AUTOSPORT, January, 10). However one small correction. I sold my lightweight Stiletto two years ago and the car driven by my son Tony, at Castle Combe last season was a steel Stiletto. He built the car himself to Modified Saloon regulations and even built his own engine — with a little help from Ray Payne! I doubt if he even expected to win the class on reliability.

BOURNEMOUTH, DORSET

BRIAN CUTTING

## Thankyou for your support

With reference to my letter 'Stand up for Goodwood' (Correspondence, Dec 20/27), I would like, through this issue, to thank the many individuals, businesses and clubs who have sent letters and petitions in support of the Goodwood Motor Circuit under the heading 'Friends of Goodwood'. It is most gratifying to find so many people are interested in ensuring the continued use of this famous old circuit. All correspondence has been handed to Goodwood management.

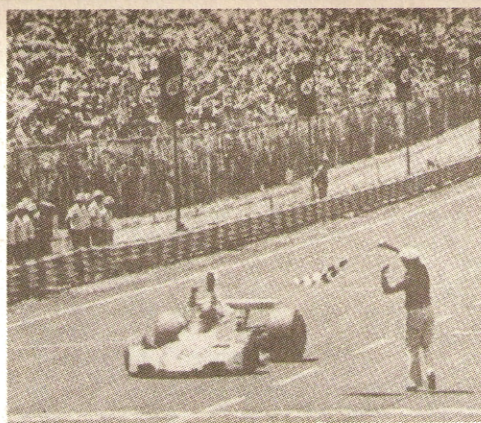
The Department of Environment, through the local council, has requested that the circuit ceases operating on Sundays. This, quite naturally, is not acceptable. I would ask you now to not only continue with your letters and petitions to me under the heading 'Friends of Goodwood', but to please write to:

Mr JR Adams,  
H.I.H.,  
Health and Housing Department,  
East Pallant House,  
East Pallant,  
Chichester,  
West Sussex PO19 1TY.

This is the gentleman who may figure prominently in any future legal moves against Goodwood. Remember your continued support is still urgently needed, if we are to keep Goodwood open for enthusiasts present and future. Thank you.

WORTHING, WEST SUSSEX

COLIN WELLS



**10** The Brazilian Grand Prix reinforced Jean-Pierre Jarier and the Shadow DN5 as the new season's quickest car/driver combination (AUTOSPORT, January 30, 1975), the Frenchman annexing pole on the majestic Interlagos circuit by almost 1sec. For the first time in many years, the whole field were on the same tyres, thus removing some of the pressure from qualifying — imagine turbo qualifying boost and sticky 'qualifiers' around Interlagos...

Carlos Reutemann made another demon (if suspect!) start to lead the early laps, but was soon overhauled by the flying Jarier who looked set to win, before being sidelined with a metering unit problem eight laps from home. Carlos Pace, third early on, soon came to terms with a struggling Reutemann, and it was he who inherited the lead of his home Grand Prix. 'Moco' duly reeled off the remaining laps to be greeted by an ecstatic home crowd (above) that "literally tore him out of the car, ripping his overalls at the knee and hoisted him onto a dozen shoulders before he had time even to open his visor". Emerson Fittipaldi completed the party with a second place which put him six points clear at the head of the World Championship table.

Other notable events at Interlagos included Ronnie Peterson again racing a Lotus amid more wild speculation of his impending arrival at Shadow in a direct swap for Tom Pryce; pre-race ramblings concerning the demise of the Ford Cosworth V8 (eight years premature with the benefit of hindsight!); and both Ferraris being in the points, but off the ultimate pace. The 312T was much needed!

On the rallying front, a brilliant drive saw Sandro Munari dominate the Monte-Carlo Rally with his Lancia Stratos. Munari led the event from stage one to the finish after the Stratos ranks had been depleted following crashes by Andruet/Jouanny and Pinto/Bernacchini on the second stage. The threat from the works Renault-Alpines did not materialise, all four crashing on an incident-packed rally. Indeed, of the 96 starters, only 30 were still running at the finish even though the official number of classified finishers was 43. These were the lowest figures since 1936.

**25** The Mercedes works team clinched a memorable 1-2-3 finish on the Monte Carlo Rally 25 years ago this week (AUTOSPORT, January 29, 1960), marking a spectacular return to competition for the official Daimler-Benz AG entry. The outright winners, Walter Schock and Rolf Moll, put up what was described as 'a perfect display on the extremely difficult mountain tests', dropping only 30secs in their 220S on the double circuit (below). Second and third placed Mercedes were driven by Bohringer/Socker and Ott/Mahle. Highest placed British entry was fourth overall for the Peter Harper/Raymond Baxter Sunbeam Rapier. The exceptional result for the German team was a direct result of their weeks of meticulous planning and practising in the region prior to the rally.

While all this was going on in a snow-bound Europe, a Cooper-Climax was winning the New Zealand Grand Prix for the third year running. The 150-mile race took place on the Ardmore circuit near Auckland, and in front of a crowd of 44,000 Jack Brabham scored a fine victory, finishing just 0.6sec ahead of his team mate Bruce McLaren, who gave his all in an attempt to win his home Grand Prix. Stirling Moss had led from 'Black Jack' in the early stages, setting a lap record, but his transmission hit trouble on lap 27, ending his wheel-to-wheel battle. Third place was claimed by Australian Bob Stillwell from Stan (father of Alan) Jones, who were both Cooper-climax mounted and three and four laps down respectively. Maserati 250Fs rounded off the top six, with the talented Johnnie Mansel heading Arnold Glass home. A good day for Anzacs. David Piper was an unfortunate retirement having held fourth place for quite a while in his F1 Lotus.

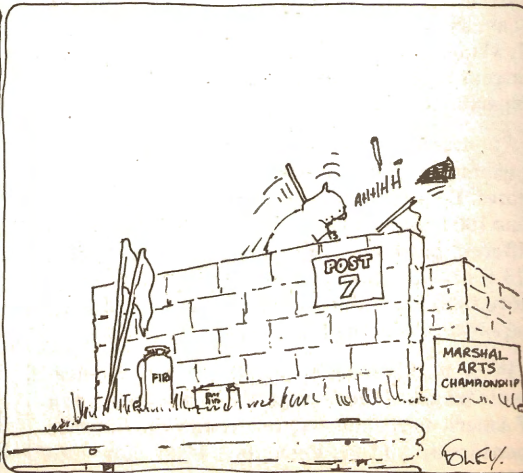
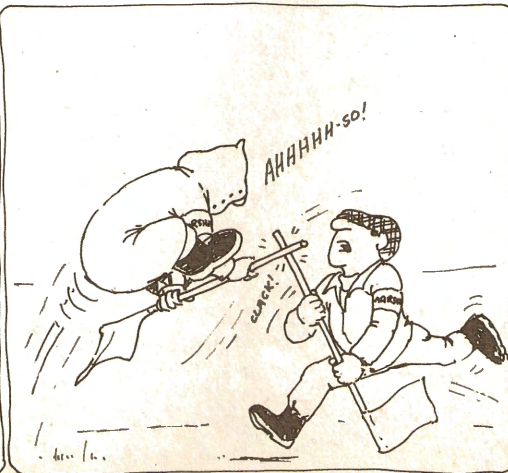
Hot on the heels of the announcement of the planned extension of Brands Hatch, RAC officials inspected a new 2¼-mile circuit at Darley Moor in Derbyshire. While *Sports News* also brought news of special modifications that were being made to Henry Taylor's Laysal F2 car... to accommodate his size 11½ feet.

Ron Flockhart recalled in an interview with Chris Nixon that in his early days of racing he often used to wear his shoes out in the course of a day's competition; but he was only four and his mount then a gravity powered go-kart.



## CATCHPOLE

BY BARRY FOLEY





# Carl Haas



GORDON KIRBY talked to Carl Haas shortly before the launch of the American's Beatrice-backed Formula 1 team

Carl Haas and sponsor the Beatrice Companies Inc. announced their new Formula 1 team at press receptions in Chicago on Monday and in London on Tuesday of this week. The giant Chicago-based Beatrice combine will sponsor both Haas's Indycar championship-defending team with Mario Andretti at the wheel and a new Formula 1 team with Alan Jones in the cockpit. Beatrice's total deal with Haas is reliably reported to be an \$80 million budget spread over five years, 1985-89. Remarkably, Andretti has signed a three-year contract to drive the Newman/Haas/Beatrice Lola's in CART races while Jones's F1 deal is for two years. A full two-car F1 team will take to the tracks in 1986.

Over the years Haas's racing teams have won three American Formula 5000 championships (in partnership with Jim Hall and with Brian Redman doing the driving), and four CanAm titles (with Patrick Tambay two times, Alan Jones and Jacky Ickx) as well as taking last year's Indycar championship. Under the banner of Team Haas USA, the Chicago-based Lola and Hewland dealer will become the first American entrant to race in Formula 1 since Roger Penske departed the scene in 1976.

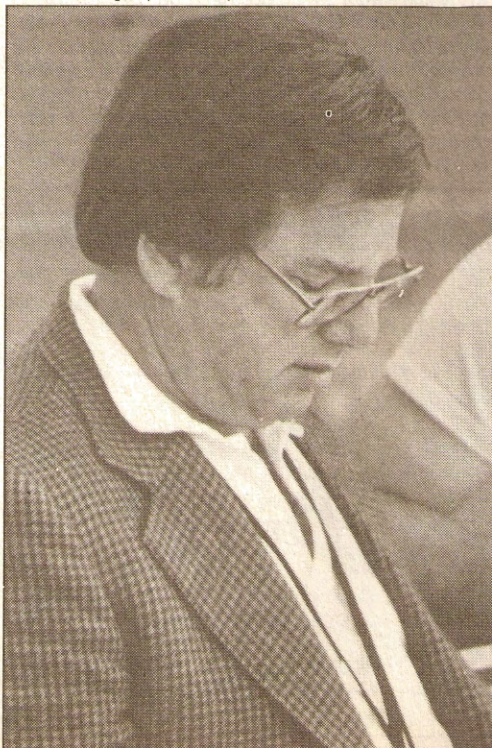
Sponsor Beatrice is the largest food and consumer products manufacturer in the United States. Beneath the corporate umbrella are more than 100 major brand names and more than 9,000 different products. Annual sales in 1983 totalled \$13.5 billion, and last year the company spent more than \$23 million on TV advertising during the two weeks of the Los Angeles Olympics.

Prior to this week's Haas/Beatrice announcements we asked the 54-year-old Haas — a veteran of American racing — to tell us how the Beatrice sponsorship and his Formula 1 team came into being.

"Beatrice feels that racing is a good vehicle for them and they're not too concerned about the costs," explained Haas. "They think that for what automobile racing can offer them, it's comparatively cheap. They also feel it's a very untapped market. And I feel it's super that a company like Beatrice feels that way about racing. We are going to deliver and I feel the effects of that will be to drive the whole sport up. I think it's going to be a very, very good thing for automobile racing.

"For my part, I'm very excited about the opportunity to strengthen our already successful Indycar team and to go Formula 1 racing in a first class way. I've had some

Haas — a huge sponsorship deal with Beatrice.



aspirations for Formula 1 for many years. It is the one area of racing I haven't been in and really, it is the benchmark. It's the ultimate."

Haas did not demure when we asked him to comment on Beatrice's reported \$80 million package.

"Numbers get thrown about all over the place," he said. "And I want to tell you the numbers are large. Whether or not it's exactly \$80 million or \$70 million or \$90 million, it is adequate. I don't think it's for me to say exactly what they're paying me, but it is a very healthy number. It's what is required to do the job.

"One thing I will say, is that to go racing in a first class manner, and have all the tools and people that you need, is expensive. CART is not cheap any more. It's really escalated in the last two years but then, of course, the purses have escalated and so have the sponsorship figures.

"Formula 1 is very, very expensive. The costs are astronomical. Very shortly we'll have 70 people working for us, and some of them are highly-paid, highly-technical personnel. With the factory costs and the wind tunnel work and everything that goes with it such as the travel costs, Formula 1 is very expensive.

"To run a Formula 1 Grand Prix team costs maybe three or four times what it does to run a CART team. And you can see where the numbers are coming from. It's needed. It's not a case of grabbing the money and running."

Beatrice have taken a position and attitude that is very unlike many racing sponsorships.

"They are very serious about it. They realise that for the Formula 1 team 1985 will be a year of gathering a team together and getting the operation up and running. This will be a building year and Beatrice recognise that. They also recognise you have to take a longterm approach to achieving success in Formula 1.

"Beatrice have just adopted a new identity package, and they are looking at longterm programmes as far as accruing the full benefit of this new direction. There are a lot of different things going on with the corporation as a whole, so it's good to have ourselves dovetailed with them at this time. They understand the investment that is needed to gain longterm benefits and right now our teams are an integral part of that approach.

"As far as the Formula 1 team is concerned,



I can't do everything myself, from day-to-day. But I guess the final thing is that I'm the boss of the whole thing and I've aligned myself with some topline, very talented people who are going to run the thing on a day-to-day basis.

"We have formed a new entity called Team Haas USA Ltd. I will be the entrant and the guiding force. We've set-up a totally new facility in England which is another separate entity. This is called Formula One Race Car Engineering Ltd (FORCE) and I will be chairman of the board. The company will be run by Teddy Mayer, Tyler Alexander and Charlie Crichton-Stuart and they will build and operate the Formula 1 cars.

"Teddy Mayer and Tyler Alexander have proved an outstanding combination in Indycar racing and in Formula 1. They've won the World Championships and three Indy 500s. We also have Charlie Crichton-Stuart who was with Williams for a long time, and we've hired some excellent engineers, including Neil Oatley who also comes from Williams. There will also be some involvement in the Formula 1 team from Eric Broadley and Lola Cars."

Haas's F1 driver for the last five Grands Prix of this year — and throughout next — will be 1980 World Champion Alan Jones. A full, two-car operation will be run in 1986.

"I'm really pleased at being able to entice Jones out of retirement," says Haas. "He didn't do it just for the money. I can tell you the numbers that have been bandied about regarding his salary are not true. He's getting well paid and he should be well paid, but he didn't do it strictly for the money."

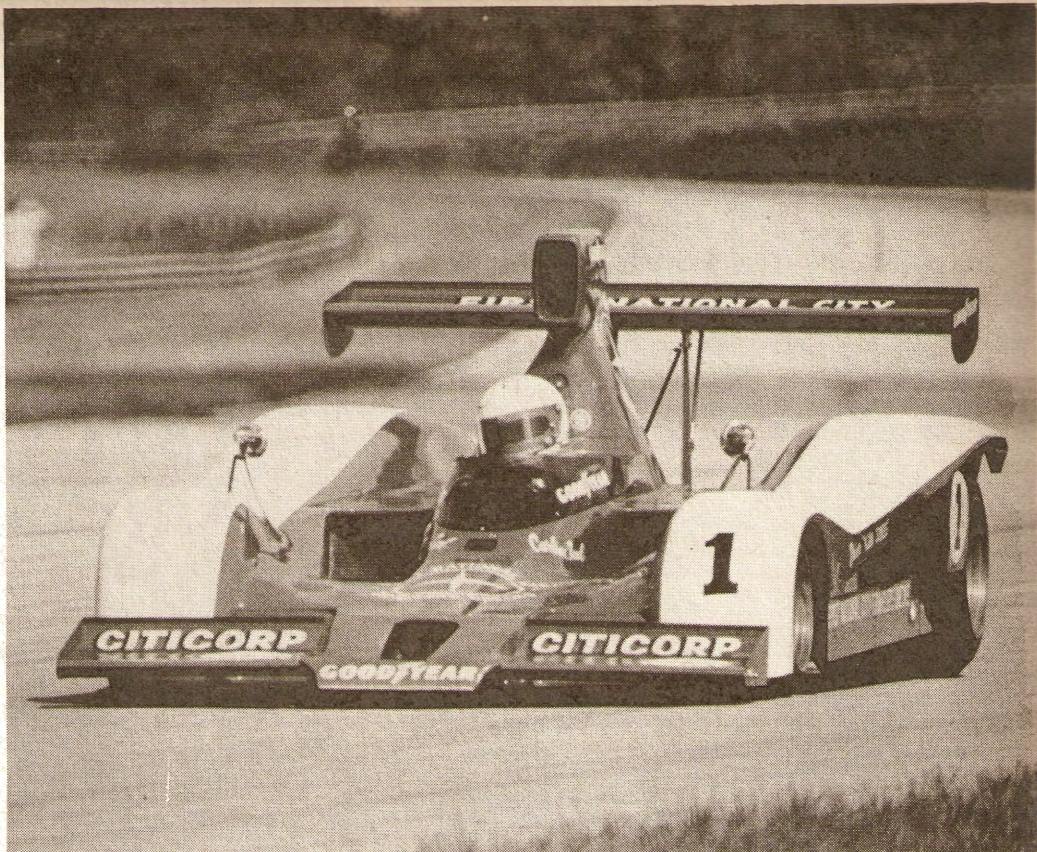
Haas's championship-winning Indycar team continues in much the same form into 1985. Paul Newman remains the co-team owner and Mario Andretti has signed a three-year contract to drive for the team. This is the first time Andretti has ever signed a multi-year Indycar contract.

"These people (Beatrice) are winners in industry and they want to be winners in racing," commented Andretti. "They seem to understand what racing requires and the combination of that and them having made such a big commitment has gone a long way toward me signing this three-year contract."

"The most important fact is that I really get along well with Carl. We have our ups and downs, but I always feel we can work out a compromise on most points — one that works. It's never been a one-sided thing with Carl. He understands that there is a need to clear the air and when a man responds like that, what else can you ask for?"

Announcing the Beatrice package in Chicago and London this week was the company's chairman and chief executive officer James L. Dutt. Haas credits Dutt

Mayer — returning to Formula 1 from CART.



Seven years ago Alan Jones won the CamAm championship driving a Lola for Haas.

with being the force behind Beatrice's move into motor racing.

"Mr Dutt had been looking at automobile racing as a potential vehicle for advertising and expanding the brand awareness of his companies. He thought there were opportunities to exploit in racing. Beatrice is a large, international company that does business in all parts of the world from South America to China to Europe and Jim Dutt thought that Formula 1, with its worldwide television coverage, would be an excellent vehicle for the corporate name."

"So we explored that possibility. We invited Mr Dutt to a few CART races and once Beatrice decided they were going to do it, James Dutt left the nuts and bolts to me. He had faith in me being able to put it together."

"There were a couple of options on how to put the Formula 1 team together," continued Haas, "one of

Jones — confirmed for two years.



which was to operate totally out of Lola Cars. But very early in the game I had a conversation with Teddy Mayer. It wasn't very serious. It was just one of those conversations and Teddy said he would very much like to go back to Formula 1. I think he felt a little lost since he had lost McLaren to Ron Dennis."

"Teddy said he'd very much like to get back into Formula 1, but that it took so much money to do a proper Formula 1 car and he didn't have that kind of money or sponsorship. After I knew his feelings, it was a matter of working out some details and weighing them against the other possibilities I had."

"I spent probably a month soul-searching and discussing it, talking to a lot of people," concluded Haas. "And I'm very pleased that it came together the way it did. It couldn't have been a better choice. It fell into place very well."

Andretti — a three year CART deal with Haas.







Ari Vatanen led the Monte at the time we closed for press, but this dramatic moment on the second stage slowed him until late on Monday night.

## Advantage Vatanen . . .

Ari Vatanen in the 205 Turbo 16 has moved into the lead of the Monte Carlo Rally after shadowing Walter Rohrl's Quattro Sport over the opening stages. PETER FOUBISTER sends his interim report from the snow and ice of the Principality while the pictures were rushed back by COLIN TAYLOR PRODUCTIONS

The Monte Carlo Rally — despite having one of its smallest entries for many years — is enjoying a tense battle between the Audi Quattro Sport and the Peugeot 205 Turbo 16. These four-wheel-drive supercars occupy five of the top six places, only Henri Toivonen's Lancia (in fifth) showing any threat to their domination of the snow and ice covered stages, relying on a strong burst when the road is dry.

At the wheel of the leading cars are Ari Vatanen and Walter Rohrl, the Finn easing ahead during Monday night after Rohrl's Quattro had harder suspension fitted and immediately slowed.

For the German ace it seemed during the opening phase of the competition that he was well on his way to an historic fifth win (and four in a row, each in a

different car), despite his advantage being a mere 35 secs. But the suspension change undid all that advantage, so carefully gained, and when the mechanics refitted the old set up, the car seemed totally different from its original specification.

Toivonen's attacking approach to the event stunned onlookers as the Lancia held third at the start but, with the stage surfaces changing by the minute, the Lancia could do little about the latest generation opponents. Indeed, it could yet be that the Citroen team with their diminutive Visa Mille Pistes models could yet push right up the order to make it a real four-wheel-drive benefit event . . .

### MONTE CARLO RALLY (MC)

Leading positions after 12 stages.

Grenoble rest halt 0415 Tuesday.

|                                                |                                 |          |
|------------------------------------------------|---------------------------------|----------|
| 1, Ari Vatanen/Terry Harryman .....            | Peugeot 205 Turbo 16.....       | 3h54m02s |
| 2, Walter Rohrl/Christian Geistdorfer .....    | Audi Quattro Sport .....        | 3h56m06s |
| 3, Timo Salonen/Seppo Harjanne.....            | Peugeot 205 Turbo 16.....       | 3h59m57s |
| 4, Stig Blomqvist/Bjorn Cederberg .....        | Audi Quattro Sport .....        | 4h00m13s |
| 5, Henri Toivonen/Juha Piironen.....           | Lancia Rally 037 .....          | 4h06m37s |
| 6, Bruno Saby/Jean-Francois Fauchille.....     | Peugeot 205 Turbo 16.....       | 4h09m26s |
| 7, Massimo Biasion/Tiziano Siviero .....       | Lancia Rally 037 .....          | 4h10m53s |
| 8, Jean-Claude Andruet/Annick Peuveragne ..... | Citroen Visa Mille Pistes ..... | 4h14m46s |
| 9, Maurice Chomat/Didier Breton .....          | Citroen Visa Mille Pistes ..... | 4h17m44s |
| 10, Dany Snoeck/Jean Pierre Bechu .....        | Renault 5 Turbo .....           | 4h17m57s |

Maurice Chomat is really flying with the Citroen Visa Mille Pistes.





From the very — late — outset, this should never have been a classic Monte Carlo. The legal hassles over, there was no little time for teams to prepare that many did not bother, the final figure of 17 starters, from the six European points, being the smallest number on record. What it lacked in quantity, this Monte seemed to make up for in quality, however, and the mix was right. When the odd 'depression' (as the weather men like to call them) was thrown in, the rally was not simply a straight run for Peugeot. Suddenly one of the most serious battles seen for a long time developed, with Peugeot, Audi, and Lancia all involved in the early stages.

On arrival at St Etienne at 6.35am on Sunday morning the leading group seemed to have little to report. The bad weather which had afflicted the teams during the recesses had moved on, and the opening formalities posed few problems.

In contrast to some other cities which have hosted the assembly point, St Etienne seemed almost deserted, although as the Paris runners came in around 7.40am, the support started to show through. The trio of Peugeots really were on home ground.

The only news from this camp concerned some fairly nasty freezing fog which interrupted the run south, and an unscheduled road block by some of the less desirable elements of French society. Vatanen's 205 Turbo 16 also had a new gearbox installed, swapping from the 'short' one also fitted to the cars of Salonen and Saby, and opting for a 'medium' version.

As something of a first for the event, the organisers had managed to obtain live television coverage of the first stage, with the first 19 cars timed to run at 3min intervals to ensure complete coverage of the 2kms run. From the watcher's point of view it was super stuff, with split timing, and flash backs to those moments which helped demonstrate the skill — or otherwise — of the driver.

From the driver's point of view, it meant another hold up at the start of the second stage where the whole thing was brought back to 1min intervals.

The first blast over relatively clear asphalt had proved little other than the fact that this would indeed be a close run affair. Vatanen was 1sec ahead of both Blomqvist and Rohrl. Saby, on his Peugeot debut, was next, and then came Biasion's Lancia, stealing the early advantage from Toivonen.

Just to underline a point, Jean-Claude Andruet was immediately the quickest of the Citroen Visa Mille Pistes drivers, and some of the less familiar cars were already remarkably high up the stage times. The Group A Alfasud of Bertrand Balas was 15th overall, the Renault 11 Turbo — in Group N trim driven by Barrazin — was 16th.

The atmosphere at the start of that second stage, St Bonnet, was relaxed and as the thousands of fans slipped and dithered their way around the village, the crews grabbed a cup of coffee in the nearest cafe.

The atmosphere some time later, after 25kms of St Bonnet, was somewhat different. Instead of the smiles and jokes, drivers faces told the real tales, having powered their projectiles through the crowds, scrabbling for every second. Rohrl was fastest; Salonen next despite a broken intercom; and Blomqvist third. Vatanen's car arrived at the finish of the stage in a mess, the crew screaming for an ambulance to be sent back into the test. The last of three spins had meant contact with spectators but thankfully injuries were not as serious as had been first thought, and the emergency services took control.

Others looked worried at the finish line, including Toivonen, co-driver Juha Piironen explaining that they had one very big spin, but recovered to keep



Walter Rohrl at speed on the dry tarmac of the Monday afternoon stages. He was holding off Vatanen at the time.

Biasion in his place. The Finn was already revelling in his position; Lancia's only official runner, he was charged with a seemingly impossible challenge.

On the third stage he rattled through to fastest time, dodging his way over the first 1km of ice, and then going for gold over the remaining 17kms to just pip Vatanen by 1sec. Biasion was next, Dany Snoeck's Renault 5 Turbo followed, and then came Blomqvist, Salonen and Rohrl; the two Audi drivers running slicks, and Blomqvist not at all convinced that hot slicks were a good idea on stretches of sheet ice . . .

Already a real battle was beginning to take shape, the experienced campaigners moving ahead of the slick pack, and using all the tricks to stay in touch. Toivonen and Biasion both changed tyres halfway through the last stage on Sunday, La Souche. Typically, the opening 20kms winding up the hillside were clear, but the last blast over the top and down was over a difficult mixture of snow and ice. Lancia's pit crew were in action, ever eager to give their man his best chance, but still they lost to the 4WD drivers.

Blomqvist, meanwhile, was coping with turbocharger problems, the Ingolstadt men changing the unit before the start, although he had already lost sufficient time to demote himself behind the Turin boys. Perhaps, more importantly, he lost 1min 05secs to Rohrl and as in 1984, the Grospierrres rest halt saw the German in a very desirable position . . .

Bruno Saby's first drive for the Peugeot Talbot team had already been full of incident. On the fifth test the 205

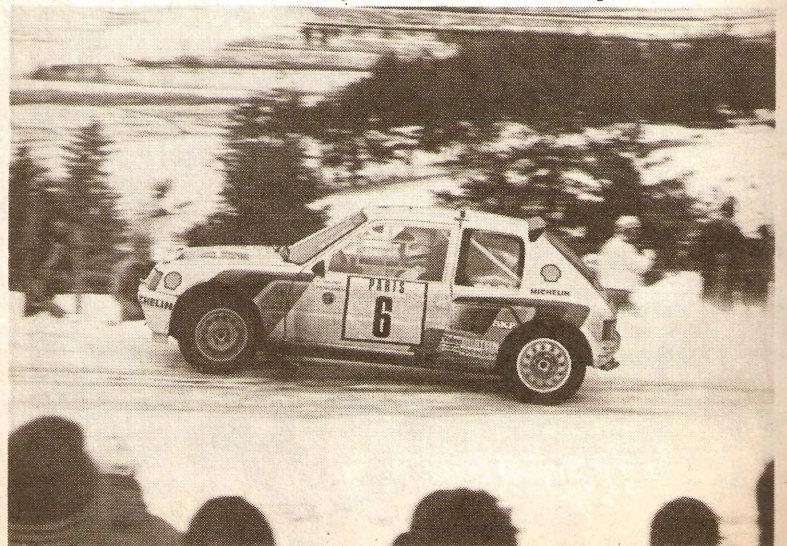
hit a patch of ice and left the road for around 6mins. "We were on slick tyres," commented the Frenchman as he recovered his composure at the Du Rouret rest halt, "which would have been the right choice but for a 4kms patch of ice. With no grip I crashed into the snow bank."

Saby's off pushed him down the order but he was still in ninth place, albeit sandwiched between the Visas of Andruet and Wambergue — Guy Verrier's little four-wheel-drive cars were fulfilling their manager's prediction of getting into the top ten. There were a few

Timo Salonen gathered speed by the stage on his first drive with the Peugeot.

raised eyebrows, however, when it was reported that the second half of the forecast was a top three finish if the weather produced full snow!

**Positions at Grospierrres after 5 stages:** 1, Rohrl (Audi Quattro Sport), 1h40m47s; 2, Vatanen (Peugeot 205 Turbo 16), 1h41m22s; 3, Toivonen (Lancia Rally 037), 1h42m11s; 4, Biasion (Lancia Rally 037), 1h42m16s; 5, Blomqvist (Audi Quattro Sport), 1h42m41s; 6, Salonen (Peugeot 205 Turbo 16), 1h43m09s; 7, Snoeck (Renault 5 Turbo), 1h45m46s; 8, Andruet (Citroen Visa Mille Pistes), 1h46m45s; 9, Saby (Peugeot 205 Turbo 16), 1h48m59s; 10, Wambergue (Citroen Visa Mille Pistes), 1h49m04s.





# MONTE CARLO RALLY



The cars left Du Rouret for the start of the Common run on Monday morning. Vatanen immediately set about redressing the balance and took 6secs from Rohrl on the La Souche stage. Monday was to be a leisurely day for the event with lengthy road sections and relaxed timing, but on the stages there was a tense battle being fought.

Vatanen's hopes of reeling in the Audi faltered on the next stage, the famous Burzet test, where the twisting 45kms were covered with a changing surface. Rohrl immediately hauled back the 6secs to maintain his 35secs advantage but the leaders had now pulled away from Henri Toivonen's Lancia Rally 037 as the surface conditions dictated a cautious approach from the Finn.

The stage had started with a 9kms stretch of clear road but then the ice patches appeared and were scattered over the next 23kms. A 6kms section of snow and ice handed the advantage firmly to the four-wheel-drive brigade and, although Toivonen could attack again on the final, dry, 16kms section, the damage had been done and he was down to sixth and struggling to keep pace with Massimo Biasion who had survived the test rather better. The section had allowed Stig Blomqvist to move into third spot with Timo Salonen also moving ahead of the Lancias.

Highlighting the weaknesses of this year's Monte, Group A was being led by Guy Chasseuil's Golf GTI in 13th place and the Group N leader, Bernard Dongues, had pushed his BMW 323i into 15th. Splitting the pair was a privately owned 205 Turbo 16 driven by Paul Gardere — thought to be the first such car outside the factory team.

But the lower places were far removed from the battle for the top honours and, with the night drawing in, the ice note crews set off to the hills for the tough sections before the next break in Grenoble. Rohrl had been just one of many crews to express concern about the freak conditions that were being experienced on the stages — doubtless reminded of his car's excursion on last year's Sanremo event — but had to place total trust in his back up crew...

**Positions after stage 7:** 1, Rohrl 2h 01m 48s; 2, Vatanen, 2h 03m 03s; 3, Blomqvist, 2h 04m 48s; 4, Salonen, 2h 05m 07s; 5, Biasion, 2h 06m 16s; 6, Toivonen, 2h 06m 55s; 7, Snoeck, 2h 11m 32s; 8, Saby, 2h 12m 08s; 9, Andruet, 2h 13m 27s; 10, Wambergue, 2h 16m 26s.

During the night, however, Rohrl's hopes of extending his lead were dashed. Roland Gumpert's men fitted harder suspension to the Quattro and then watched as a rejuvenated Vatanen moved into the lead! The Quattro was now running at Toivonen's Lancia pace while the Peugeot clawed back 42secs over the next two tests.

Stig Blomqvist tears through the lines of enthusiastic fans and has clawed his way back to fourth.



Henri Toivonen has been driving on the limit with the two-wheel-drive Lancia but could not stay in touch for long.

At the next opportunity, the old suspension was put back into Rohrl's car but still the Peugeot moved further ahead and Gumpert tried in vain to fend off enquiring journalists. All of Rohrl's advantage was gone and Vatanen opened the gap first to 1min and then took another minute on the last stage into the Grenoble rest halt on Tuesday morning. Vatanen was now recovered from his early accident and attacking with style.

Timo Salonen had moved ahead of Blomqvist during the fog bound night stages — one of which was blocked by a

snow wall, built by Greenpeace demonstrators, the French mountains seeming an odd choice of venue for their disruptive behaviour — and Bruno Saby also pushed his 205 Turbo ahead of Biasion. His sights were now set on Toivonen.

Fighting their own private battle at the bottom end of the top ten were the Visas of Andruet, Wambergue and Maurice Chomat. Despite running with only front-wheel-drive on the St Jean test, Andruet led the pack in eighth place but Chomat's charge had taken him to ninth, ahead of Snoeck and Wambergue.

Chomat had been one of the quickest of the Citroen team but had been delayed on the second stage when — despite the reputation of the road — he had opted to run studded slicks on a combination of snow and ice...

The cars left Grenoble on Tuesday lunchtime and, although Vatanen looked to be extending his lead towards a winning margin, there was still everything to play for and the weather would surely play its part again before the crews finally reached the Monte Carlo sea front on Friday morning.

Full report next week.

Terry Harryman and Ian Grindrod discuss the ice-notes before attempting another test.





# Appeal Court finds for FFSA in Monte dispute

French Federation to have total control of event while in France

The international court of appeal last Friday declared that the French Federation, the FFSA, was entirely correct in its contention that Monaco should hand over complete sporting control of the Monte Carlo Rally, when in France, to the French Club.

The argument was at the heart of the problem which nearly brought the cancellation of this year's rally. Jean-Marie Balestre, President of both FFSA and FISA has steadfastly insisted on making no public link between the rally and the Monaco GP arguments.

Balestre told journalists in Paris, after the tribunal ruling, that the FFSA had given last minute approval to Monaco to run the rally under the old conditions in the conviction that it would win the tribunal case, and because it did not want to see the rally die when the Automobile Club de Monaco announced on December 27 it would be cancelled.

Balestre recalled that the FFSA insistence on "sporting control" of the rally in France was caused by its receipt on January 16, 1984 — one week before the 1984 Monte Carlo Rally — of a letter from the French Ministry of the Interior.

This letter said forcefully that the ACM had been tardy in giving local French authorities details of the rally, and that police and other authorities were thus having trouble carrying out their duties. It reminded FFSA that under French law, it was jointly responsible for all damage caused on the rally — both to roads and possible injuries. Indeed one person was killed and another injured during the event.

So after all the months of arguing with the ACM the FFSA finally asked the tribunal to interpret Article 81 of the international sporting code which reads:

"International courses: When the course of a competition traverses the territory of several countries, the organisers of this competition must first obtain through their own National Sporting Association, the consent of each national sporting association of the countries traversed. The national automobile clubs of the countries through which the course of the event runs will retain the sporting control over the whole of the course within the limits of their



Balestre — man in charge.

territory, it being understood however that the final approval of the results of the event will be granted by the national automobile club to whom the promoters are answerable."

The FFSA claimed that this meant that all stages in France, time controls, passage controls, *parc fermes* etc, should be held under the sole authority of officials appointed by the FFSA with a French official and two assistants stationed in Monaco to liaise with ACM. It also said that safety and medical services must be under French control and that all costs should be invoiced by the FFSA to Monaco. Balestre's arguments also were that the ACM must stop going direct to local Automobile clubs and authorities and handle everything through the FFSA.

Monaco argued that it was up to them to designate the associations or persons

involved and pay their expenses directly if necessary, as it had always been done that way.

The tribunal, composed of international judges from Portugal, Austria, Finland, Greece, Holland and Spain, found that the letter and spirit of Article 81 gave the Sporting Association on whose territory the event is run, full control. It cited the 1984 Tour of Europe as having been under the control of various countries in eastern Europe and Austria. The tribunal could not have been clearer about the Monte. The ACM, it said, should exclusively deal with the FFSA "which will designate and delegate the officials and associations under its exclusive control and authority", while noting that it was reasonable for these to be chosen by the ACM though only to be appointed after acceptance by the FFSA.

It specifically spelt out that, "all time, passage, refilling, regrouping and special stage controls of the Monte Carlo Rally on French territory shall be ensured by officials whom the FFSA deems necessary... who shall act under its complete control and authority", headed by a French official. The same applies to safety and medical services.

Asked in fact whether the FFSA, by not applying the rule this year — it had agreed that the tribunal's judgement should only apply from 1986 — was not condoning an illegal event, Balestre said it was up to a national authority how much control it wished to exercise under Article 81, which did not make full control obligatory.

He said, as he has said throughout the row, he believes that Monaco would find the rally's true cost far more expensive than it had up to date and more than the 1M Francs that the FFSA originally demanded. He pointed out that the budget for the Acropolis and Portuguese rallies are in the region of 3.5 to 4 M Francs and that the Corsican rally's 1.8M Francs budget last year has been doubled for 1985.

There has so far been no official reaction to the findings from the ACM but an official is alleged to have stated, "You are witnessing the last Monte Carlo Rally..."

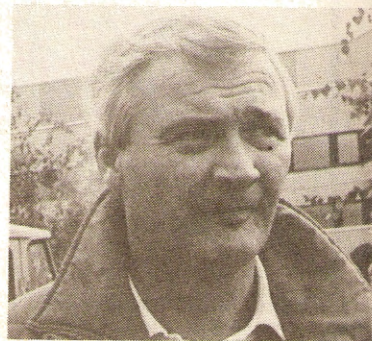


McRae — Euro hunt.

## McRae: Four Euro trips

Jimmy McRae is planning to tackle four rounds of the European Rally Championship with his new AD Delco Opel Manta 400, starting with the RACE Rally in Spain. "We hope to stick to coefficient 4 events," commented the Open Champion on Monday, "but we shall have to see who else is doing the series. I may do more if I can put a private deal together."

Both McRae and Russell Brookes are having new cars for this year's contest. McRae's RAC Rally mount has been sold to Cyril Bolton, who will run the car in Presspart colours on the Shell Oils Open and STP Tarmac Championships, starting with next weekend's Galway International.



Andersson — 4WD MR2?

## Ove's plan for Toyota

Ove Andersson is working on a replacement for the Toyota Celica Turbo in time for 1986 but remains tight lipped about the identity of the car in question. The boss of Team Toyota Europe has already stated that it will not be the recently announced MR2, a mid-engined racer that is powered by the 16-valve Corolla engine, although some sources suggest otherwise.

The team's first appearance of the season will be when they defend the Safari victory of 1984. Claims by the organisers of the Portugal Rally that the team would be appearing, would seem to have been rather premature...

## Starion in waiting...

Mitsubishi's 4WD Starion is still lying at Allan Wilkinson's workshops after its appearance on the Lombard RAC National Rally, unsure of its next event. The Japanese are still hoping for an April 1 homologation but it seems that the project is making slower progress than might have been hoped.

## Citroen consider Argentina debut for 4WD BX as Visa bows out in Monte

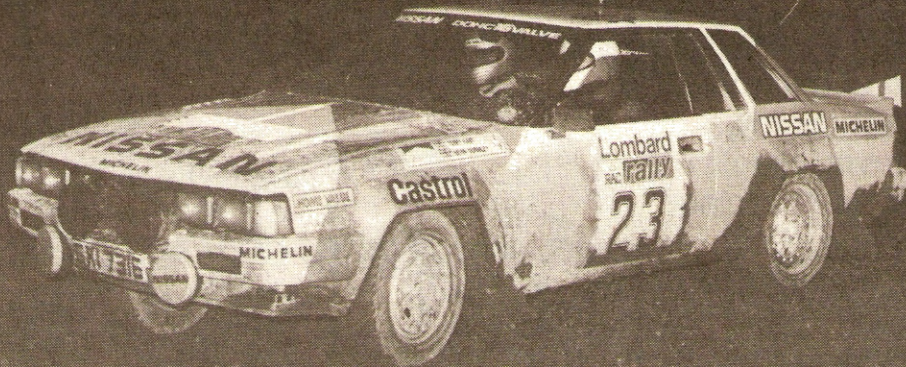
The Monte Carlo Rally will be the last World Championship outing for the Citroën Visa Mille Pistes, attention now switching to the four-wheel-drive BX project. A meeting to discuss the production of the 200 base models takes place on February 4 and the car is scheduled for July 1 homologation.

It was suggested in Monte Carlo that the new car's debut might be in Argentina at the end of July. "Why not," said a spokesman...

The works team will contest the 24 hour ice race at Chamonix next weekend with Christian Rio and Maurice Chomat at the wheel of a Mille Pistes while Philippe Wambergue and Jean Claude Andruet are scheduled to drive a turbocharged version of the car.







Terry Kaby (seen here on last year's Lombard RAC Rally) will continue to drive for Nissan in 1985, starting with the National Breakdown Rally.

# Kaby stays with Nissan

Nissan announced on Monday that they are to maintain a limited presence in World Championship rallying this year, but the news on the home front is rather better with drives for Terry Kaby and Mark Lovell.

While the factory team will contest the Safari, Acropolis, New Zealand and Lombard RAC rallies, Kaby will have another busy year with a minimum of six European rounds — starting with either the Costa Smeralda or Zlatni Piassatzi events — and will also tackle the first two

rounds of the Shell Oils Open Championship.

As revealed in last week's *Special Stage*, Lovell will contest eight of the nine rounds in the Shell Oils/AUTOSPORT National Rally Championship with a full house 240RS, both his and Kaby's car being prepared at the Team Nissan Europe headquarters in Shepreth. Bill Blydenstein's workforce will prepare and service the cars but the British operation is to be run by Bob Freeborough, who has looked after Kaby in

recent years.

The World Championship attack will be led by Shekhar Mehta who will contest two extra events, Argentina and Ivory Coast, in a privately run Nissan. He will be backed on each event by a local driver; Mike Kirkland in Kenya, Kirkland and George Moschous in Greece and Reg Cook in New Zealand.

The team for the Lombard RAC Rally has yet to be decided although Kaby is clearly expecting to be part of the challenge.



Todt — timing changes.

## Todt time confirmed

It seems that Peugeot Talbot supremo, Jean Todt, has got his own way on the subject of the gap between cars as they start loose surface stages (*Special Stage*, January 3).

From the Swedish Rally, A and B seeded drivers will start stages at 2mins intervals to counteract dust problems and prevent the 'gamesmanship' that went on in Portugal last year. . .

## Audi test around the world

While his team mates are battling against the weather in Monte Carlo, Hannu Mikkola is in Sweden practising for the next round of the World Championship and testing the latest snow tyres from Michelin.

And the weather could hardly be better suited, it seems, as many of the stage routes are completely blocked. Michelin's tyre, codenamed the C6, will be used by Audi and Peugeot on the event.

Also away on testing exercises is Michele Mouton, although the French girl has set off for the warmer climate of Kenya where she is testing for Safari. Already, however, there has been a set back as co-driver Fabrizia Pons has returned home suffering from smallpox. . .



Preston Jr — Kenyan win.

## Vic's win

Vic Preston Jr won the penultimate round of the Kenyan Rally Championship at the weekend. Preston was at the wheel of a Lancia 037 but his 'team mate' Markku Alen was forced to retire from the Coast 600 event with a broken gearbox on his similar car.

## Skoda's £4000 boost for Group A challenge

Skoda GB are to put together a prize fund worth around £4,000 in a challenge for all drivers of their Group A specification cars on this year's Shell Oils/AUTOSPORT Championship.

Based on results of individual rounds as well as the overall championship, the cheap-to-build cars (probably costing no more than £4000 from new) should be an excellent vehicle to bring in a boost to the bank balance as well as learning the trade.

Marshalls and professional photographers will also be able to drink the toast of Skoda with the real Czechoslovakian Pilsner lager as a result of Skoda's involvement.

A panel of Skoda drivers will judge the best stage on each event, for which a crate of lager will be awarded while action pictures will also bring a bottle or two. Full details of the whole scheme are available from Bill Hunt on 01-253 7441.

## Peugeot Talbot one makers line up for series awards

Warwick Wright are offering a prize fund of around £5,000 for competitors in their Peugeot Talbot Challenge. Class or category placings in the Shell Oils/AUTOSPORT championship will score points towards the end of season awards.

Even before the successes are notched

up, a comprehensive pack of Motaquip goodies are there for each registered competitor.

Full details of the series are available from Brian Hazell at Warwick Wright Motors, Chiswick Roundabout, London W4. Tel: 01-995 1466.

## Menzies opts for Group A Corolla GT

Rod Menzies and Andy Middlehurst are to join in head to head battle this year as they both will be driving Toyota Corolla GTs in Group A trim.

Mellors Elliot Motorsport are building Menzies' example which should turn out to be lighter than the works car.

A debut run on the Dukeries is all set up but the real contest between these two flyers, who fought hard last season, will begin on March 9. . .

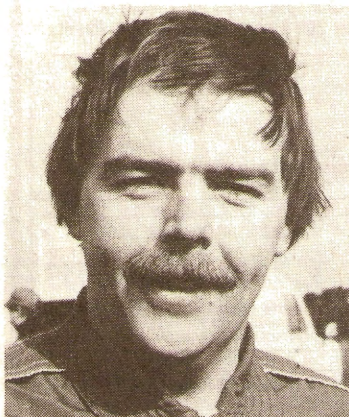
## Sonic offer makes sound sense for deals on intercoms

Sonic Intercoms are offering a 10 per cent discount on their intercom systems to all registered competitors. Full details from David Bryan, Sonic Communications Ltd, Communications Centre, 202 Bradford Road, Castle Bromwich, Birmingham.



### Shell Oils

NATIONAL RALLY CHAMPIONSHIP



Cathcart — Quattro drive.

## Cathcart tries out Wilson's Quattro

Roy Cathcart is planning to enter the Gwynedd Rally in Malcolm Wilson's Audi Quattro. "I want to find out what these four-wheel-drive cars are all about," he said, but would not commit himself to any further involvement with the series. . .





Great fun to drive fast — the new XR2 is Ford's hottest small model.

# Fast and furious

MIKE McCARTHY found the Ford Fiesta XR2 (complete with the XR3's CVH engine) a fun car to drive. After this, other cars feel cumbersome . . .

Let us now praise famous men, Charles and John Cooper in particular. At least two of their innovative ideas had more far-reaching results than anything Enzo Ferrari, Ettore Bugatti, Sir William Lyons and a host of others ever offered. The first, of course, was the concept of the *effective* mid-engined racing car, for others followed Cooper where the pre-war Auto Union remained a technical curiosity. The second was the Mini Cooper, the machine that almost overnight changed the definition of the words sports car from an open two seater to a hot little saloon. When the major manufacturers turned wholesale to the compact, transverse-engined, front-wheel-drive family car it didn't take a genius to work out that they would also produce their own version of the Mini Cooper. The Ford Fiesta XR2 thus owes its existence, if not its mechanical design, to the Coopers.

The XR2 is the hottest model in Ford's comprehensive Fiesta range. First introduced in 1981, it was revised quite considerably last year, creating what could be termed a Mk2 model. The external cosmetic changes of the standard model (most visually noticeable around the nose) were applied to the XR2 as well, but the most significant alteration came under the bonnet. Gone was the 1600cc pushrod Kent engine and four speed gearbox, replaced by the carburetted version of the 1600cc ohc CVH engine and five speed box.

'CVH' stands for 'Compound Valve angle Hemispherical chamber', and describes possibly the most novel feature of the unit. Looked on end-wise, the valves are inclined at 45deg to each other, which is not too uncommon: but looked at across the engine they are also inclined at 7deg to each other, hence the 'compound angle'. This allows the valve head to

remain tangential to the hemispherical combustion chamber and, because the stem is canted at an angle to the cylinder axis, allows each valve to be operated by its own individual cam through an angled rocker pivoting on a stud fulcrum which, in turn, achieves with a single overhead camshaft the advantages normally associated with the more costly twin overhead camshafts. An unusual feature is the use of hydraulic tappets, specially developed to cope with high — 7000rpm plus — revs.

## Power increase

In this application the output is 96bhp (DIN) at 6000rpm and 98lb ft (DIN) torque at 4000rpm. This compares to the old Kent engine's 84bhp at 5500rpm and 91.5lb ft at 2800rpm. Thus there is a very useful increase in both maximum power and torque, though both come rather higher in the rev range — much higher in the case of the torque.

The Fiesta faces some pretty stiff opposition since almost all the major manufacturers have a model in this class, but at £5957 it is competitively priced. The MG Metro Turbo is £6371, the Peugeot 205 GTI is £6645, the Vauxhall Nova 1.3SR is £5617, the Toyota Corolla 1600GT (a rear-wheel-drive car, though) is £6995 and the Honda CRX is £6950. One obvious competitor, the new Renault 5 GT Turbo, has yet to be introduced or priced in the UK.

Ford's claim of 112mph top speed doesn't seem to be born out by independent tests: *What Car?*, for example, could only reach 109mph in fourth (106mph in fifth). Straightline acceleration figures are quite impressive, though: using full-bore standing starts, *What Car?* clocked 9.5s to 60mph, and 20.7s to 90mph. Under the same conditions the previous model recorded 9.9s and 23.5s respectively. These improvements, though measurable, are not as great as might be expected from the 14 per cent higher power output, for reasons which we frankly cannot explain . . . Nevertheless, the XR2 is well up with its competitors — the MG Metro Turbo recorded 110mph to speed and 10.3s to 60mph (24.9s to 90mph) while the XR2's greatest potential rival, the astonishing little Peugeot 205 GTI, clocked no less than 115mph on top speed and took 9.1s and 19.6s to reach 60mph and 90mph respectively.

On the road the XR2 feels as spritely as the figures suggest, although it has to be revved to cover the ground quickly — and this leads to one complaint, from some drivers at least. Youngsters who are used to mega-watt decibels from discos didn't seem to mind the fussiness and roar from the engine on full throttle the highish revs (over about 4000rpm). Those of a more gentle disposition may find it simply harsh. These comments really only apply when accelerating hard, it must be said: the XR2 cruises peacefully enough in the 85-95mph range in fifth. As might be expected with an engine whose peak torque speed is 4000rpm, bottom end pulling power is not brilliant but more than ample for routine, day-to-day driving.

During our tenure of the XR2 we averaged 32.35mpg, which again is about average for the class, and actually rather better than might be indicated by the

Purposeful lines and plenty of room in the back!





Government figures which are — 31.0mpg (urban cycle) and 37.7mpg (at 75mph). Driven more circumspectly than we tend to, 35-40mpg should be within easy reach.

A light and quite sharp clutch can cause jerky changes if care is not taken which is rather a pity since the actual change itself is quick, precise and clean. Top, at 23mph/1000rpm, is slightly lower than on other Fiestas, thus making fifth a useable ratio and not merely an over-gear motorway cruiser — there is noticeable acceleration even at 80mph in this gear, although dropping down to fourth obviously gives much more urge. The other ratios are well spaced.

## Responsive steering

One of the features which makes the Fiesta very much an enthusiast's car is the steering. The neat little steering wheel allows ultra rapid response on the driver's part, and there is almost a touch of the go-kart about its reactions. Change of direction is almost instantaneous, which, on first acquaintance, can make it seem overdirect. Living with it, however, proves that it is a real delight, and driving the XR2 for any length of time makes anything else feel almost cumbersome.

In an attempt to refine the ride/handling compromise, Ford have re-rated the springs and fitted gas-filled dampers, the rest of the suspension (MacPherson struts at the front, a beam axle, trailing links, Panhard rod and anti-roll bar at the back) otherwise remaining the same. The result is a definite and noticeable improvement in ride — some of the



choppiness of the previous model has been eliminated — but it is still a firm-riding car, bumps and potholes thumping through quite audibly. There is also more roll than before, but it is well controlled and the Fiesta corners relatively flatly. Grip from the fat, 185/60 section, Pirelli P6s fitted to the car is excellent, and they contribute much towards its excellent roadholding. It clings on tenaciously up to high cornering speeds and can be hustled along open, sweeping bends in a highly satisfying manner. The only quirk of handling we could identify was a tendency for the tail to snap out, or the nose to tuck in, when lifting off at the limit, but the ultra-responsive steering means that you almost think yourself out of trouble, rather than take conscious correcting action. On the whole, the roadholding and handling of the Fiesta harks back to the Mini in a number of ways, such as its nippiness, the way understeer builds up as sideways G-forces are applied, and, let

it be said, the lumpiness of the ride. . .

The tight-fitting, comfortable bucket seats and diddy steering wheel give the XR2 an air of a semi-racer, albeit a rather upright one, adding to the confidence with which you can chuck the car around. The sharp clutch apart, all the major controls work well, the gear-change in particular being singled out for praise. The pedals are so arranged that heel-and-toeing becomes natural, and have no quirks of behaviour. The brakes are the sort that aroused no comment, generally a good sign since it means that they work unobtrusively and effectively.

## Passenger comforts

Packaging inside follows normal Fiesta practice, which means that it is a genuine four seater, not a 2 + 2. There is even enough headroom in the back for six footers, a much appreciated feature when carrying passengers. There is a reasonable amount of luggage space too, and the rear seat backrest splits 60/40,

thus giving a widely variable floor area.

The interior is neatly, if rather blandly, finished. Instrumentation is fairly minimal, with a semi-circular tachometer and circular speedometer flanking small water temperature and fuel gauges, all of which are clearly readable (and, for once on a Ford, there is a red line on the tach). Minor controls are a mixture of stalks (one each side of the steering column) and rocker switches on the right of the instrument binnacle.

## Competent hot shot

On the whole, if the XR2 isn't pushed hard, it is a pleasantly refined car: wind noise is quite well suppressed for a machine in this class, and road noise is no worse or better than average. However, the poky performance and nippy handling mean that you tend to use a lot of revs a lot of the time, and then the engine becomes obtrusive and noisy, generating boom periods in the body as well. Fortunately, as has been mentioned, the overdrive fifth gives relaxed and quiet motorway motoring.

Summing up, the XR2 is a competently designed little hot shot, as you might expect from Ford. It doesn't have quite the charisma of some of its more potent sisters such as the XR3i or Capri 2.8i (or even the old RS2000 Escorts), and has to be judged as only average for this type of machine — but that is not a major criticism, since the opposition is good, in some cases very good, the Peugeot 205 GTI being outstanding. How long will it be, we wonder, before Ford fit fuel injection and turn it into a real rocket? ■

At last Ford have fitted the original XR3 1600cc CVH engine to the XR2 and this provides the bespoiled and bewinged Fiesta with the characteristics of a right little racer . . .

## FORD FIESTA XR2 £5957

### Specification

Cylinders/capacity ..... Four in line, 1597cc  
Bore x stroke ..... 81 x 78mm  
Valve gear ..... Single ohc  
Fuel system ..... Weber twin-choke carburettor  
Power/rpm ..... 96bhp (DIN) at 6000rpm  
Torque ..... 98lb ft (DIN) at 4000rpm  
Gear ..... 3.154, 1.913, 1.275, 0.951, 0.756:1  
Final drive ..... 3.58:1  
Steering ..... Rack and pinion  
Brakes ..... Servo-assisted, ventilated discs front, drums rear  
Wheels ..... Pressed steel, 13 x 6ins  
Tyres ..... Pirelli P6s, 185/60-HR13  
Suspension (F) ..... Independent, MacPherson struts, coil springs

Suspension (R) ..... Dead beam axle, trailing links  
Panhard rod, coil springs,  
anti-roll bar

### Dimensions

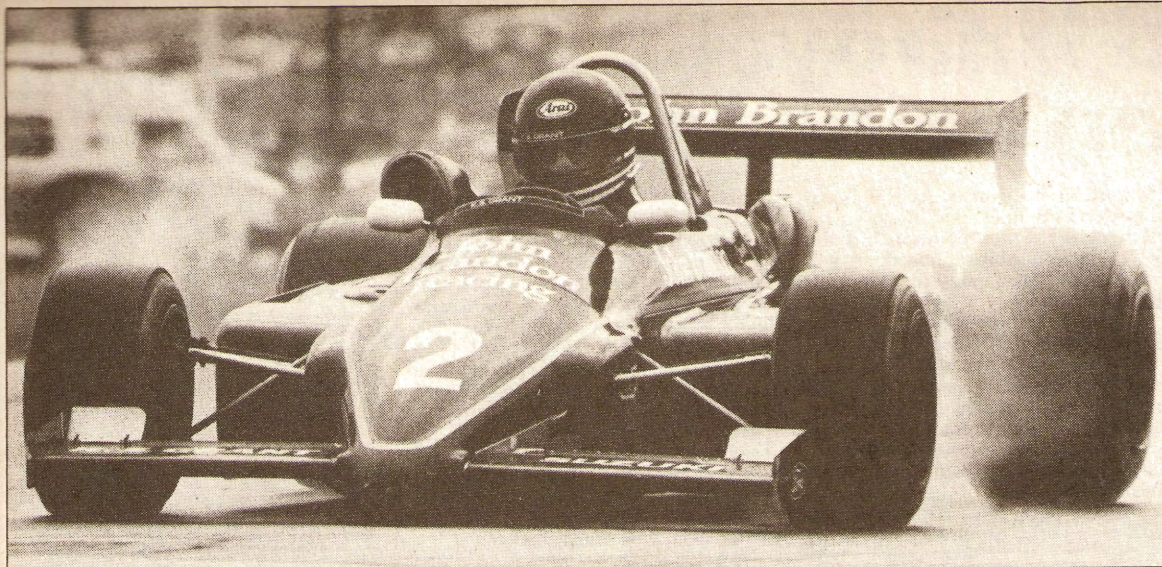
Length ..... 144ins  
Width ..... 63.8ins  
Wheelbase ..... 90ins  
Track ..... 54.5/53ins  
Weight ..... 16.5cwt

### Performance

(What Car? figures)  
Maximum (4th/5th) ..... 109/106mph  
0/60mph ..... 9.5secs  
50-70mph (3rd/4th/5th) ..... 5.5/7.8/10.9secs  
Urban/56/75mph ..... 31.0/49.6/37.7mpg  
Test consumption ..... 32.35mpg







Ross Cheever ended the four round Formula Pacific Championship as champion, ahead of John Brandon team mate Davy Jones.

## Two for the price of one

If New Zealand's 1984 motor sporting year is going to be remembered it will be because for the first time in about three decades that it has witnessed two international racing series within a year's span and has also been the year in which Group A saloon car racing became recognised.

Traditionally, International single-seater races have been conducted annually in January, but the promoters have become concerned about waning overseas interest in their Formula Pacific series and, so at the conclusion of the 1984 January series, they decided to stage the next in December with the final of the four rounds at Bay Park, Mount Maunganui, at the beginning of January 1985. The rationale behind this move was, hopefully, to attract entrants and drivers who had supported the Australian Grand Prix at Melbourne's Calder circuit. Another reason for the earlier fixtures was that they heightened the possibilities of live television coverage.

It would appear that the hoped-for objectives have *not* been achieved. Firstly, the overseas entrants and drivers who raced in Melbourne, raced back to Europe once the Calder action was over. Spectator counts and gate takings are at least marginally lower than they were in January 1984; and although television coverage was generous and pictorially competent, in the main, the commentaries were abysmally lacking in professionalism.

In motor sporting and motor media circles the introduction of Group A saloon racing was hailed with considerable glee. Group A added that extra something that was needed to revive an old and ailing annual Benson and Hedges production saloon series. And, Kent Baigent's and Neville Crichton's BMW CSIs blew the Australian Ford Falcons and Holden Commodores into the weeds, which was popular.

But, a brace of BMWs do not make a series, as the promoters found with the latest ANZ Bank Touring Car Championship. Baigent, for reasons best known to himself, did not contest the South Island rounds at Timaru and Christchurch. Crichton, Benson and Hedges series winner with co-pilot Wayne Wilkinson, just did not have an engine to use in the southern races. Consequently, the Group A Ford Falcons dominated the scene — Bruce Anderson and Leo Leonard, an old stager running in Ford dealer colours, heading fields of 'production' rather than genuine Group A cars. Although Kent

Baigent eventually won the ANZ series, the fact that it got off to a faltering start was probably because of the impetuosity of the New Zealand Motor Sport Association.

Group A is going to be good for motor sport in this country because New Zealanders, like Australians, tend to regard saloons as integral parts of their lifestyle. The proof of the pudding should be the two Nissan Sport 500 races in Wellington and Auckland. They have attracted International fields the like of which the single-seater promoters have been unable to attract for years.

### The formula scene

So what of the single-seater scene? North America apart, New Zealand and Australia — and the latter is heavily saloon based — are about the only countries really heavily involved with Formula Pacific/Atlantic. Therefore, as far as New Zealand is concerned, at least, the 'glamour' entries for the Pacific International series must come from North America.

Last season, young Davy Jones in the superbly prepared Graeme Lawrence Ralt RT4 was the star of the show, although it was the redoubtable Auckland veteran Kenny Smith that took away the Just Juice Formula Pacific series with his Apple Car Company Ralt RT4. If anyone in New Zealand racing must receive the award for surviving and winning, it is Kenny. At 43 and having just broken Roberto Moreno's Bay Park lap record, he conceded that Ross Cheever's Pacific series win was well deserved and certainly of more value to the youthful American than it was to him. But, just to warn that there is still a sting in the diminutive Smith tail, Kenny said he would be in there punching in the next

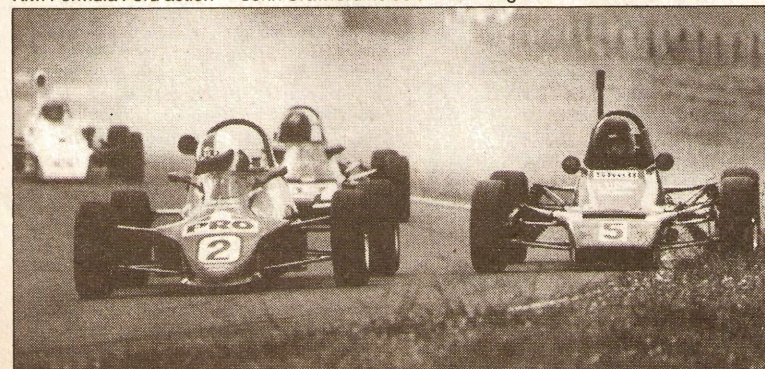
Formula Pacific series.

In the January 1984 series, Smith finished with 57 points to the 52 of Jones and the 48 of Paul Radisich, the 'find' of the series who, unfortunately, could not put together a sufficient British Formula 3 budget to make the desired impact. It is significant that Radisich was an absentee when the December Pacific International fields lined up. New Zealand and its commercial interests have not much money to spread around in sporting sponsorship these days and Radisich has become aware of this fact.

Given the gift of hindsight, New Zealand's International Pacific promoters have good reason to be thankful to Hamilton's Graeme Lawrence. When Willy T. Ribbs could not front-up to drive Lawrence's Ralt RT4 in the January series, Lawrence lost no time in casting around for a substitute and hooked Jones. Jones fronted-up last January for the final three rounds of the International series, and it may have been because he missed the first that a series win eluded him. Although Smith played second fiddle to Radisich at the Bay Park opener, perhaps Jones, if he had been there, would have been lucky to do better.

In December, Jones was also a substitute. Expatriate Graham Watson, the Sydney-based Ralt agent, had apparently booked Roberto Moreno and Ross Cheever after Andrea de Cesaris and Keke Rosberg had handled his RT4s at the Australian GP. The Brazilian defaulted and Jones took his seat. Cheever did his RT4 no good at all when he dinged a course marker and inverted it in his third familiarisation lap at Wigram. While at Manfeild, a week later, he raised a few pulse rates in an off-course excursion during one of the heats.

Kiwi Formula Ford action — John Crawford holds off Kevin Ingram.



### Cheever versus Jones

At Pukekohe, when the New Zealand GP organisers elected to run New Zealand's so-called premier motor race in weather conditions fit for neither man nor beast, Cheever and team-mate Jones, among others, had hearts racing in their quests to overcome satanical conditions. That time it was Jones who left Watson's wrenchmen burning the midnight oil.

Although media interest tended to focus on Jones and Cheever in the December series, the American who commanded most respect among older motor racing observers who had been fortunate enough to see, and perhaps even get to know, the likes of Jim Clark, Graham Hill, Stirling Moss, Jack Brabham, and Bruce McLaren was former off-road racer Jeff MacPherson. From flagfall to flagfall in the December Pacific series, he was a 100 per cent competitor and when a spin in the first of the Bay Park heats inevitably cost him the series, there were a lot of disappointed fans.

With the notable exception of Kenny Smith, local representation in the Pacific series has lacked the authority it enjoyed a year or two ago. David Oxton, a stalwart of some years' standing in International single-seat racing, chose to occupy one of the television commentator's chairs this time. Dave McMillan, a former American Atlantic champion experienced a couple of patchy 1984 Pacific series and Brett Riley who finally settled into an RT4 and tried very hard to mix it with Cheever in the first of the most recent Bay Park heats, showed that he has what it takes when he is sufficiently organised. Of the rest, 24-year-old Steve Cameron, a former karter who went on to become National Formula Vee champion before moving to Formula Ford ranks and then eventually joining Rick Shea Racing in the US, looks to be one of New Zealand's future Formula Pacific hopes.



Kenny Smith — the top NZ contender.

### Crawford dominant

But, the man who is likely to stand up to the most intense scrutiny and come through undaunted is Christchurch's John Crawford. An early season crash probably robbed him of the Formula Ford title last January. However, after a UK season working with Reynard he returned home to spread eagle exceptionally strong fields in the December FF championship series and should do Kiwiland proud in the FF World Championship at this year's Silverstone British GP meeting. Totally professional in his approach, Crawford is an uncompromising competitor and with his immaculately prepared Reynard has emerged head and shoulders above the rest in the December FF series. At Bay Park he drove Dave McMillan's old RT1 to midfield Pacific International finishes first time out. A man to watch . . .

PETER GREENSLADE



# Improved Uniroyal production saloons

Uniroyal Tyres recently announced their continuing support of the BRDC/BRSCC Production Saloon Car Championship and confirmed various changes to the series for 1985.

The most significant change concerns the class structures which are now: class A, over 3000cc; class B, 2001-3000cc; class C, 1301-2000cc; and class D, up to 1300cc. The turbocharging equivalence has been changed from 1.4:1 to 1.8:1.

Uniroyal Tyres advertising and PR manager Trevor Cooper said that he expected this year's series to be even more competitive, and hoped to encourage more direct manufacturer involvement. To this end, a special manufacturer's award has been introduced. This will be made to the make and model of car which scores the most points in 12 of the total 14 championship rounds. Points will be awarded to the highest placed example of each model.

For the competitors' benefit a better bonus scheme has been introduced, whereby class winners who have practised and raced on Uniroyal tyres will receive a £140 bonus on top of their £60 championship prize money.

Where possible, races will be longer and included at meetings of higher status. There will be rounds of the series at the Silverstone TT, the Brands Hatch 1000Kms World Endurance and at a

Thundersports counter, as well as several F3 events.

Once more, the Willhire 24 Hour race will be an integral part of the Uniroyal championship, the event being solely for saloon cars in 1985. The enduro will offer double prize money but, unlike 1984, double points will not be awarded. With upwards of 60 entries anticipated for 36 grid positions, John Nicol of the BRSCC stressed that precedence will be given to regular Uniroyal contestants.

With regard to the policing of the series, there will be two RAC technical commission scrutineers assigned to oversee the smooth running of Production saloon racing as a whole this year.

## Six car GM Dealersport assault



Lanfranchi — spearheads GM's challenge.

A strong GM Dealer Sport team will contest three of the classes in the revamped Uniroyal championship (see separate story), using Opel Monza, Vauxhall Astra GTE and Nova SR models.

Now that the all-conquering Colt Stator Turbos have been ousted from their class by the revised category structure, the Monza GSEs of Tony Lanfranchi and John Cleland should have an easier time in the 3-litre division. Terry Nightingale and John Llewellyn will drive 'new shape' Astras in the 2-litre group, while James Kaye is joined by the experienced Andy Jeffrey in the 1300cc Novas.

Preparation of the cars is in the hands of TechSpeed (Lanfranchi), Dave Cook Racing (Cleland), Marshall Asquith Racing (Jeffrey and the Astras) while Kaye will continue to run his own car with the aid of his father, Peter.

## Mondiale success

The Mondiale Car Company enjoyed some early season success at the SCCA's recent race meetings in Florida, Tom Knapp emerging victorious in the West Palm Beach and Sebring FF2000 events.

Back in Northern Ireland, Mondiale designer and prime mover Leslie Drysdale is awaiting the imminent arrival of revised bodywork for his 1985 production cars. Modified rear decks are among the revisions on the M85S and M85T machines, while a different wing is also incorporated in the 2-litre configuration.

A couple of Mondiales have been sold to Dutch customers over the winter, while more cars have been exported to North Eastern USA. The rapid Eddie Irvine should be one of the *marque's* leading exponents in major British events this season, on the basis of his excellent showings at the end of last year.



## Barbara's Embassy trophy

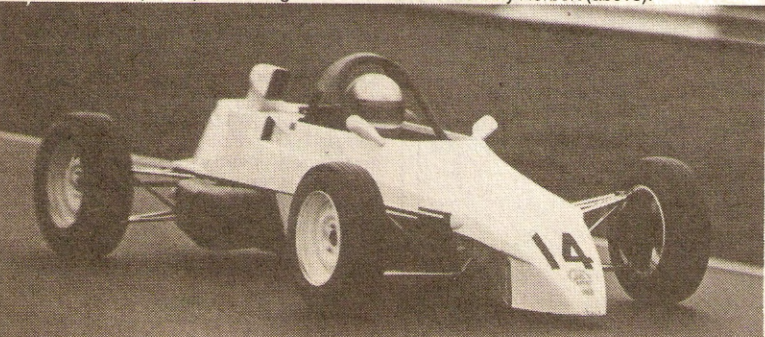
At the BWRDC's annual Dinner Dance in London last Saturday evening, Derek Bell presented Barbara Cowell (above) with the Embassy Trophy as club champion for 1984. Barbara finished runner up in the highly competitive National Mini Se7en challenge for the second successive season. The club's other prestige award, the Wakefield Trophy, went to Jean Denton for her service to the BWRDC. Among the other prize winners were Laura Keen (hillclimb champion) and Dee Knight, for her sprinting exploits.

## Herbert impresses in Quest FF85 chassis

Quest Racing's latest FF1600 challenger, designated FF85, was out at Silverstone last Friday in the capable hands of new 'works' driver Johnny Herbert. The youngster, who raved about Mike Thompson's chassis when he first raced it at Brands in December, was equally impressive in damp, foggy, conditions at the Northamptonshire circuit, lapping more quickly than Mark Peters with the Van Diemen during the afternoon.

Peters, who was splitting his time between the RF85 test car and Mike Rowe Racing's interim Anson F3 chassis, is pleased with the Van Diemen's progress, but Herbert (who won a fraught novice FF1600 event at Silverstone last year) must clearly be one of the men to watch in the 'senior' championships in the months to come.

The Quest FF85 (below) is showing well in the hands of Johnny Herbert (above).



Newby — Penistone FF2000.

## Newby to FF2000

Leicestershire's Mark Newby is graduating to FF2000 this season, with a new Reynard to be run by the now Silverstone based Penistone Racing set-up. Former British Kart GP winner Newby, BP Superfind FF1600 novice champion in 1982, has been a regular front-runner in FF1600 over the past couple of seasons, with the works Van Diemen and BP/Madgwick Reynard equips.

Mark, runner up to Alvaro Buzaid in last year's Esso championship, made his F3 debut with Eddie Jordan Racing last October and is likely to be teamed with Peter Meyrick in the Trevor Hegarty-run FF2000 team for the Racing Displays British and EFDA Euroseries promotions.

## Historic F3's new class?

Now that the category for Historic F3 cars of the 1-litre era is beginning to gather momentum, owners of the subsequent 1600cc F3 machinery are being invited to club together, with a view to starting a new class (perhaps within another championship initially) for the chassis built between 1971-3.

The proposal has been made by GRD owner Des Burnett of 3, Church Path, Wendens Ambo, Saffron Walden, Essex. Fellow enthusiasts can contact Des on Saffron Walden 41238.

## Young's Tiga

Scottish farmer Gus Young has bought the potent ex-Graham Priaux Tiga SC80 chassis for a full-scale assault on Thundersports events this season. The immaculate machine, with its 2.2-litre Swindon alloy 'stroker' BDX powerunit, will be run from Manchester by Steve Sheldon's team.

Young, who took in some MCD enduros last year in a March S2000, is teaming up with David Mercer, whose Cosworth BDG engines will be held in reserve. On the occasions when Mercer's WEC commitments clash, John Fyda will deputise in the Tiga.

Fyda's Agra engineering business is presently converting the engine back from its methanol fuelled hillclimb specification, and anticipates an output of 290bhp from the torquey unit. "We have the basis of a very competitive car," says Young, "and we are looking forward to the challenge."





Jonathan Bancroft receives his trophies from Derek Freathy of Dunlop.



No, he didn't carry it away — Ringrose collects his engine.

## BBC rewarded at the BRSCC annual awards

In the absence of a motor sports show this year, the annual presentation of club awards took place at the BRSCC Dinner/Dance on Saturday January 26 at the Royal Lancaster Hotel, London. Among the awards collected, Jonathan Bancroft was a worthy recipient of our own Dunlop/AUTOSPORT 'Star of Tomorrow' trophy, while novice rival Mark Blundell received the 'Champion of Snetterton' spoils.

'Champion of Brands', dentist Chris Ringrose, apart from his cheque from

series sponsor John Player, received a new Minister FF1600 engine from company director Graham Fuller. Another Ford winner, this time of the 'roofed variety' was Ford Credit Fiesta Champion Ian Briggs, the former F4 triple champion taking home £1000.

There was a strong representation from the Lep Group, who apart from continued support for MacLean Hunter Open champion Alo Lawler, announced a new scholarship to promote young talented drivers. Thus it was a delighted

Tim Jones who stepped up to receive a very worthwhile cheque for £5000.

The BRSCC Trophy was, significantly, awarded to John Philips of the BBC. This award is given annually to the person or body who has done most to further British motor sport during the year. It is widely felt that the increased TV coverage of National motor racing by the BBC has contributed greatly to current public awareness of the sport. We can hopefully look forward to more of the same this year.

## S2000 Swift popular in USA

Swift Cars are set to enter the American Sports 2000 market in a big way this season, having taken 30 deposits for their new David Bruns-penned challenger on the strength of the prototype's performance on its debut at the SCCA run-offs last October.

"Actually, we were not happy with the aerodynamics of the first sports car at Atlanta," commented Swift director Paul White last week, "so it has been tested extensively and re-developed over the winter. Delivery of production cars will start next month."

The Californian company also has an FF2000 version of the trend-setting DB1 Formula Ford under development, although its appearance has been delayed by the demand for S2000s. Its debut is scheduled for March, and is eagerly anticipated in an emerging market.

Burns and White have tested an FF1600 chassis on British Dunlop control tyres "on behalf of an interested party", but the currency exchange rate between Britain and the USA effectively precludes a serious entry over here. Rumours persist, however, that a Briton has bought a DB1 (through a dealer rather than direct from Swift) to campaign in England this season!

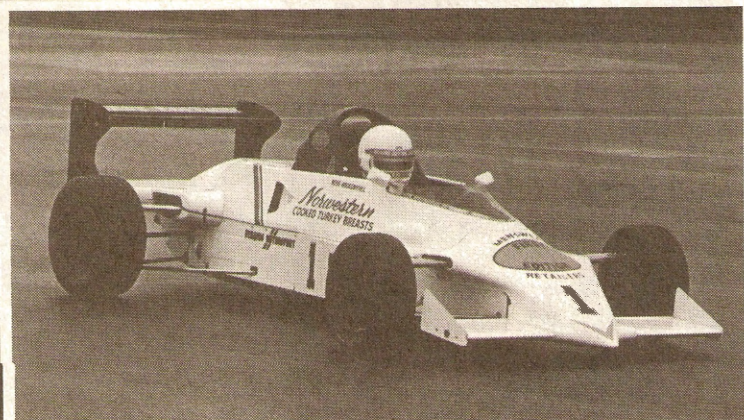
AUTOSPORT, JANUARY 31, 1985

## FF1600 Talon almost ready

Advanced Racing Concepts, constructors of the brand new Talon FF1600 chassis, are now well on the way to completing their third 85F spaceframe and sufficient components for the initial batch of cars. Once the bodywork is ready, next month, Mick Penfold and

Ken Taylor can commence assembly of a further seven cars.

The Lewes-based company is interested in supplying the British market, although the first cars are bound for their BRITS operation in California. ARC can be contacted on (0273) 475358.



## Hockenhull's challenge

Richard Dutton's young FF2000 charge, Ross Hockenhull, was out at Silverstone last week in the ex-Pegasus Reynard 84SF which he plans to use for the early part of the forthcoming Racing Displays British championship. Ross looked promising in far from ideal conditions. Dutton is looking to run a second driver alongside the Derbyshire lad, and has a second 84SF ready to run. A decision on replacing the cars with 1985 chassis will be taken later, when each marque's new car is fully sorted.

## Sprinter's new Martin

The Pubs 'n' Clubs hillclimb and sprint team will have a new Martin BM18 sports car at its disposal this season, to replace the original chassis which was destroyed towards the end of last year.

John Eales's crew at JE Motors of Coventry have been entrusted with the preparation of the latest Rover V8-powered device, and will incorporate many tweaks developed on the 1984 car in its successor. Before its accident, the old Martin was really flying in the hands of Colin Cordy and Roger Panter. The same drivers will be aboard the Pubs 'n' Clubs entry this season.

Eales and Alan Payne are continuing to develop the Apollo Anson-Rover SA4 in 1985, having sorted the majority of its gremlins last season. Gillian Fortescue-Thomas will share the powerful machine in a series of events.

### BRIEFLY

■ Hubert Kleinpeter, the American president of Royale Racing (UK) Ltd, won the recent Sports 2000 event at Sebring in a Royale RP37 chassis fitted with several of Nigel Stroud's developments for this year's RP38 version.

■ The top five finishers in the forthcoming EFDA FF2000 Euroseries promotion will be invited to a run-off with the top quintets from Canada and the USA, if EFDA chief Dan Partel's plans reach fruition. The special event, supporting a CanAm race, is scheduled for a new road circuit in the Floridian town on St Petersburg.

■ Gavin Jones, son of Chris Meek's former entrant Bill 'Gingerly' Jones, has forsaken his Pilbeam FF2000 chassis for the ex-Alastair Lyall Reynard 84SF. The Neil Brown-engined car will be run in Britain and Europe this season by the Burton-on-Trent privateer.

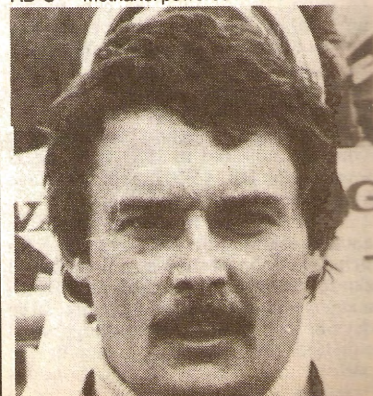
■ Historic racer Malcolm Paul has added a Tiga SC80 S2000 chassis to his stable for 1985, to be run alongside his P&D Plant Hire Chevron-BMW B8. The car will be run by Peter Mulberry of Abraxas Racing.

■ Bernard Horwood is returning to the tracks this season with the ex-Paul Sleeman Rostron FF1600 (below) and Chevron S2000 cars, taken in part exchange for his Ralt RT3.

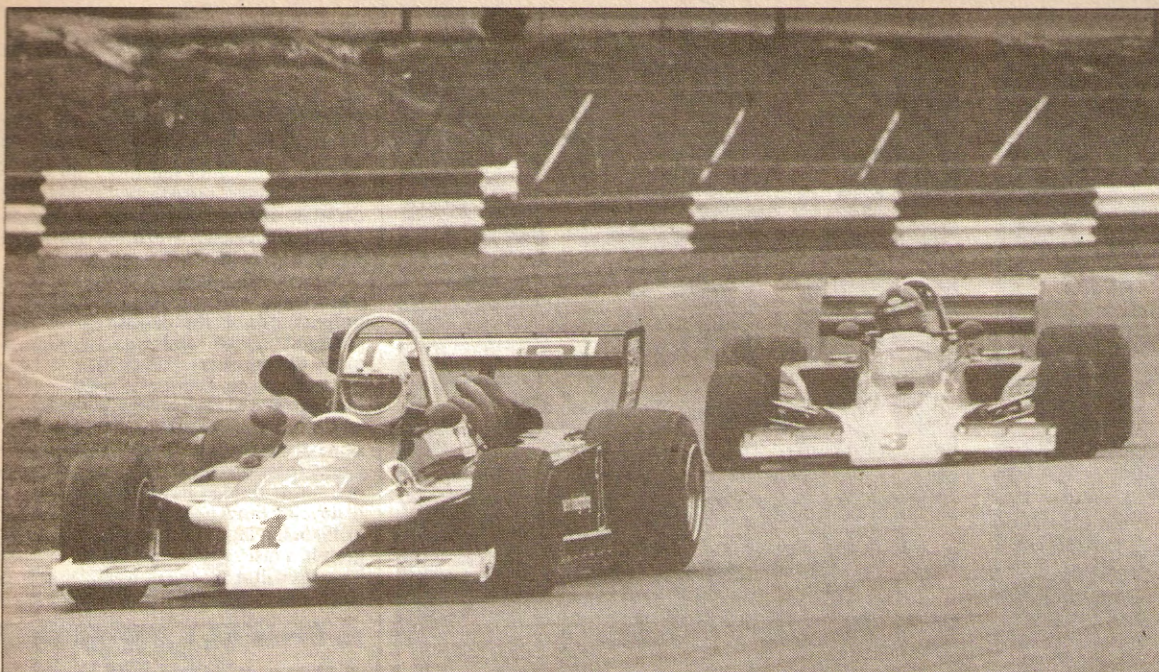
■ Former clubmans and *Formule Libre* driver Stuart MacPherson has bought Jeff Wilson's spectacular Chevron B30-based BMW M1 GT car to run this season. Its builder's plan are, as yet, shrouded in secrecy.

■ Alister Douglas-Osborn and John Hunt will be mounting an all-out assault on the RAC British Hillclimb championship this year. With their 2.8-litre Hart engine converted to run on methanol, the Glissade Pilbeam MP54 should fly...

AD-O — methanol powered in '85.







Alo Lawler achieved his aim of winning the *Libre* title in his Lep-sponsored Ralt RT4 from Tony Trimmer in the JJ Engineering Lola T330.

## Racing assortment

PAUL HARMER reports on the performances of the national single seater series through '84

There is a plain contrast between the single seater categories *Formule Libre*, Formula 4 and Formula Vee, but by being individual series and not wholly reliant on the ubiquitous Ford structure, they earn separate review under a singleton banner. There is nothing isolated about these series, each contributes to the assorted motor racing calendar an element of character. *Libre* racing is as old as the sport, whether it be for the rich amateur or the humbled semi-professional, it would be a loss to motor racing if there was not the opportunity for Formula 1, 2, 3 and F5000 cars of varying vintages to mix it openly. No one believes that F4 is just one step down from F3, but the 750MC administered series thrives on meeting a need for those who wish to race seriously but within their means, and along with Formula Vee which caters for the clubmen, the support is reflected by healthy grids.

The BRSCC's *Formule Libre* Championship showed enough spark to reward the club's efforts and if a sensible prize fund can be raised then this year's series should attain greater status, while both the 750MC singleseater categories enjoyed their best seasons for some time.

The BRSCC made a bold step at the beginning of '84 introducing a 12-race national *Formule Libre* series. Underwritten by the major business publication house of MacLean Hunter, there was an encouraging response from many of the hitherto under employed 'big bangers' despite a rather low prize packet (£150 to the winner of each round). The MacLean Hunter Open enjoyed star billing on its tour of England, and in the early part of the season provided healthy fields and fierce racing. Sadly the series suffered as one or two of its better known drivers were unable to compete at all the rounds due to clashing responsibilities.

A respectable grid of 20 fought out the first round at Donington in April, with Formula 1 or Formula 5000 cars making up half of the promising entry list. Pre-race favourite was Tony Trimmer, the ex-double British Formula 1 Champion renewing links with John Jordan in the F5000 Lola Chevrolet T330.

However, the nagging problems that Tony encountered in 1983 with the JJ Engineering BRM P207 seemed to have found a new home in the Lola.

Victory in the first round went to another senior pilot, the evergreen John Brindley. John, at home in a wealth of exotic machinery, secured the Rothmans-Newsweek March 821 only three days before the first race, and proved equal to the task with a memorable performance. But the popular London-based fabrics wholesaler was not able to

though, Brindley proved he was a force with a couple of satisfying runs to second place and an end of season record-breaking run to victory at Oulton Park.

Alo Lawler left no one in any doubt that his prime target for the season was the MacLean Hunter Open Championship. The veteran Irishman acquired an F2 specification BMW power unit for his Formula Atlantic series-winning Ralt RT4 plus comprehensive support from the Lep Group. Lawler chased Brindley hard in the opening round before a misfire slowed him, dropping him a couple of places.

Giving further indication that 'big banger' racing was set for a revival, Ken Moore — the esteemed collector of historically interesting racing cars — entered his ex-Clay Regazzoni Ensign N177 for Mike Littlewood. Clearly at home on the fast, sweeping Derbyshire course Littlewood powered the Roger Cowman prepared F1 with increasing

confidence, claiming second place following Lawler's misfortune, with fastest race lap into the bargain.

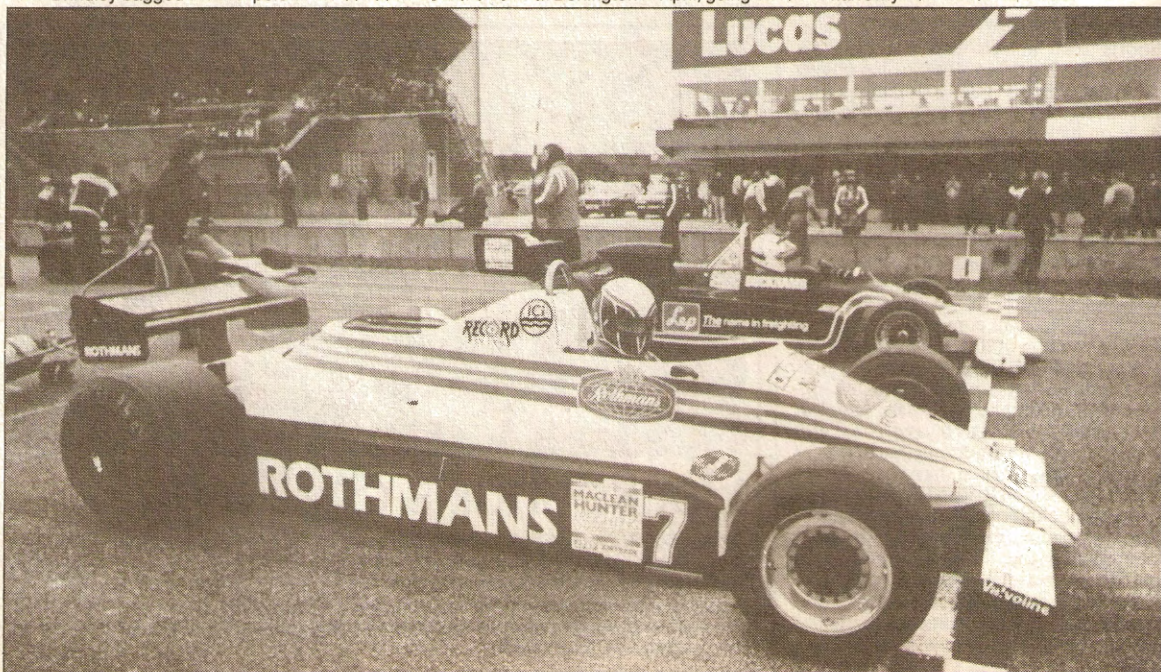
Kentish businessman Rodney Tolhurst entrusted his superb Surtees TS 19 (04 — ex-Alan Jones) and TS20 (01 — ex-Vittorio Brambilla) to the preparation of Roger Cowman and to the respective driving skills of fellow Formula Junior racers John Narcisi and Roy Drew. Both drivers looked steadily to be coming to terms with the increase in power — and responsibility — and appeared fairly even; but it was 36-year-old company director Drew, who had a better record at the end of the season, while the Bromley-based accountant Narcisi included a heavy off at Mallory in a not quite so rewarding year.

Lawler's first taste of success came in round 2 at Snetterton; with a busy Easter weekend schedule accounting for Brindley, and Trimmer's Lola suffering broken suspension in practice before succumbing to a misfire midway through the race. Northerner Dave Hoban slotted his F2 March 782 into second place ahead of Duncan Bain, who gave the numerous Lep Group guests further cause to cheer, powering his ex-Ian Flux Formula Atlantic Ralt RT4 to third. Narcisi gained what were to be his best points of the season, but the other Team Tolhurst Surtees suffered transmission problems and Drew retired.

Tony Trimmer set upon the Mayday holiday double-header determined to recover lost ground and the 25-lapper on Brands Hatch's Indy circuit was a real thriller. Lawler's nimble Ralt held an early, albeit very narrow, advantage over Trimmer's weightier and wider Lola. The attendance had been swelled once again by a vast number of Lep Group guests whose support was most vociferous. Suitably energised, Lawler put in a brave performance and did not appear unsettled by the closeness of his rivals but finally he was forced to give way as the secondary rear wing worked loose. Trimmer flashed past, but he too eased his pace with a broken front fin. Meanwhile Brindley had been improving his speed with each lap and moved ahead of the stricken Lawler into second place, equalling the seven-year-old lap record for Formula 1 cars (set by Trimmer) at 42.4s, 102.19mph! This creditable run put Brindley in the lead of the series by two points. Mike Littlewood gained third place in the Ken Moore Ensign with Bain, first of the non-big-bangers, fourth.

The action switched to Silverstone and with championship leader Brindley en-

John Brindley bagged the first pole of the series in his March 821 at Donington in April, going on to win narrowly from Mike Littlewood.





gaged elsewhere one time Formula Atlantic and Sports 2000 man **John Sheldon** was hastily drafted into the March seat, the Surreyman so excited about this first taste of F1 power that he could hardly sleep the night before. Sheldon acquitted himself extremely well but, quite naturally, had no answer to the Trimmer charge and settled for a safe second place. And what of Lawler? A suspension breakage on the warm-up lap silenced the Lep Group merriment. But whether Alo could have matched the flying Trimmer on that occasion must remain doubtful, the Kentishman lopping 1.2 secs off the outright Silverstone club circuit record!

Drew added to his tally with a lonely third place, team mate **Narcisi** was another non starter when a half shaft broke on the Surtees TS19, and **Duncan Bain** kept up his 100 per cent scoring rate in the Abdex/Lep Ralt RT4 chasing home **MacLean Hunter** 'newcomer' **Richard Piper** in the fabulous ex-Team VDS F5000 Chevron B24. Another ex-VDS Chevron, piloted by Hatfield civil servant **Keith Norris**, completed the top six finishers.

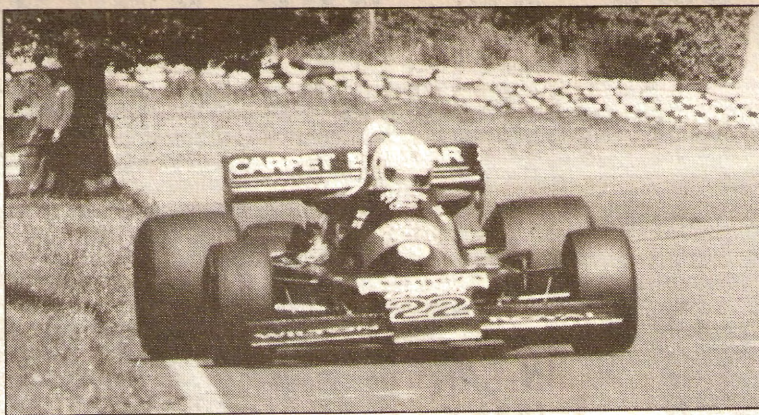
A generous six week break came before their return to Silverstone for the fifth episode, with a 27-strong grid. Trimmer, now sporting timely backing from Hutton Builders Ltd, delivered another polished and professional drive to extend his title lead still further. **Mike Littlewood** gamely held off the determined attentions of Lawler for second place and into fourth came the redoubtable **Willie Green** in Ken Moore's Silkolene-backed Wolf WR3. Nick Crocker's F5000 Lola T332 Chevrolet, of 1975 vintage, had promised to produce the form of which it was capable, but it was soon repeating its preference to misfire and **Mark Hales** was yet again destined to drop out of contention. A new F5000 challenger to appear at Silverstone had been the 3.4-litre March 76A of Kentish civil servant **Tim Barry**, and, ably supervised as ever by dad John, the car ran well to sixth place hot on the heels of **Narcisi's** Surtees TS19.

Practice bothers at Mallory Park hampered series leader **Tony Trimmer** and **Alo Lawler** snatched pole position for this 20-lap race. But, handling sorted, there was no threat to Trimmer. There was a touch of drama in the closing laps, however, when he felt a front tyre lose pressure he eased his pace just sufficiently to reach the flag and thereby increase his lead to a handy 22 points. It was a photo-finish, but the canny Kentishman had judged it just right to win from the rapidly closing **Littlewood** who had demoted **Lawler** along the way.

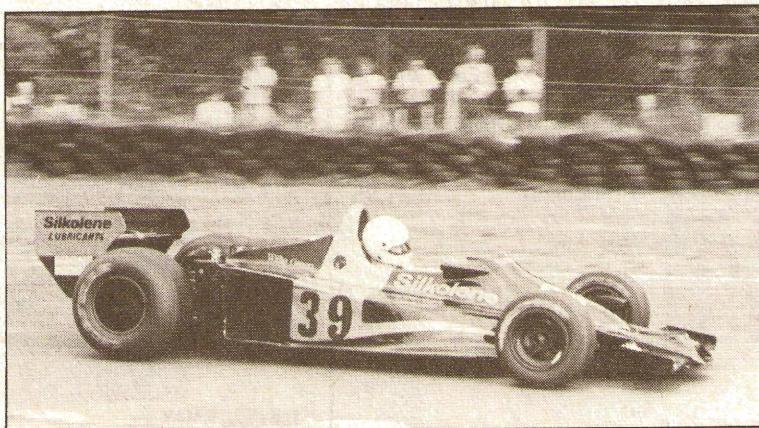
Four wins on the trot had given Trimmer double the points of his nearest rival, **Lawler**, and surely nothing would stop him from taking the title. But **Castle Combe**, six days later, demonstrated that nothing was so certain. during practice **Tony** was still encountering handling difficulties with too much understeer although such was his pace that he had taken **John Jordan's** Lola around 0.7secs beneath the Wiltshire circuit's 14-year-old outright lap record! In the Lep Group camp, **Lawler** was also unhappy, his Ralt was already at a disadvantage on such a fast track. Trimmer stormed clear in the race, but just after half distance he felt the handling go distinctly wrong... a rear damper had broken and, as **Alo** sailed by to record his first win since April's second round, **Tony** limped on, falling down to fourth place.

Although the interesting match at the top of the table ensured a continuing tussle, support for the series had dwindled. **Combe's** previous round had 10 eventual starters from an entry of 17. At Mallory 16 cars turned up (from an entry of 21), but only 12 cars actually started. It might have been 11...

**Duncan Bain** lost a wheel from his



Mike Littlewood took Ken Moore's ex-Clay Regazzoni Ensign N177 to second at Mallory and fourth in the series. Below: Willie Green (Wolf WR4) came second at Oulton in September.



**Abdex Ralt RT4** at Gerards in the first session, and the Luton driver was some what fortunate to leave the wreck bruised and shaken, but otherwise unscathed. Both **Team Tolhurst Surtees** cars were out, **Roy Drew** through accident damage on the TS20 and **John Narcisi** with mechanical problems, but the alarm bells rang still louder when **Trimmer's** Lola was stretched into the Paddock extensively damaged. Entering the deceptively fast Gerards, the long right hander after the start/finish line, the left rear wheel broke, sending **Tony** hurtling off the track.

His crew set to work and, amazingly, complete the massive rebuild job in time for **Tony** to join the outside of the front row, flanking the polesitting **Lawler**. But, seconds into the race, all that labour was wasted. Both drivers were anxious to reach Gerards first, and neither gave way. **Lawler** escaped and sauntered off into a distant lead for which he was never challenged. Motionless and sideways on the track the **Jordan Lola** lay stricken,

delaying the rest of the field.

To his credit **Trimmer** urged his battered car off the track, rather than stepping out there and then which would have almost certainly caused a race stoppage. A furious **Trimmer** protested **Lawler's** tactics and after lengthy deliberation the Irishman's easy victory was taken away from him, although an appeal was instigated immediately. This promoted **Willie Green** who had finished second on the road in the Wolf by a narrow margin over **John Brindley's** March. **Littlewood** spun the Ensign out of contention at Gerards. **Dave Hoban** was fourth and last of the unlappped runners.

**Trimmer's** fortune went from bad to worse, much worse. The Lola-Chevrolet devoured a piston at **Castle Combe** on August Bank Holiday Monday, and he was never able to challenge **Lawler** who had come by a full-blooded McLaren M30 — at one time driven by **Alain Prost** — on loan from a mysterious friend who wished to remain anonymous. The

Irishman duly won as he pleased, but there had been but eight starters.

The M30 which had been laying idle for four years before **Lawler** took possession swept uncompromisingly into the lead at Oulton Park in the next round, but after only three laps headed for the pits and retirement, its DFV spluttering ominously. Full points for **Trimmer** would have made things desperately awkward for **Lawler** in the remaining two rounds, but it was not to be. Just a few laps later **Trimmer's** Chevrolet motor let him down, and for the third successive race there were no points. **John Brindley** gratefully accepted the lead and opening the March 821 up, sped to a new outright lap record on the revised Oulton track.

It had been a match since May (**Brindley** clearly not being able to contest each round), but at the next round at Mallory it became a walkover. Another piston failure sidelined **Trimmer**, leaving **Lawler** to stroke home ahead of **John Travis's** neat Blackgate March 792, the only car remotely competitive in a poor five-car procession. To add insult to **Trimmer's** misfortune, **Lawler** was reinstated as winner of the Mallory round before **Castle Combe's** October finale. It was all over.

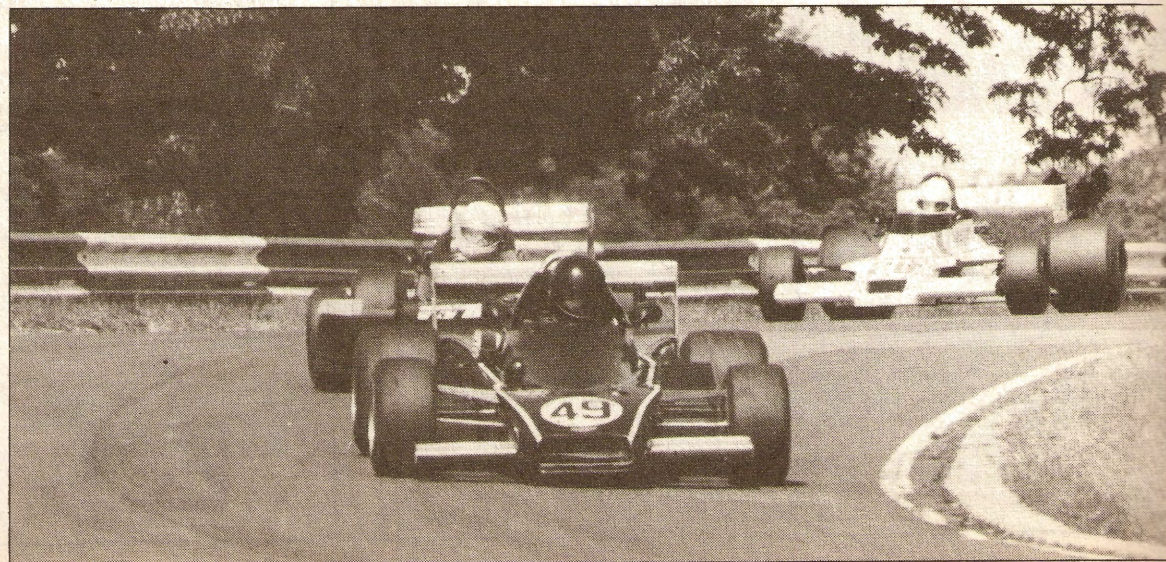
Quite understandably, **Trimmer** did not appear at **Combe**. **Lawler** put the McLaren M30 through its paces to bring the series to a lacklustre end. **Duncan Bain** followed home for a Lep 1-2, with local man **Roger Orgee** enjoying himself in third place with the Lyncar 79B. **John Travis** was running a fair second in this final round, until being black-flagged. The Preston driver has reportedly purchased a **John Macdonald RAM** chassis for a further *Libre* campaign this year.

Aware that the prize fund for such a series needs a significant boost to attract and maintain fields of a high standard, the BRSCC are confident of securing increased backing for their Single Seater Open series. The 1985 dates ensure that no event will clash with such as Thunderstorms or any other class which might conceivably draw on the pool of drivers. With an individual award to the best placed 2-litre car at each race, while maintaining that anything goes, the championship should gain strength.

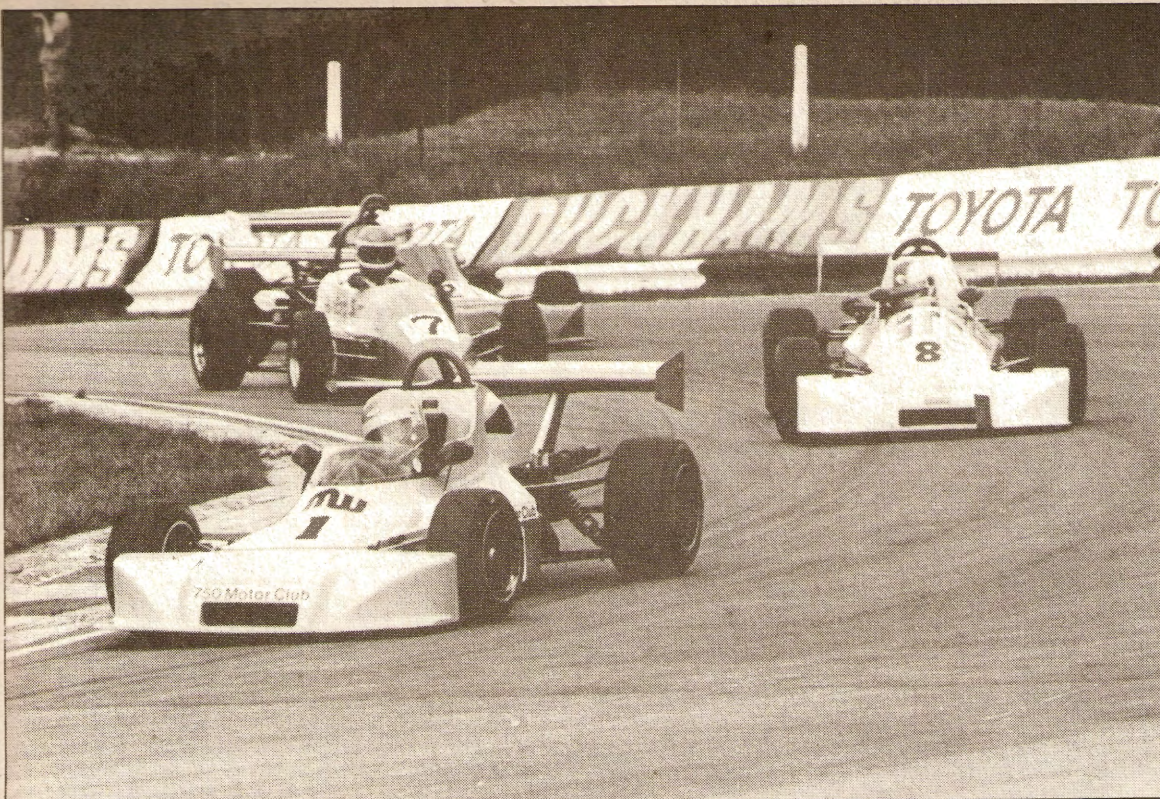
#### MACLEAN HUNTER FORMULE LIBRE CHAMPIONSHIP

|   |                                                             |    |
|---|-------------------------------------------------------------|----|
| 1 | Alo Lawler (2.0 Ralt-BMW RT4/3.0 McLaren-Ford DFV M30)..... | 71 |
| 2 | Tony Trimmer (5.0 Lola-Chevrolet T330).....                 | 48 |
| 3 | John Brindley (3.0 March-Ford DFV 821).....                 | 32 |
| 4 | Mike Littlewood (3.0 Ensign-Ford DFV N177).....             |    |
| 5 | John Travis (2.0 March-Hart 792).....                       | 20 |
| 6 | Duncan Bain (1.6 Ralt-Alan Smith Ford BDART4).....          | 19 |

**Peter Oxley** (Chevron B49) at Mallory in September leads **Chris Fawkes's** March with **Roy Drew** (Surtees TS20) looking to lap them.







Formula 4 champion, Mike Whatley heads for victory at Brands Hatch in June, leading Nigel Rees, Allan Hebb and John Richardson.

## FORMULA 4

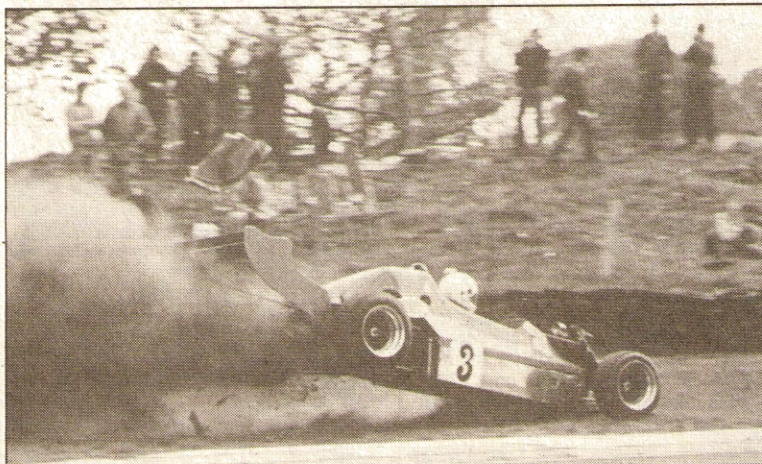
# Whatley once more

Following **Mike Whatley's** near-total domination of the 750MC F4 Championship the previous year (10 out of 12), a repeat performance looked most unlikely with **Bob Davis** posing a threat in his neat self-built Davis 5T. Indeed Davis won three of the opening four rounds, giving fair indication at the opening round on the Brands Hatch Grand Prix circuit by whistling past Whatley on lap 2 and denying the champion's every move thereafter.

Davis followed up with victory at Silverstone, but a hat trick was denied at Oulton Park when he retired from the lead with two laps to go.

In fact, the Oulton event was a race of attrition with **Paul Tickner** and **Nigel Rees** also dropping out in their Delta T784s, and so **Barrie Pusey** stepped up for a rare taste of victory in his Chevron B43. Whatley chased hard in round 4 at Snetterton but, as at Brands, found Davis in top form.

It was not until June when the Formula 4 Championship returned to Brands for the 750MC's traditional Saturday fix-



Paul Tickner was in flamboyant style at Oulton in May... modifying his Delta.

ture, that Whatley at last returned to the winner's circle. A crash in practice took Davis out of the running and Whatley romped to victory in his Delta T81 from Rees, a lonely second in his STC Imp-powered Delta, and the dicing **John Richardson** (Delta T78), **Max Samuel-Camps** (Tom Denyer Ralt RT1) and **Neil McBride** (Jamun T8).

Davis opted for treaded tyres on the drying Mallory track three weeks later and soon realised his mistake as Whatley

sped off into the distance; Richardson was third again with Rees once more the best of the Imp-powered cars. It was Whatley's turn to err at Donington, with a pretty safe lead the Holmfirth driver span and then, perhaps as a result of trying too hard, had his motor expire on his recovery. Davis had problems too, and could do no better than fight his way into second place behind the much improved Chevron B38 of Bolton's **Rob Moores** — determined and delighted to

win for the first time.

Moores very nearly followed up with another win in the next round at Cadwell, but with the race seemingly in his pocket the red flags came out. **Vivien West's** Delta IRF4 was immobile and blocking the track after a hefty collision. Moores led the restart but retired and Whatley sped by.

Whatley won a close race with Davis at Brands and reduced the deficit still further at Thruxton when Davis's engine expired in a big cloud of smoke. **Richard Penny** (Lola T670) got the better of **Nigel Rees** in a battle of 1-litre cars for second place. Whatley completed a trio of wins in the hardest fought race of all, at Mallory, when both he and Davis shared a new lap record and were split at the end of an exciting race by 0.4sec.

It had been a brave effort by Davis to hold on to his championship lead in the face of increasing pressure from the reigning champion, but Davis's hopes tumbled with falling oil pressure at Castle Combe's penultimate round, handing Whatley the win he needed to retain the title. For good measure he claimed victory again at the final round at Snetterton where Penny and Samuel-Camps chased him home. **Allan Hebb** (ASD T8), **Mark Storer** (Frenchmoor/Delta T79), and **Keith Sayer** (Hawke DK19M) also got among the pointscorers making worthwhile contributions.

## 750MC FORMULA 4 CHAMPIONSHIP

|   |                                              |    |
|---|----------------------------------------------|----|
| 1 | Mike Whatley (1.3 Delta T81).....            | 97 |
| 2 | Bob Davis (1.3 Davis T5).....                | 78 |
| 3 | Nigel Rees (1.0 Delta T78).....              | 72 |
| 4 | Max Samuel-Camps (1.3 Ralt RT1).....         | 63 |
| 5 | Neil McBride (1.3 Jamun T8).....             | 47 |
| 6 | Paul Tickner (1.3 Delta T78/1.3 Tickner).... | 44 |

## FORMULA VEE

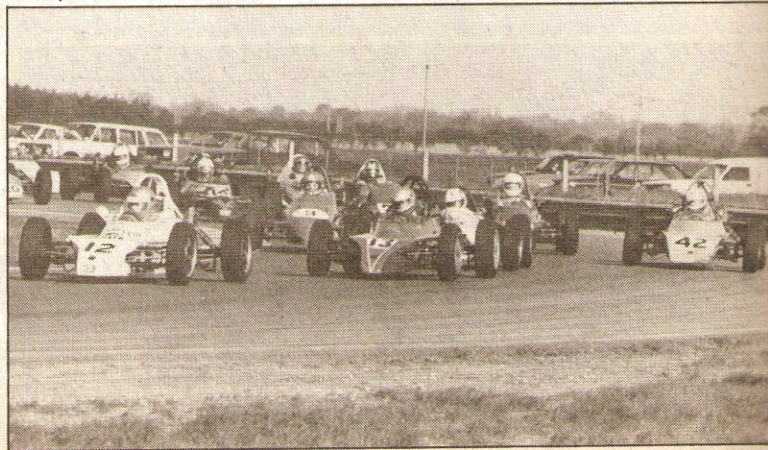
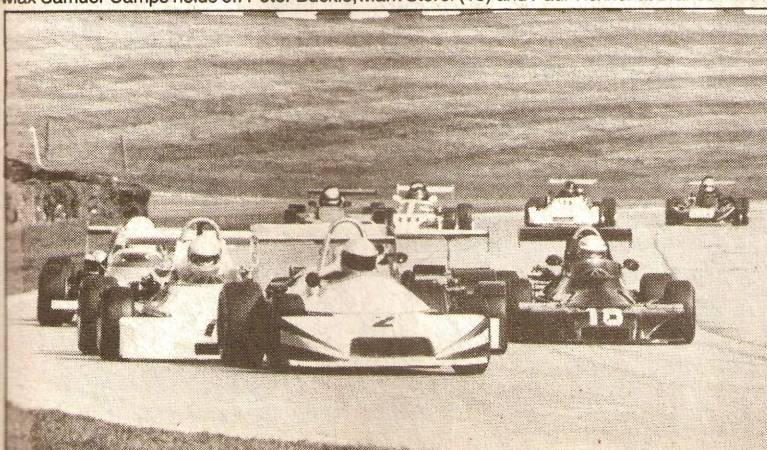
# Roberts's rampage

**Pete Roberts** gave notice of his intention to win the 1984 Autocavan Formula Vee series with a couple of impressive victories in his self-prepared Scarab Mk2 at the tail end of the '83 season. Kicking off with a runaway win in the wet opener on the Brands Grand Prix circuit back in April, the North Londoner was never seriously threatened, notching up win after win.

Former champion, and long time supporter of this low cost 750MC series, **Tim Flynn** returned to the Vee fray in a two car Scarab team with Narborough's **Pete Bodle** under the British Heart Foundation/Motortest banner. It was all in a good cause, but neither got the better of 'Rocket' Roberts, although Boale nipped in for victory (Roberts was absent) at Donington in June.

Hampshire-based company director **Keith Atkins**, whose form throughout the

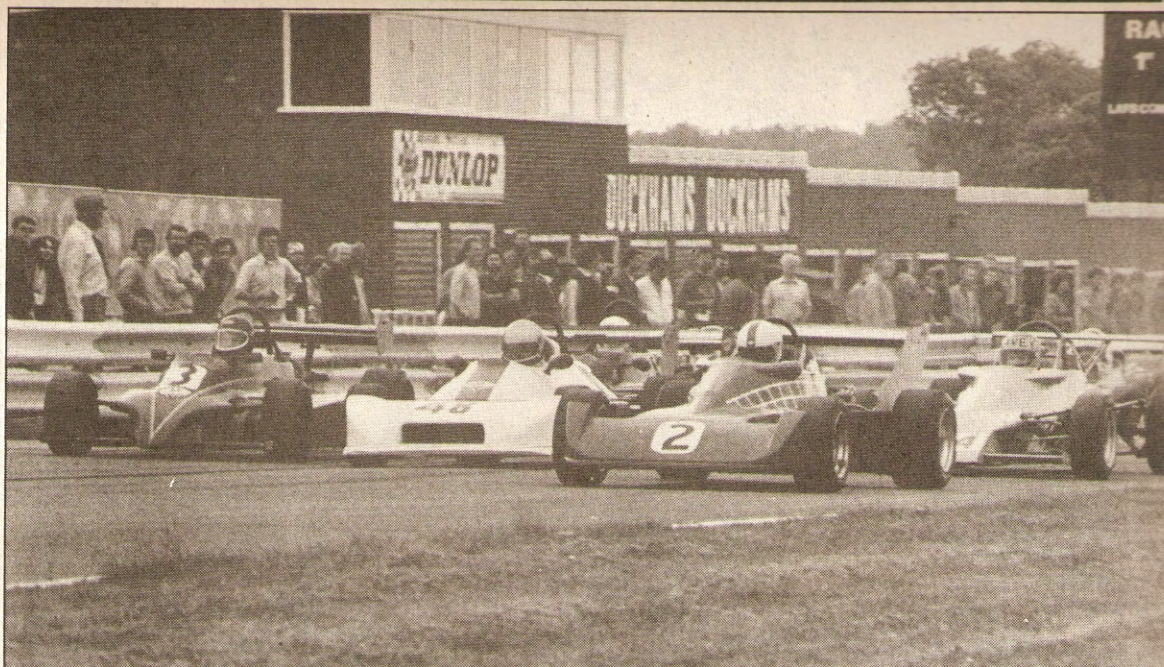
The top three Formula Vee men of '84: (left to right) Bodle, Atkins and champion Roberts. ▶





'83 season had boded well, got the better of Roberts in a superb race on the Brands Indy circuit in June, when 0.5sec covered Atkins, Roberts and **Barrie Andrews** (Scarab Mk1). Bodle had been involved in this keen dice too until dropping out near the end. It was a similar story at Mallory when Atkins and Andrews again pressed Roberts hard, only losing touch among backmarkers.

The only other drivers to get up on the winner's rostrum during the season were F3 driver **Tony Trevor**, guesting and enjoying himself immensely at Oulton Park in Bodle's Scarab, and the '83 champion **Kevin Martin** who won the final round at Snetterton. Although Roberts' sweeping success rather hogged the spotlight, mention must be made of several other regular performers such as the unlucky **Ken Dennison**, who was runner-up in '83. Following a big crash at Donington which put him out of contention, Ken comprehensively destroyed his Scarab on the exit of Russell at Snetterton in round 3. **John Mitchell** and **Lawrence Maynard** provided welcome variety in their Austros among the Scarab army and each gained a number of top six placings. **John Raffo** missed the whole of last season having damaged his self built Raffo in the opening round, and his highlight of the year was a splendid second to Trevor at Oulton, although he dropped to fourth once the addition of 10secs had been made for jumping the start! **Gordon Rae** (Rae V73), **Mike Steley** (MJS V83) and **Mark Rhoades** (Hawk) plus the Scarabs of **Andrew Ingram** and **Andrew Storer** also made their presence felt and added to the overall success of the series.



David Dudley (2) leads away from the champion George Whitehead (3), Peter Williams (48) and Simon Davey at Donington early in 1984.



F Vee variety: (left to right) Rhoades' Wagonmaster, Storer's Scarab and Alexander's Caldwell.

## AUTOCAVAN FORMULA VEE CHAMPIONSHIP

|                                    |    |
|------------------------------------|----|
| 1 Peter Roberts (Scarab Mk2C)..... | 69 |
| 2 Keith Atkins (Scarab Mk2C).....  | 49 |
| 3 Pete Bodle (Scarab Mk2).....     | 39 |
| 4 Mike Steley (MJS V83).....       | 18 |
| 5 Andrew Storer (Scarab Mk2).....  | 17 |
| 6 Andrew Ingram (Scarab Mk2).....  | 16 |

## MONOPOSTO

# Dominant Davey

The Monoposto Racing Club enjoyed enthusiastic support for their season-long championships for fully modified and FF1600-engined cars. **George Whitehead** was the A-class winner in his trusty WRA 82M, with **Peter Williams** (Ralt RT1) and **David Dudley** (Reynard SF77) as his keenest pursuers. Former champion **Julian Pratt** appeared from time to time in his Ray, while ex-B class man **David Cox** (March) did not enjoy the best of seasons.

**Simon Davey** was untouchable in the B-class, taking his Champion of Snetterton FF1600-winning Van Diemen RF78, suitably modified, to an impressive tally of 13 victories. Looking distinctly similar

to one Simon Sabel, **Ron Grigsworth** was Davey's most persistent runner-up in a Crossle 25F. **Tony Steels** added variety with his immaculate Tonytune Merlyn Mk11A until a controversial incident at Silverstone ended his fun and **Mark Jeffrey** impressed on a number of occasions in the ex-David Cox Ensign LNF 3.

## MONOPOSTO CLASS A CHAMPIONSHIP

|                                    |     |
|------------------------------------|-----|
| 1 George Whitehead (WRA 82M).....  | 114 |
| 2 Peter Williams (Ralt RT1).....   | 114 |
| 3 David Dudley (Reynard SF77)..... | 105 |
| 4 David Cox (March 78/793).....    | 88  |
| 5 Chris Fawkes (March 773).....    | 85  |
| 6 Terry Mills (Ray).....           | 59  |

## MONOPOSTO CLASS B CHAMPIONSHIP

|                                      |     |
|--------------------------------------|-----|
| 1 Simon Davey (Van Diemen RF78)..... | 157 |
| 2 Dick Draper (Merlyn).....          | 84  |
| 3 Jim Blockley (Reynard SF78).....   | 80  |
| 4 Tony Steels (Merlyn Mk11A).....    | 78  |
| 5 John Austin (Hawk).....            | 76  |
| 6 Ron Grigsworth (Crossle 25F).....  | 54  |

Monoposto action: David Dudley chases the Marches of Mike Adams and Chris Fawkes.



## LYDDEN LEADERBOARD

# Ever O'Neill

Lydden Hill kept up its tradition of running a one-circuit *Formule Libre* challenge which attracted regular support. The main feature of the series was the constant lead battle between **Tony O'Neill's** F3 Ralt RT3 and **Peter Ware's** FF2000 Reynard SF79. O'Neill gradually came to terms with his ex-Mario Hytten car and consolidated his title lead, rarely suffering defeat.

Local man Ware came nearest to winning in a wet September race, but O'Neill was having his first ever taste of racing in the damp and shadowed the Reynard cautiously before nipping by in the last couple of laps.

**Martin Mansell** took in several of the races and drove his Diamond-Holbay

clubmans car to victory in May and July, while **Melvyn Coon's** Mallock Mk20B won the opening round, but did not contest the entire series.

Lydden is renowned for providing an inauspicious track on which to make one's debut and **Martin Leach**, a 27-year-old ex-kartist from Ingatestone, surprised all the *Libre* regulars with a polished debut victory in June at the wheel of a Reynard 83SF. Ware and O'Neill scrapped furiously further back with just 0.2secs separating them after 20 laps, but there was nothing they could do about the promising Leach.

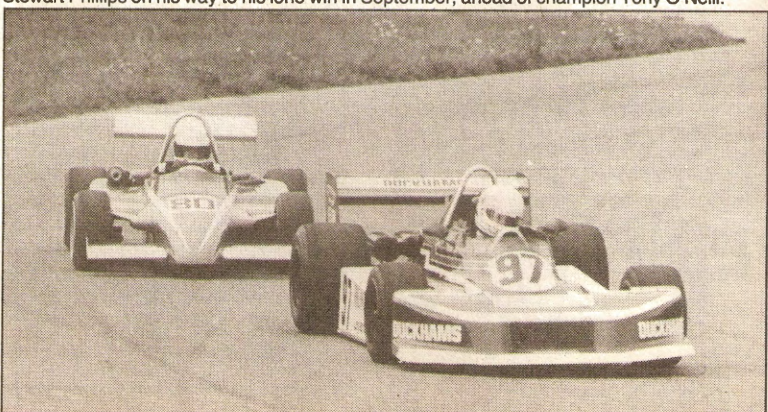
Former Lydden *Libre* champion **Paul Sleeman** concentrated on Thunderstorms, but made one or two attempts at taking on the regulars, only to find his mount, an ex-Formula Atlantic Wimhurst-based Piper, less than willing. The FF2000 drivers **Derek Haines** (Royale RP27), **Peter Boutwood** (Lola T580), **Steve Holland** (Royale RP30) and **Pete Northover** (Reynard SF79) took advantage of a second race on most occasions, having contested the Flint Engineering Trophy they usually came out again for the *Libre* thrashes.

**Stewart Phillips** gained a lone win in September, powering the Winchmore Hill Garage March-Swindon 80A Atlantic around ahead of O'Neill and Ware, but suffered an expensive crash later in the month.

## LYDDEN LEADERBOARD CHAMPIONSHIP

|                                           |    |
|-------------------------------------------|----|
| 1 Tony O'Neill (2.0 Ralt RT3).....        | 84 |
| 2 Peter Ware (2.0 Reynard SF79).....      | 63 |
| 3 Melvyn Coon (1.7 Mallock U2 Mk20B)..... | 44 |
| 4 Derek Haines (2.0 Royale RP27).....     | 43 |
| 5 Martin Mansell (1.7 Diamond).....       | 42 |
| 6 Peter Boutwood (2.0 Lola T580).....     | 41 |

Stewart Phillips on his way to his lone win in September, ahead of champion Tony O'Neill.





# Autosport

**SPORTSCAR RACING REVIEW 1984**

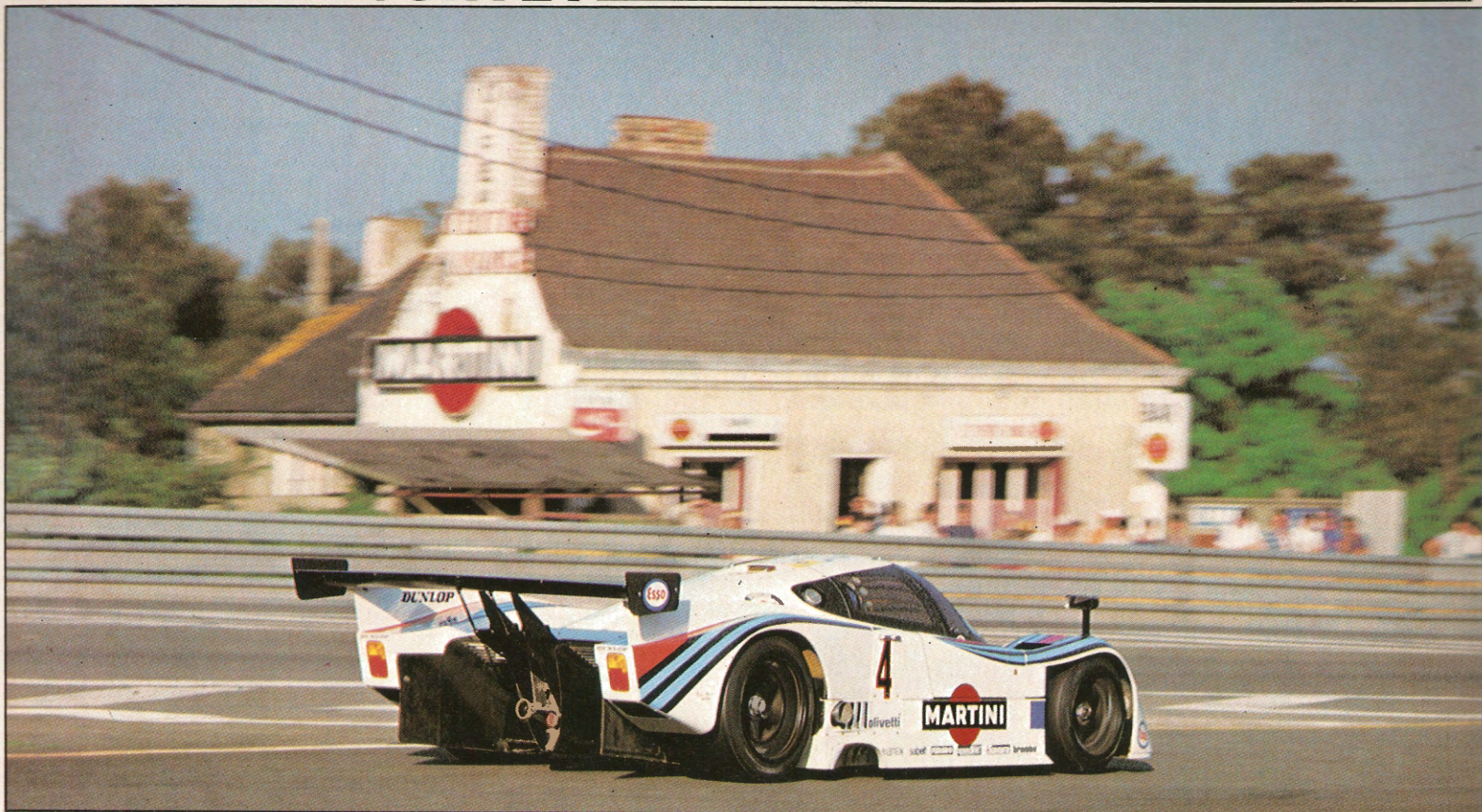


**FIA WORLD ENDURANCE CHAMPIONSHIPS**

**GERMAN SPORTSCAR CHAMPIONSHIP**

**JAPANESE CHAMPIONSHIPS**





Season highlight for Lancia-Martini at Le Mans, where Bob Wollek led until the 17th hour.

## Marking time

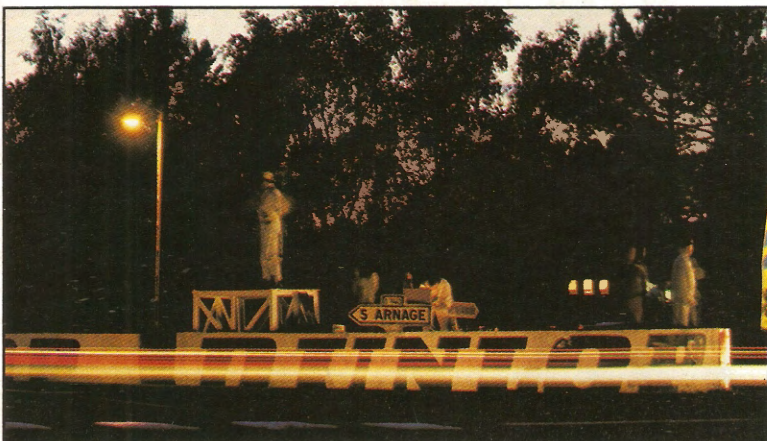
A 12-month postponement of tighter fuel consumption rules led to the World Endurance Championships making little progress in 1984. QUENTIN SPURRING introduces our annual Group C racing review.

It is disappointing to report that the FIA World Endurance Championships, in terms of the cars participating, made little progress in 1984, with the notable exception of the Group C2 category. Development in the more important C1 class was hampered, primarily, by extraordinary behaviour by FISA at the commencement of the season, when the governing body abruptly decided to attempt implementation of fundamental rule changes. Another factor was the numerical and performance superiority of Porsche, which itself contributed towards the ever-present problems experienced by would-be rivals in attracting adequate finance.

These three factors combined to restrict the new car development which is now so sorely needed. Not even Porsche and Lancia, the stalwarts of the WEC, produced anything radically different, and new projects — like the Cheetah chassis, and the Mazda turbo rotary engine — were scarce and disproportionately previous.

Now that there seems to be greater stability in the rules structure, and the promised added restriction on power outputs, the prospects are brighter for 1985 and beyond. As for 1984, it will be remembered as the season when FIA sportscar racing marked time.

Below left: Le Mans signalling pits — Dunlop won every WEC race in 1984. Below: Kleus Ludwig heads for the Joest team's Le Mans victory as Jan Lammers gives chase for Canon.





From the outset of FIA Group C, a 15% reduction in fuel allocation was planned for the 1984 WEC season. FISA's extraordinary attempt to scrap this plan, which was announced only six weeks before the season was to begin, stunned the Group C1 teams and introduced a strong element of instability leading to a lack of confidence. FISA's intention was to run the 1984 series according to the 1982-83 rules, apart from the admission to the series of IMSA GTP, GTX, GTO and GTU cars from the USA, and a 50-kilo increase to the C1 minimum weight limit (bringing the cars more into line with the most powerful GTP machines). This decision — signifying a fundamental rule change at virtually no notice — went hand in hand with a move to abolish the C-car fuel consumption formula altogether in 1985, in a bid (the final one, perhaps?) to unite Group C with IMSA GTP, adopting the US vehicle rules which would render the Porsche 956 and Lancia LC2 ineligible.

Porsche, who had invested a lot of money in renewed research with Bosch on electronic engine management systems, reacted by withdrawing the factory team from Le Mans and, in July, FISA changed its mind again. It dismantled the 1985 phase of the changes pending further study, which is yet to be completed.

In 1984, meantime, the anticipated influx of US entries failed to materialise (with the notable exception of the Jaguars at Le Mans) and the damaged manufacturer and team confidence in the WEC was reduced further by the continuing dominance of the C1 class by Porsche and their customers.

Another rule change (this one planned) was the abolition of the nonsensical limitation on the number of fuel stops, and this allowed team managers greatly increased flexibility in race strategy.

The WEC events numbered 11, and the European series was scrapped so that there were just the two World Championships, for Makes and Drivers. The races at Monza, Silverstone, Le Mans, Nürburgring, Spa, Fuji and Kyalami (the last despite having only five FIA-legal entries) counted towards both titles; those at Brands Hatch, Imola and Sandown towards the Drivers championship only.

As to the C1 cars themselves, the works Porsche team conducted relatively little development, but the privateers became very active in this area. Several of them came up with their own aerodynamic packages (GTI and Joest successfully), and GTI constructed its own honeycomb chassis version of the 956. Joest and Fitzpatrick came to reject the inflexibility of the pre-programmed Bosch Motronic 2.6-litre customer engine, and on occasion raced with mechanical-control, 3-litre units. The privateers' season began with an expensive sequence of 16 engine failures caused by an ignition programming fault.

Porsche sold four B-spec 956 cars (to JFR, Joest, Kremer and Brun) featuring lighter chassis and bodywork and better steering geometry, but no others were built due to the proposed new chassis rules demanding that the pedals must be behind the line of the front wheel centres. The foreshortened life span of the 956-series cars also led JFR to race a GTP-legal type 962 as a Group C entry. JFR also tried to find a performance advantage by using a tyre other than the dominant Dunlop.

Lancia conducted a lot of development (including new 3-litre, Weber-Marelli managed engines) but the cars remained fast and fragile. The farce at Kyalami was the Italian team's only 1984 victory, and it never looked like beating Rothmans-Porsche, whose record — a win in each race seriously contested — was of little benefit to the image of the FIA World Endurance Championships.

## FIA WORLD ENDURANCE CHAMPIONSHIP OF DRIVERS 1984

|                                  | Apr 23 Monza 1000 Kms (I) | May 13 Silverstone 1000 Kms (GB) | Jun 16-17 Le Mans 24 Hours (F) | Jul 15 Nurburgring 1000 Kms (D) | Jul 28 Brands Hatch 1000 Kms (GB) | Aug 05 Mosport 1000 Kms (CDN) | Sep 02 Spa 1000 Kms (B) | Sep 16 Imola 1000 Kms (I) | Sep 30 Mount Fuji 1000 Kms (J) | Nov 03 Kyalami 1000 Kms (ZA) | Dec 02 Sandown 1000 Kms (AUS) | Total Points |
|----------------------------------|---------------------------|----------------------------------|--------------------------------|---------------------------------|-----------------------------------|-------------------------------|-------------------------|---------------------------|--------------------------------|------------------------------|-------------------------------|--------------|
| 1 Stefan Bellof (D).....         | 20                        | (1)                              | —                              | 20                              | 8                                 | 10                            | 20                      | 20                        | 20                             | —                            | 20                            | 136          |
| 2 Jochen Mass (D).....           | 15                        | 20                               | —                              | (4)                             | 15                                | 20                            | 15                      | 12                        | 15                             | —                            | 15                            | 127          |
| 3 Jacky Ickx (B).....            | 15                        | 20                               | —                              | 4                               | —                                 | 20                            | 15                      | —                         | 15                             | —                            | 15                            | 104          |
| 4 Derek Bell (GB).....           | 20                        | 1                                | —                              | 20                              | —                                 | 10                            | 20                      | —                         | —                              | —                            | 20                            | 91           |
| Henri Pescarolo (F).....         | —                         | 15                               | 20                             | 3                               | 15                                | —                             | 12                      | 10                        | 12                             | 4                            | —                             | 91           |
| 6 Jonathan Palmer (GB).....      | 8                         | 8                                | —                              | 10                              | 20                                | —                             | 15                      | 2                         | —                              | 12                           | —                             | 75           |
| Jan Lammers (NL).....            | 8                         | 8                                | —                              | 10                              | 20                                | —                             | —                       | 15                        | 2                              | —                            | 12                            | 75           |
| 8 Hans-Joachim Stuck (D).....    | 10                        | —                                | —                              | —                               | —                                 | —                             | 12                      | 20                        | 12                             | —                            | —                             | 54           |
| David Hobbs (GB).....            | —                         | 3                                | 12                             | 15                              | 6                                 | 15                            | —                       | 3                         | —                              | —                            | —                             | 54           |
| 10 Paolo Barilla (I).....        | 12                        | 10                               | —                              | 12                              | —                                 | —                             | —                       | —                         | 15                             | —                            | —                             | 49           |
| 11 Walter Brun (CH).....         | 10                        | —                                | 10                             | 2                               | 3                                 | 12                            | 10                      | —                         | —                              | —                            | —                             | 47           |
| 12 Rupert Keegan (GB).....       | —                         | 12                               | —                              | —                               | 12                                | 15                            | —                       | 3                         | —                              | —                            | 2                             | 44           |
| Klaus Ludwig (D).....            | —                         | 15                               | 20                             | —                               | —                                 | —                             | —                       | —                         | —                              | —                            | 4                             | 39           |
| 14 Dieter Schornstein (D).....   | 6                         | 2                                | 8                              | 1                               | 2                                 | —                             | 3                       | 4                         | —                              | 12                           | —                             | 36           |
| 15 Harald Grohs (D).....         | 10                        | —                                | —                              | —                               | 8                                 | —                             | 12                      | 6                         | —                              | —                            | —                             | 36           |
| Alessandro Nannini (I).....      | —                         | —                                | 3                              | 12                              | —                                 | —                             | —                       | —                         | 20                             | —                            | —                             | 35           |
| 16 George Fouché (ZA).....       | —                         | —                                | —                              | —                               | 10                                | 4                             | 10                      | —                         | —                              | 10                           | —                             | 34           |
| 18 John Winter (D).....          | —                         | 2                                | 8                              | 1                               | 2                                 | 3                             | 4                       | —                         | 12                             | —                            | —                             | 32           |
| 19 Mauro Baldi (I).....          | 12                        | 10                               | —                              | —                               | 4                                 | —                             | 2                       | —                         | —                              | —                            | —                             | 28           |
| Massimo Sigala (I).....          | —                         | —                                | 4                              | 6                               | —                                 | 10                            | 8                       | —                         | —                              | —                            | —                             | 26           |
| Oscar Larrauri (RA).....         | —                         | —                                | 4                              | 6                               | —                                 | 10                            | 8                       | —                         | —                              | —                            | —                             | 26           |
| 22 Vern Schuppan (AUS).....      | —                         | —                                | 6                              | —                               | —                                 | 6                             | —                       | 12                        | 3                              | —                            | —                             | 27           |
| 23 John Watson (GB).....         | —                         | —                                | —                              | —                               | —                                 | 6                             | —                       | 20                        | —                              | —                            | —                             | 26           |
| Franz Konrad (A).....            | —                         | 6                                | —                              | —                               | —                                 | 15                            | 3                       | —                         | —                              | 2                            | —                             | 26           |
| 25 Leopold von Bayern (D).....   | —                         | —                                | 10                             | 2                               | 3                                 | —                             | 10                      | —                         | —                              | —                            | —                             | 25           |
| 26 Manfred Winkelhock (D).....   | —                         | —                                | —                              | 8                               | —                                 | —                             | —                       | 8                         | —                              | —                            | —                             | 24           |
| 27 Sarel van der Merwe (ZA)..... | —                         | —                                | 12                             | —                               | —                                 | —                             | —                       | —                         | —                              | 10                           | —                             | 22           |
| 28 Riccardo Patrese (I).....     | —                         | —                                | —                              | —                               | —                                 | —                             | —                       | —                         | 20                             | —                            | —                             | 20           |
| 29 Volkert Merl (D).....         | 6                         | 2                                | 8                              | 1                               | 2                                 | —                             | —                       | —                         | —                              | —                            | —                             | 19           |
| 30 Thierry Boutsen (B).....      | —                         | 3                                | —                              | 15                              | —                                 | —                             | —                       | —                         | —                              | —                            | —                             | 18           |
| Bob Wollek (F).....              | —                         | —                                | 3                              | —                               | —                                 | —                             | —                       | —                         | 15                             | —                            | —                             | 18           |
| David Sutherland (GB).....       | —                         | 6                                | 2                              | —                               | 10                                | —                             | —                       | —                         | —                              | —                            | —                             | 18           |

etc.

A total of 96 drivers scored WEC points. Points scored on the basis: 20-15-12-10-8-6-4-3-2-1. Each driver may count his best eight scores.

## FIA WORLD ENDURANCE CHAMPIONSHIP OF MAKES 1984

|                              | 20 | 20 | 20 | 20 | 20 | 20 | (20) | (12) | 120 |
|------------------------------|----|----|----|----|----|----|------|------|-----|
| 1 Porsche (D).....           | 12 | 10 | 3  | 12 | —  | —  | —    | 20   | 57  |
| 2 Lancia (I).....            | —  | —  | —  | —  | 12 | —  | —    | —    | 12  |
| 3 Giannini Alba (I).....     | —  | —  | —  | —  | 8  | —  | —    | —    | 8   |
| 4 Ford Alba (GB/I).....      | —  | —  | —  | —  | —  | 6  | —    | —    | 6   |
| 5 BMW Lotec (D).....         | —  | —  | —  | —  | 4  | 2  | —    | —    | 6   |
| Ford Tiga (GB).....          | —  | —  | —  | —  | —  | 1  | —    | —    | 5   |
| 7 Ford Rondeau (GB/F).....   | 4  | —  | —  | —  | —  | —  | —    | —    | 6   |
| 8 Toyota Dome (J).....       | —  | —  | —  | —  | —  | —  | 4    | —    | 4   |
| Mazda Lola (J/GB).....       | 3  | —  | 1  | —  | —  | —  | —    | —    | 4   |
| 10 Mazda March (J/GB).....   | —  | —  | —  | —  | —  | —  | 3    | —    | 3   |
| 11 BMW (D).....              | 2  | —  | —  | —  | —  | —  | —    | —    | 2   |
| 12 Ford Ecosse (GB).....     | 1  | —  | —  | —  | —  | —  | —    | —    | 1   |
| Chevrolet Lola (USA/GB)..... | —  | —  | —  | —  | —  | —  | —    | —    | 1   |

## FIA GROUP C2 CUP

|                          | 12 | 20 | (8) | 10 | 20 | 10 | 10 | — | 82 |
|--------------------------|----|----|-----|----|----|----|----|---|----|
| 1 Giannini Alba (I)..... | 20 | —  | 20  | 15 | —  | —  | 12 | — | 67 |
| 2 Mazda Lola (J/GB)..... | —  | —  | —   | 20 | 10 | 20 | —  | — | 50 |
| 3 Ford Tiga (GB).....    | —  | 15 | —   | —  | 16 | —  | —  | — | 30 |
| 4 Ford Alba (GB/I).....  | —  | —  | 15  | —  | —  | 15 | —  | — | 30 |
| Ford Rondeau (GB/F)..... | 10 | —  | —   | —  | —  | 12 | —  | — | 22 |
| 6 BMW Gebhardt (D).....  | —  | —  | —   | —  | —  | —  | 20 | — | 20 |
| 7 BMW Lotec (D).....     | —  | —  | 10  | —  | —  | —  | 6  | — | 16 |
| 8 Mazda (J).....         | 15 | —  | —   | —  | —  | —  | —  | — | 15 |
| 9 Ford Ecosse (GB).....  | —  | —  | —   | —  | —  | —  | 15 | — | 15 |
| Mazda March (J/GB).....  | —  | 12 | —   | —  | —  | —  | —  | — | 12 |
| 11 Ford ADA (GB).....    | —  | —  | 12  | —  | —  | —  | —  | — | 12 |
| Ford Gebhardt (D).....   | —  | —  | 8   | —  | —  | —  | —  | — | 8  |
| 13 Ford Ceekar (GB)..... | —  | —  | —   | —  | —  | 8  | —  | — | 8  |
| BMW-March (D/GB).....    | —  | —  | —   | —  | —  | —  | —  | — | 8  |

## FIA GRAND TOURING CUP

|                    | 20 | 20 | 20 | 20 | — | 20 | — | — | 100 |
|--------------------|----|----|----|----|---|----|---|---|-----|
| 1 BMW (D).....     | 15 | —  | 15 | 10 | — | 12 | — | — | 52  |
| 2 Porsche (D)..... | —  | —  | —  | —  | — | —  | — | — | —   |

Points scored on the basis: 20-15-12-10-8-6-4-3-2-1. Best six results.



# Porsche and Bellof hold command

The factory team had to overcome fiercer opposition this time, but in the end Rothmans-Porsche — and Stefan Bellof — reigned supreme in the World Endurance Championships. QUENTIN SPURRING reviews last season's Group C1 sportscar racing

The factory Porsche team dominated the results of the 1984 FIA World Endurance Championships. It secured a victory in every race it seriously contested, Stefan Bellof winning five events (four with Derek Bell, one with John Watson), team mates Jacky Ickx/Jochen Mass winning two. Four of the rounds resulted in one-two finishes for Rothmans-Porsche. The Makes title was decided in favour of the German marque (for the 12th time) at the Nürburgring in July. The Drivers crown was disputed by Bellof and Mass, going down to the wire in Australia last month, and being settled in favour of Bellof who became Germany's first ever track racing World Champion.

The extent of this crushing domination, however, was unexpected. The works Lancia team began its 1984 programme confident of winning races, as did a select few of the privately run Porsche teams. In the events themselves, the works Porsches were, indeed, challenged and it is fair to say that the results flatter the performance of the Rothmans team. Not only Lancia, but other teams such as GTI/Canon and JFR/Skoal Bandit showed themselves capable of beating the factory entries, by which Silverstone and Nürburgring, in particular, were fortuitously won. Minor mechanical problems accounted for these attempts at defiance, however, and for the first time in Group C the success of the works Porsches depended more upon reliability than pace.

The statistics reveal that a total of 53 Group C1 cars contested the 1984 WEC series, featuring 19 different chassis powered by 10 different engines. There were 154 race starts, and 97 finishes. These are impressive enough at first glance. Yet no fewer than 106 of those race starts were by Porsches (69%), and 80 of the finishes (82%). Those figures tell the whole story.

The factory Porsche sports car team cannot have viewed the impending 1984 season with as much confidence as previously. Over the winter, Helmuth Bott's R&D division at Weissach had been at full stretch to meet the demand for 'customer' cars, 956B models for Group C and long-wheelbase 962s for the IMSA series in the USA. The company's competitions director, Peter Falk, could not get new chassis built for his WEC programme, but had to rely on his 1983 cars. Not only that, but there had been little time and manpower left for technical development, except for more work with Bosch on the engine management systems, and testing of an ingenious, electronically controlled, twin-clutch transmission designed to allow the driver to make gearshifts without lifting off the throttle. These developments aside, the works Rothmans-Porsche team presented itself at Monza with an identical car/driver line-up to that which had swamped the 1983 championship.

Stiff opposition was anticipated from

the better financed private teams and from Lancia, which had been busy on development during the off-season. But, as things turned out, the factory team was able to maintain its performance advantage, thanks to its clearly more powerful engines and a subtly different aerodynamic package, the latter a less crucial factor as the season wore on.

The Norbert Singer managed team's record was as impressive as ever. It secured a victory in every event it contested except Imola, where it was race-testing the new double-clutch transmission. This time there were only five pole positions (all by Stefan Bellof), but there were four one-two finishes (Monza, Spa, Fuji, Sandown) and, from 17 race starts, there was only the one retirement at Imola, which says it all.

The team's line-up of Jacky Ickx (the 1982-83 World Endurance Champion), Jochen Mass, Stefan Bellof and Derek Bell was supplemented, at Spa and Sandown, where it ran a third entry, by John Watson, Vern Schuppan and Alan

Jones. All season in the two regular cars — pit-signalled 'MIX' and 'BEL' — Mass was a mite quicker than Ickx, and Bellof faster than Bell. But generally the Klaus Bischoff managed BEL pairing was superior, and it was Bellof's outstanding ability to drive very spectacular first-stint charges, damaging the morale of the opposition, which put this car into strong and sometimes unassailable positions. Indeed, it became quite normal for the rapid and aggressive young German to move away from his pursuers at around a second a lap during his first turn at the wheel, and Bell often took over the car with a lead standing at 40 seconds or more.

Bellof drove one of these from the pole at Monza, and here the BEL car led from start to finish. To finish second, 24 seconds behind, the MIX entry had first to overcome the Canon Porsche private car and also one of the works Lancias, both of which were then delayed. After the race, the winning car was judged to be one kilo under the weight limit, and disqualified. Porsche protested the Monza weighbridge and, three months later, the CSAI reinstated the car.

At Silverstone, where Lancia claimed the pole, both the works Porsches were dominated by the Canon car until the private entry was again delayed. The lead passed to MIX and it stayed that way, for BEL was delayed first when, in an uncharacteristic mistake, a mechanic failed to secure a wheel, and second when the oil cooler ruptured, costing Bellof some 20 minutes. It could finish only 10th.

Missing Le Mans, it was two months before the works team raced again, and Bellof landed another pole as the Group C cars raced on the new Nürburgring for the first time. The 30th ADAC 1000Kms may have shifted to a new and less demanding venue, but it certainly produced the best of the 1984 races in which the factory team was involved, and the closest finish.

Bellof led away as usual but, his car understeering, he was soon passed by private cars from the Brun and Canon teams, with Mass fourth. BEL resumed the lead during the first pitstops and MIX gained third place, only to pick up a puncture. Then BEL lost the lead again, to the Canon car.



'BEL' team manager Klaus Bischoff.

At two hours, it rained heavily. The Canon team misjudged its tyre stop, the Brun car crashed out, and the lead passed back to the BEL works car. In the rain, however, Bellof lost out to the better-tyred Skoal Bandit Porsche of Boutsen/Hobbs and, in trying to keep up, he went off the road, damaging a wheel. Later, he had to make another stop when a vane from a wheel centre broke off, puncturing the tyre.

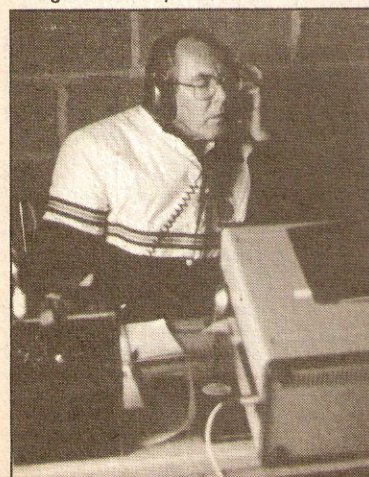
Fortunately for the works team, the JFR 956B had a long stop when the engine was slow in restarting, and then the track dried with about 80 laps still to go. Gradually, BEL reeled in the Bandit and, after both teams had made late fuel stops, Bellof repassed Hobbs to take the lead only five laps from the finish. The winning margin was extended to 15 seconds when Hobbs collided with a backmarker while trying to respond.

Although it made no formal protest, the JFR team held that Rothmans-Porsche had exceeded Bellof's maximum individual driver time (two-thirds distance). MIX, meanwhile, lost out because of two extra-long front pad changes and a misfire, and finished seventh.

From that breathless Nürburgring race, the works team flew to Canada for the poorly supported Mosport 1000, which the MIX crew won as it liked. Bellof again took the pole and built up a lead of 40 seconds, but this was wiped out under a yellow. Then the alternator drive sheared, and thereafter the car struggled through a succession of new batteries. Both drivers strove hard to eliminate this disadvantage, and the car survived a flash fire in the pits, but in the end it was no fewer than 32 laps behind its untroubled sister entry, albeit in fourth place.

Back in Europe for the popular Spa 1000 fixture, the works team was again outqualified (this time by Boutsen's Bandit) but Bellof drove an exceptional first stint again to establish BEL way out

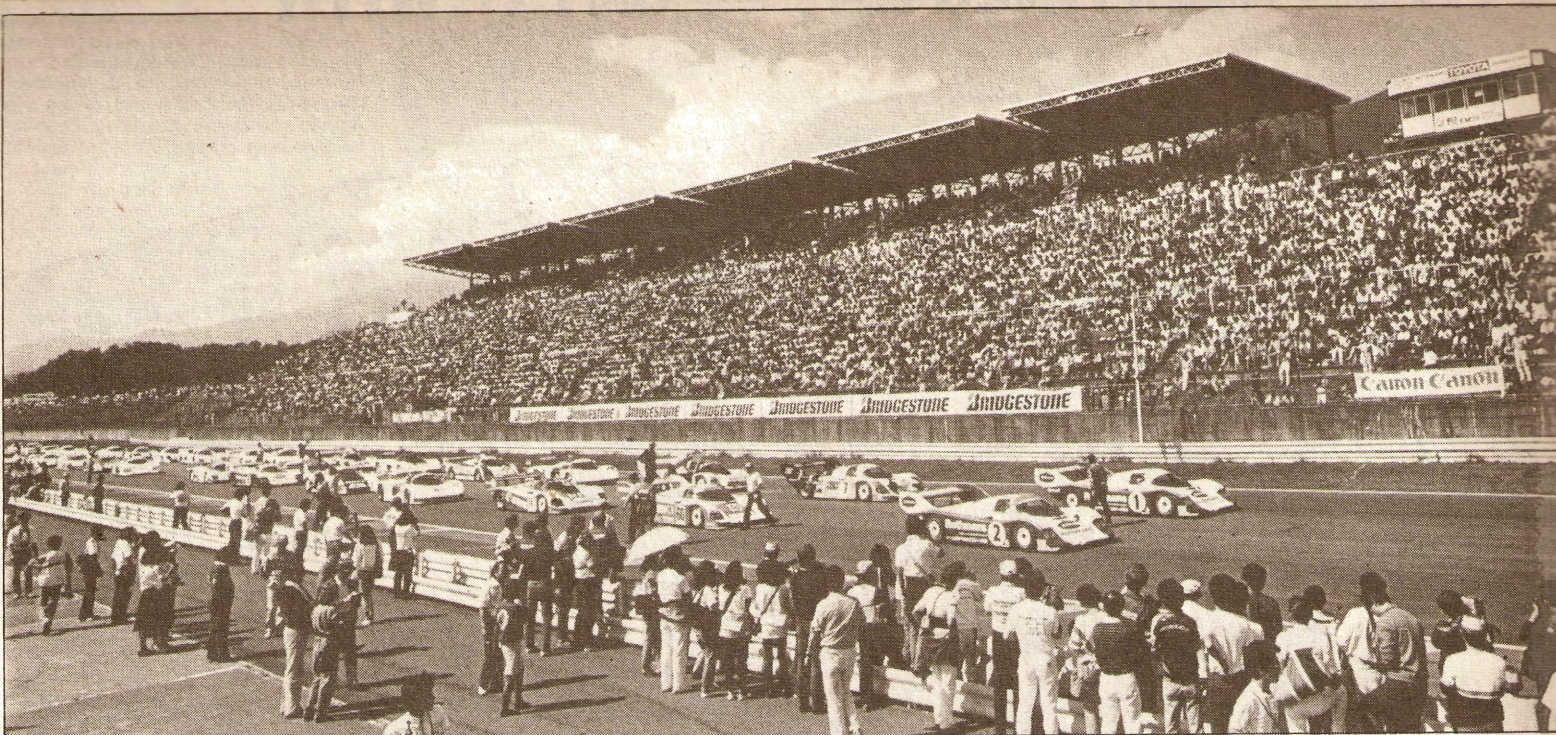
Porring over his computer: Peter Falk.



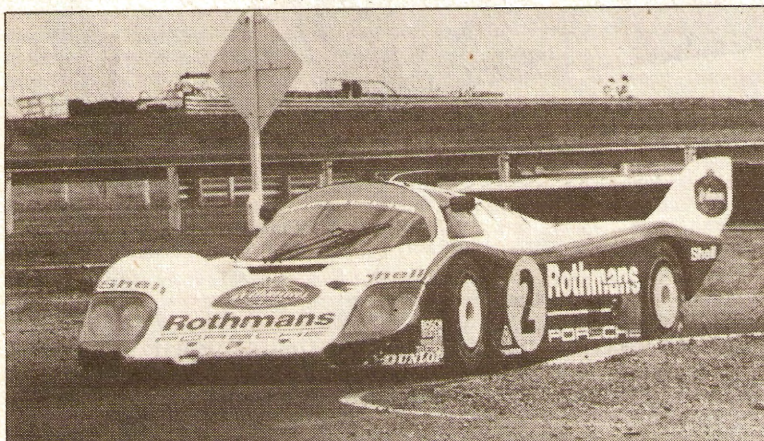
Joy for Stefan Bellof at Fuji as he salutes co-driver John Watson's first World series sportscar victory, advancing the German's title bid.







The massive crowd at Mount Fuji prepares to be impressed by one of Stefan Bellof's first-stint charges from pole position. Jochen Mass is alongside in the sister car.



Bellof clinches the title on the marbles at Sandown Park, Melbourne.

in front. Yet the Anglo-German pairing was fortunate to win this race, for four reasons. First, a spinning backmarker came perilously close to taking Bell off the road. Second, Bellof, short on stopping power, had to use the escape road at the chicane, and then rejoined the circuit illegally; normally there is a time penalty for this offence, but under local rules he was merely fined. Third, when the car suffered a detached front brake caliper towards the end, it happened near the pits and Stefan lost little time. And fourth, for most of the race the MIX entry nursed an intermittent misfire.

When the Boutsen/Hobbs privateer lost its engine, though, it secured second place less than a minute behind, and the team's second one-two of the series. Rothmans-Porsche ran a third car here, for Watson/Schuppan, but all day it struggled with an alternator failure and finished sixth, five laps down.

For the works team, Imola was a non-event. Ickx/Watson tried the new trick gearbox in a solo entry, but two of the twin-clutch units broke during practice, and the third on the very first lap of the race.

Far and away the team's most powerful performance came at Fuji, where Porsche are always anxious to dominate in front of the massive crowd of impressionable Japanese sports car enthusiasts. No other car was in the same class and Bellof, from pole again, quickly defined a big lead. MIX was again the less reliable and had an unscheduled stop with a badly chunked rear tyre. Mass then lost half a

lap under the yellow and the car was also black-flagged for a stop-and-go penalty because he had inadvertently passed a backmarker during this period. Still giving aggressive chase during the final stints, Ickx then had to back off with a braking problem, leaving Watson to make good the first sports car championship victory of his career.

Like the vast majority of the WEC teams, Rothmans-Porsche missed out Kyalami after the organisers had been unable to come up with a realistic financial deal. By now, however, Peter Falk and his men were sure of the Drivers World title for a third year (all raced in the livery of Rothmans), for only Bellof and Mass were left in the running. At Sandown, Jochen had to win with Stefan placed no higher than fifth if he was to overtake him in the title chase, these two the only drivers who had scored so often that they had to drop points.

### Down Under finale

Although the organisation was first-class, Australia's first ever World Championship motor race was a disappointment, a small crowd there to watch a representative field (although it was without Lancia), and the race itself ruined by no fewer than 60 punctures among the Porsches alone, caused by the new track surface breaking up badly.

Bellof — in line to win his fourth straight WEC race having interspersed one for Brun Motorsport at Imola with his victories for the factory team — qualified on pole yet again. Although

bettered at the start by a very determined Alan Jones in the number 3 Rothmans car, he was soon in control of the situation and taking punishing advantage of a first-lap spin by Mass. The BEL car was also conspicuously free of serious delays caused by punctures, suffering only three while the MIX entry had no fewer than eight during its recovery into second place. This achievement by Jochen and Jacky, the outgoing champion, was aided by the late retirement of the charging Boutsen/Hobbs Bandit Porsche, and by 12 punctures on the Canon car which was third. A turbo problem and then an incurable misfire dropped the Jones/Schuppan works entry to an eighth place finish.

As in 1983, works Porsche drivers dominated the Drivers championship, but this time Bellof and Mass increased their points scores by racing for private teams when Rothmans-Porsche missed the Drivers-only rounds at Brands Hatch and Imola. Neither Ickx nor Bell did this, and the latter dropped out of the series (missing Fuji) because he wished to concentrate on the more lucrative IMSA championship.

### Porsche privateers

The leading private Porsche teams were those of Joest, GTI/Canon, Brun, Fitzpatrick and Kremer. All had their moments during the season, but as things turned out the factory team again made such a meal of the WEC series that precious few crumbs were left for the privateers. It did leave, however, the prestige result of the sports car racing year — victory at Le Mans — and this fell to Joest Racing.

Reinhold Joest's German based team, sponsored by New Man fashion and Pierlant sparkling wine, ran singleton entries except at Le Mans, and its regular drivers were Henri Pescarolo, Stefan Johansson and Klaus Ludwig. Jochen Mass drove for the Joest team in the German national series, which included Brands Hatch and Imola.

Managed by Domingos Piedade, the team ran its older type 956 car at Monza (engine failure) and Silverstone (second) before getting its new type 956B just before the 24 Hours. It was qualified fourth behind two works Lancias and its older sister car, driven by Johansson, and then it set off for an extraordinary debut race.

Pescarolo was in the pits only 11

minutes after the start, and two stops to correct fluctuating fuel pressure cost five minutes. The New Man 956B rejoined dead last. Three and a half hours later, Ludwig was back in the pits for 14 minutes while his mechanics repaired the left front suspension.

But you never say die at Le Mans. With consistently fast driving, Henri and Klaus took fullest advantage of the inevitable mechanical delays to cars ahead, so that they were able to move into the top 10 during the sixth hour, and into the top five just before half-distance. At ten minutes past seven on the Sunday morning, they went into the lead...

There were two more scares, both during the 17th hour of the great marathon, and both further suspension breakages costing a total of 21 minutes at rest. But by this time the main challengers had all fallen by the wayside. It was a famous victory, Pescarolo's fourth at Le Mans, Ludwig's second. The only cloud on the team's horizon was that Johansson had got on some oil, and crashed the sister car.

The Joest 956B was as competitive thereafter, but less spectacularly successful, and more than once the team struggled with the aerodynamics. At Nürburgring, Ayrton Senna accepted an invitation to drive it, but an inoperable clutch dropped it to an eighth place finish. It ran Brands and Imola in the livery of Blaupunkt hi-fi (the team's

Runner-up Jochen Mass fusses over a pitstop.





German series sponsor), finishing respectively second and third for Mass and Pescarolo. Henri and Klaus renewed their partnership in the 956B at Sandown but could finish only seventh, although this secured a 100% finishing record for the team's new car.

The Joest team also fielded the older 956 at Spa (ignition failure) and Fuji (fourth), but this car finished only two of its five races and again the team failed to mount an effective Drivers title challenge for the veteran Pescarolo, showing signs of running short of finance towards the end of the year.

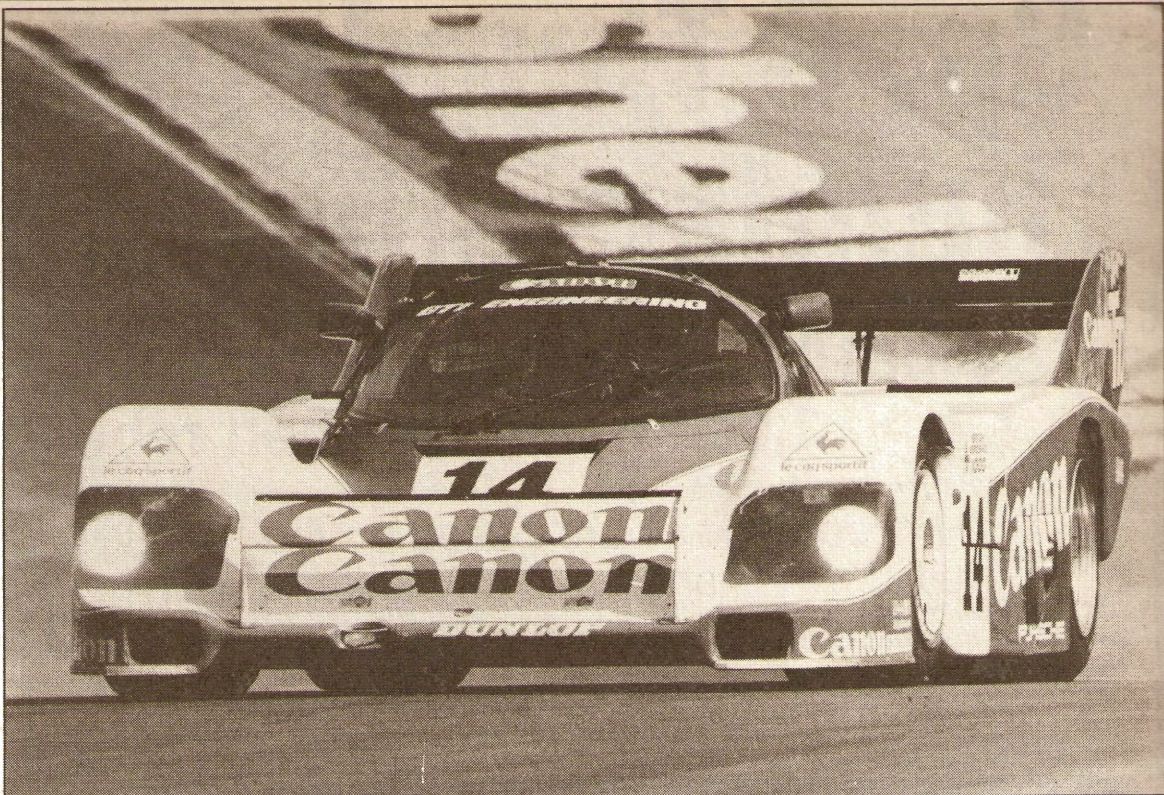
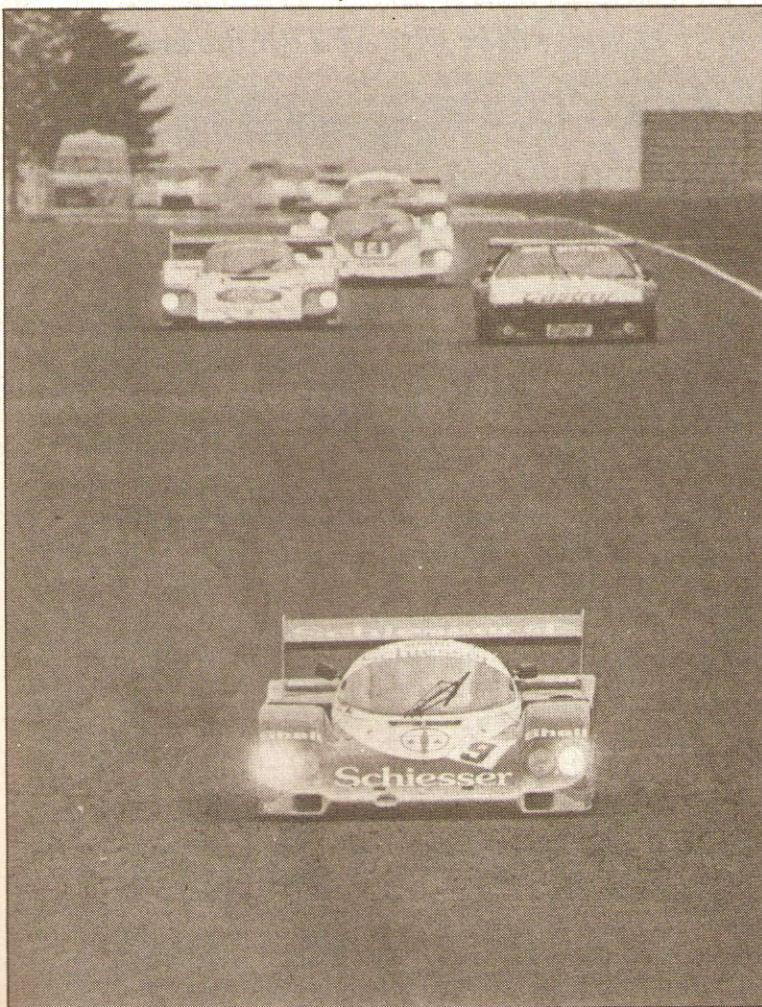
### Competitive Canon

Like Joest, Richard Lloyd's GTI Engineering team evolved its own aerodynamics, designing a neat, one-piece underbody for its type 956, similar to the factory cars, but with the cooling air extractor vents on either side of the gearbox instead of actually within the engine bay. From the start of the season, the Jonathan Palmer/Jan Lammers combination was very competitive, never once failing to qualify outside the top six, and leading five races.

The Keith Greene managed, Canon sponsored GTI car split the works Porsches at Monza until delayed by a broken suspension top rocker, finishing fifth. At Silverstone — where it was based — it dominated its home race in outstanding fashion and was leading by a minute when an oil line split, recovering to finish fifth once more. Le Mans was a race the team will wish to forget, for all manner of things went wrong, and its team manager was hurt in an incident in the overcrowded pit lane, but fourth place resulted from another competitive run at Nürburgring, and then came Brands Hatch.

Here the car was equipped with an extra aerofoil mounted on twin stalks

Hans Stuck takes the Brun Porsche away from the field early on at the 'Ring.



The GTI team's nosewing caused a stir at Brands Hatch — and produced a dominant win from the pole.

above the nosecone, and a new, twin-tier rear Ubezio wing. This package eliminated the understeer so characteristic of the Porsche 956 on certain types of circuit, and set a fashion copied by almost all other teams in subsequent races (with the very noticeable exception of the factory team). Palmer and Lammers utterly dominated the race, leading from

pole position for the entire distance, troubled only in the last hour by a recalcitrant gearbox.

Missing Mosport, the British team spent the time readying a brand new car for Spa. Lloyd, believing that a performance advantage was to be had if he could field a more rigid chassis, commissioned Nigel Stroud to design an all-new monocoque made from honeycomb (rather than sheet) aluminium, and featuring pushrod front suspension. Testing went well, but in Belgium the new car was the first retirement due to a big crack in the gearbox bellhousing: it seemed that the extra chassis rigidity was putting unaccustomed loads through the standard components. There were more chassis problems at Imola and Fuji, both times with the front suspension pickup points. However, the team would have won at Imola had its Motronic engine computer behaved itself; instead, it had to stage a fuel economy run in the last two hours, finishing second after leading most of the distance. A collapsed noseframe and a seized wheelbearing delayed it badly at Fuji, and 12 punctures featured a very fine performance (third) in the finale at Sandown, where the car

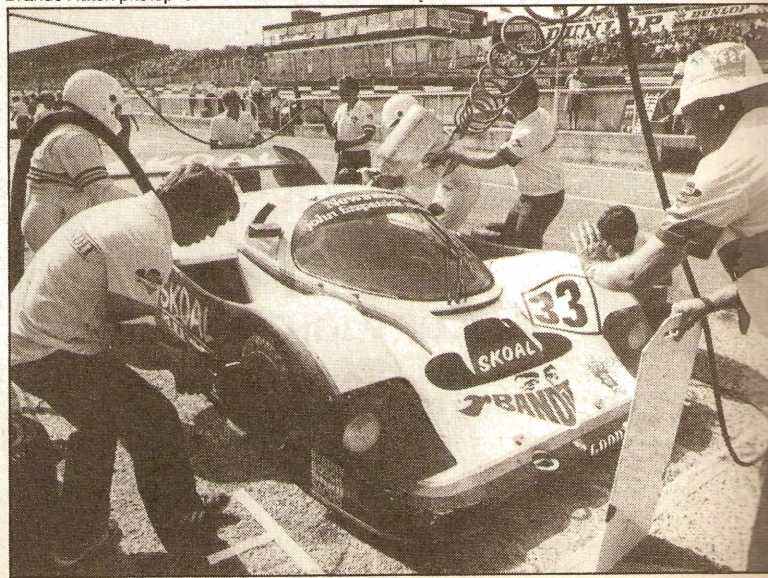
Brands Hatch pitstop for the Hobbs/Boutsen Bandit.

was financed by the Australian divisions of Canon and Mobil.

### Swiss Swiss

Another team to secure a WEC victory in 1984 was the emerging, Swiss owned Brun Motorsport whose drivers included three quick Germans: Harald Grohs, Hans-Joachim Stuck (clashing touring car commitments to BMW permitting) and, when not working for the factory team, Stefan Bellof. Sponsorship came from a variety of companies including Swatch, Schiesser underwear and Jaegermeister beer, in whose livery Imola — the last event on the team's programme — was magnificently won.

Stuck collided with a backmarker before halfway, causing a delay in the pits while the noseframe was repaired, but he and Bellof charged very hard indeed to make up the lost time, and were in a strong position to overhaul the Canon 956 when it ran short of fuel. The Brun 956B assumed the lead six laps from the end and won by half a minute. The car was always a contender after an inauspicious debut at Silverstone (delayed by a





lost wheel). It was a strong fourth at Le Mans and then led at Nürburgring before being crashed in the rain by Stuck. It was also fifth at Brands Hatch and third at Spa.

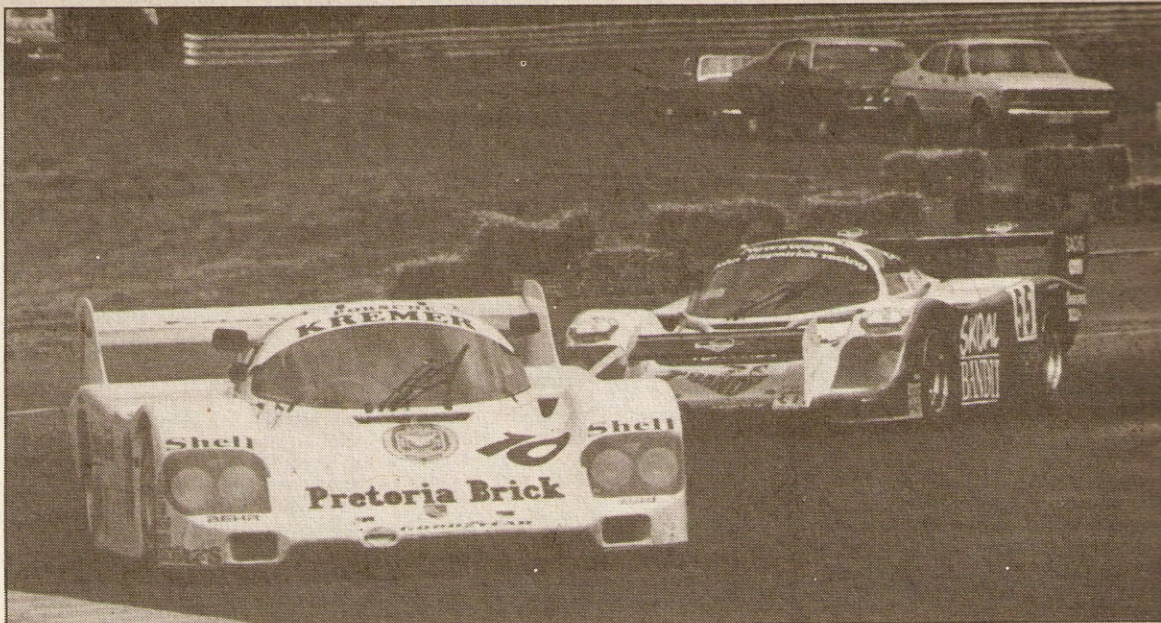
As well as hiring a 956 from the rival Kremer team on two occasions, Walter Brun's team also fielded a 956 for the rapid Oscar Larrauri/Massimo Sigala, sponsored by Gaggia coffee machines. Its short, seven-race season began with Larrauri's heavy accident at Monza, when attempting a rash overtaking manoeuvre on Boutsen's JFR Porsche, but after that these drivers were increasingly competitive if unlucky with reliability, the best result — fourth — coming at Spa.

Of the regular front runners, though, the team with the most mechanical misfortune was John Fitzpatrick Racing, which ran two cars sponsored by Skoal Bandit, the US produced smokeless tobacco. The usual drivers were Thierry Boutsen, David Hobbs, Rupert Keegan and Guy Edwards, the last-named replaced by Franz Konrad when he retired mid-season. JFR was the first team to get a new 956B but was off the top pace during the first part of the season, with its Yokohama tyre deal. The situation was improved by a switch to Goodyears at Nürburgring and, indeed, Boutsen/Hobbs came tantalisingly close to winning there, for the American supplier's were the best wet-weather tyres. The Skoal Bandit 956B finished eighth at Silverstone and a fighting third (after leading) at Le Mans, but was otherwise afflicted too many times by mechanical failures. Broken engines at Spa and Imola caused the team to scratch from Fuji.

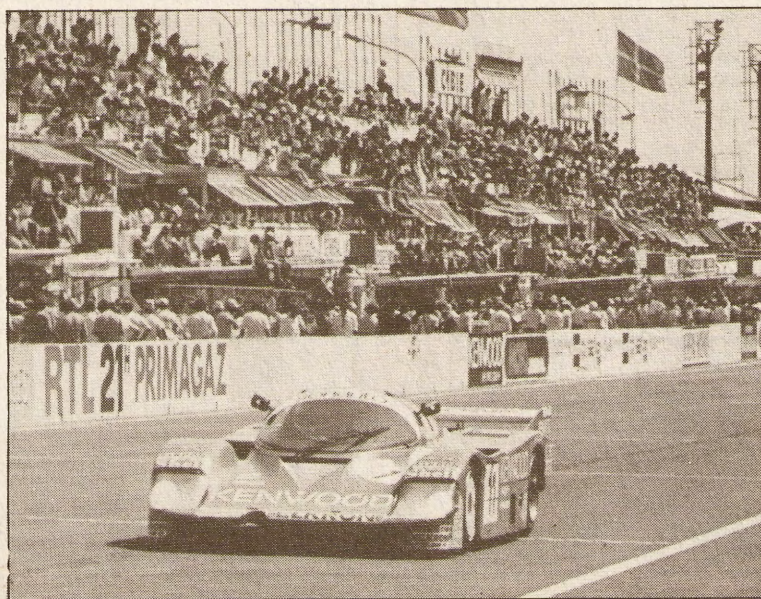
However, JFR returned to the series strongly at Sandown, the 956B equipped with a new aerodynamic package which enabled Hobbs to deprive Bell's works car of the lead mid-race. Later, though, ignition failure halted the car when it was running second, splitting the factory entries, as at Spa.

With an eye on the next season's chassis rules, JFR cancelled its order for another 956B and instead ordered a 1985-legal type 962 IMSA GTP car, which was fitted with the Group C engine. Keegan/Edwards switched to this new car at Le Mans, but the long wheelbase chassis handled less well, and again there were mechanical failures. Third place was scored at Brands Hatch

Massimo Sigala takes the Gaggia Porsche around a spinning Group B 930 at Nürburgring.



Above: George Fouché for Kremer versus Rupert Keegan for JFR at Sandown. Below: The Kremer team's Kenwood backed Porsche leads the Le Mans 24 Hours, Vern Schuppan at the wheel.



but more disappointments came at Mosport and Spa, and then the team reverted to its better-handling 956 chassis for the remaining races. The 962 only did one more race, Sandown, where it was leased to Greg Siddle's Team Australia and finished sixth in the hands of Colin Bond/Andrew Miedecke.

Keegan, then, finished the series in the car with which he had started it before the 962 was delivered. With Edwards, he had done the first two events with this chassis (finishing third at Silverstone), and then it was run by Siddle at Le Mans, where it was crashed out by Larry Perkins. At the end of the season, the Bandit 956, having finished sixth at Brands when Boutsen/Hobbs preferred it to the 956B and second at Mosport, came in eighth at Imola and ninth at Sandown.

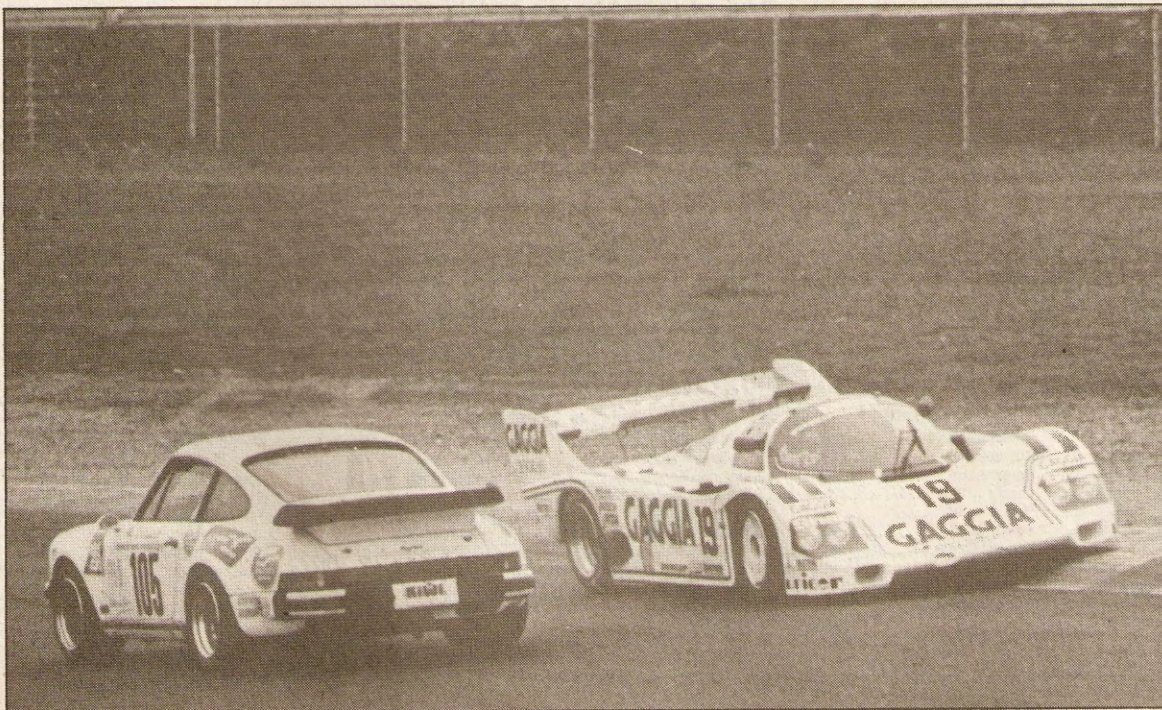
JFR's other 1983 chassis was also used by the team at the first two races, as a third entry managed by Siddle but without success. It was then sold to Paul Vestey, and run at Le Mans by Charles Ivey Racing.

### Hand to mouth

The Kremer Porsche Racing team, reminiscent of the year before, ran a professional operation hampered by lack of strong sponsorship, taking its season on a race-to-race basis. The Kremer brothers, Erwin and Manfred, also switched tyres mid-season, starting on Dunlop before moving across to Goodyear and (at Fuji) Bridgestone.

The Köln based team's new 956B, like Joest's, arrived for Le Mans, where it was backed by Kenwood hi-fi. In the hands of Vern Schuppan/Alan Jones/Jean-Pierre Jarier, it was raced very competitively, leading the 24 Hours but then dropping to sixth place after a collision and engine problems. Its only other races were Nürburgring, where Manfred Winkelhock/Marc Surer took it into an unsponsored fifth place, and Sandown, where Winkelhock was again fifth, this time with local driver Rusty French.

The Kremers' 1983 car was more often in use, twice being hired by Brun and running eight races for its owners, and failing to finish only at Mosport. It secured fourth place finishes at Brands, Imola and Sandown, and would have finished higher than fifth at Fuji had Winkelhock and Mike Thackwell not been hampered by their Bridgestone crossply tyres. As well as the drivers mentioned, the Kremer team used a dozen others, a sure indication of its financial position.





The other regulars were the 1983 type 956 cars owned by Dieter Schornstein and Reinhold Obermaier, the latter's co-owned by Jurgen Laessig. Schornstein's **Team Aachen** entry was run for him out of the Joest stable at Absteinach and also sponsored by New Man, while the **Obermaier Racing** entry was based at Halsbach in Bavaria and backed by the rival fashion company, Boss. Both of these cars lacked development and they were raced with circumspection. The New Man car finished in all its nine races (including Kyalami, where the team broke ranks to join Lancia in an attempt to boost Henri Pescarolo's title hopes), but the Boss model began its six-race season with three non-finishes, two of them caused by lost road wheels. Such an incident on the Mulsanne Straight led George Fouché to leave the team and take his Rand to Kremer.

US entrant **Preston Henn** entered a 956 and a new 962 for Le Mans, and the former finished a game second in the hands of Jean Rondeau/John Paul Jr. It was then sold to the Japanese 'From A' team and entered for Fuji, but went out with broken transmission.

Another of the Japanese entered Porsches was the **Team Trust/Iseki** entry, expertly prepared by Nova Engineering, and it was very impressive. Driven by Vern Schuppan/Hans-Joachim Stuck, it came third behind the factory cars for the second successive year at Fuji.

Taken as a group, the privately entered Porsches enjoyed an unexpectedly better season than the factory Lancia team, which with eight finishes from 16 starts was again a disappointment, its cars always quick and usually unreliable. Like Porsche, the Martini aperitif sponsored Lancia team under Cesare Fiorio decided to retain its 1983 chassis, although the cars were extensively modified over the winter.

The suspension — originally designed around Pirelli radial tyres — was reworked to suit Dunlop crossplies, the aerodynamics were improved, and the Hewland gearboxes were replaced by purpose-made, Abarth-cased units. In addition, the electronic computer control for the 2.6-litre, V8 engines was so effectively improved by Weber-Marelli that the team commissioned new engines of 3-litre capacity from Ferrari. As before,

Maranello supplied the power units and they were race-prepared by Lancia engineers in Turin.

## 3-Litre Lancias

Early in the season, **Lancia Martini** lost its longtime chief engineer, Gianni Tonti, to the Alfa Romeo Formula 1 effort, and he was replaced by the head designer of Abarth, Pierpaolo Messori. He effected more aerodynamic improvements and was on hand at Le Mans, where the 3-litre 308C engines were raced for the first time.

Lancia Martini's regular drivers were Bob Wollek (the 1983 European Endurance Champion in a Porsche), Riccardo Patrese, Paolo Barilla, Sandro Nannini and Mauro Baldi. The team normally ran two cars and also supported the Jolly Club Lancia which was similar in specification, sponsored by the Totip lottery, and raced without success in the first three races by Beppe Gabbiani and Pierluigi Martini.

The cars were very powerful — with upwards of 700bhp for qualifying, perhaps 650bhp for the races, the V8 engine was more than a match for the Porsche flat-six — and the team secured three pole positions, Patrese at Silverstone, Wollek at Le Mans (and Kyalami). But on race day such a wide variety of things went wrong that weak preparation is the only conclusion, and there are obvious doubts about Lancia's ability to mount a serious challenge in both endurance racing and rallying.

Lancia surprised everyone at Le Mans by leading strongly one-two for 16 hours.

Patrese/Wollek, the team's best combination, were put out at Monza by a fire in the pits caused by an oil leak, and at Silverstone by an obscure turbocharger oiling fault, while the Barilla/Baldi pairing finished both races with a sick engine, albeit third and fourth respectively. Like the winning Porsche, their car was found to be underweight at Monza (five kilos) and disqualified, but it was reinstated because of doubts about the weighbridge.

Unquestionably, the high point of the team's season came at Le Mans, where its performance was wildly unexpected. Eleven hours after the start, no less, the works Lancias had established an apparently solid one-two, holding all the private Porsches at bay. But the leading Barilla/Baldi LC2 (co-driven here by Hans Heyer) then stripped its fifth gear pinion. It later retrieved a position in the top six, but was eventually retired when the engine failed. The Wollek/Nannini Lancia took up the running and was still leading over five hours later when it, too, lost fifth gear. The repair cost almost an hour and eighth place was the outcome.

Yet Le Mans did much for the team's morale. The drivers expected a win later in the season, but more mechanical failures and some accidents intervened. Nannini/Barilla finished third at Nürburgring, putting Barilla into some contention for the Drivers championship, but he then spoiled his chances with heavy accidents at Brands and Imola, and in any case the team achieved no other high

placings. The confidence turned to disillusionment, and Lancia missed Mosport, Spa, Fuji and Sandown from its schedule. In November, Fiorio set out to salvage something from 1984 by sending two cars to Kyalami, a race supported by only one other C1 team. Patrese/Nannini and Wollek/Barilla came in one-two to achieve the first Makes championship win for the Lancia LC2, but it was a sadly hollow victory and will enhance the team's reputation only in the record book.

The Porsches and Lancias made up virtually the entire C1 class at all the WEC events except Le Mans and Mount Fuji. There was much very welcome variety in the 24 Hours, notably from Jaguar and Aston Martin, two famous names big in sports car racing history.

## Big cats

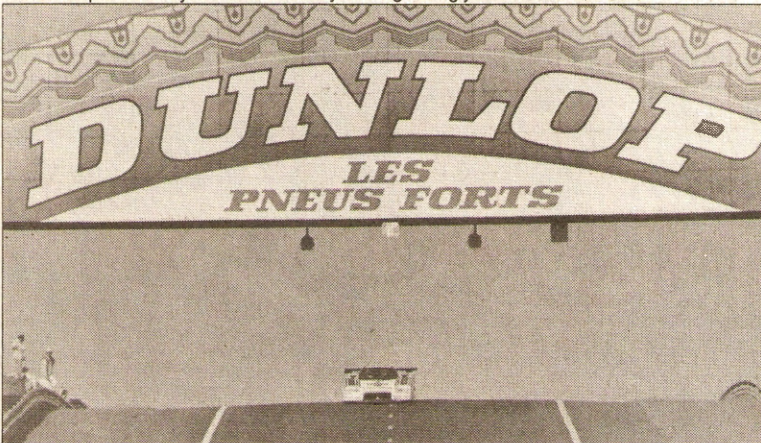
The Jaguar contenders were the Lee Dykstra designed, JXR-5 GTP cars from Bob Tullius's **Group 44 Racing** team, which were very competitive in the IMSA series and which had official factory support in terms of engine development. The immaculately prepared cars were powered by 6-litre race versions of the familiar stockblock V12, normal induction units with only two valves per cylinder but with Lucas Micos engine management.

With Brian Redman and John Watson among the drivers, the white Jaguars had enormous patriotic support from the British fans at Le Mans, but they were a little underpowered (600bhp) and slightly overweight, and relied on impressive fuel economy to get a result. In the event, this was enough only to allow one of the cars to lead for a lap during the first round of pitstops, but nevertheless the cars showed very well. Both ran in the top six for many hours. One was crashed by Tony Adamowicz when a tyre went down, and the other finally broke its gearbox, but it was an interesting Le Mans debut, auguring well for the future.

The Jaguars and Chuck Kendall's Lola-Chev T-600, which did Fuji and

## FACING PAGE

Jacky Ickx takes his factory Porsche across the bows of pole man Thierry Boutsen's JFR car at the start at Francorchamps. The winning Bellof/Bell Rothmans-Porsche is in third place.



## MONZA (I) Apr 23

### Trofeo Filippo Caracciolo 1000 Kms

173 laps — 623.5 miles

|                           |                     |                       |     |
|---------------------------|---------------------|-----------------------|-----|
| 1 Bellof/Bell             | Works/Rothmans      | Porsche 956-83        | 173 |
| 2 Ickx/Mass               | Works/Rothmans      | Porsche 956-83        | 173 |
| 3 Baldi/Barilla           | Works/Martini       | Lancia LC2-84         | 168 |
| 4 Stuck/Grohs/Brun        | Brun/Eterna         | Porsche 956           | 167 |
| 5 Palmer/Lammers          | GTI/Canon           | Porsche 956           | 159 |
| 6 Schornstein/Merl        | Schornstein/New Man | Porsche 956           | 155 |
| 7 Yver/de Dryver          | Yver/Primagas       | Rondeau-Ford M382     | 152 |
| 8 Busby/Knoop             | Busby/BF Goodrich   | Lola-Mazda T-616 (C2) | 145 |
| 9 Winther/Jensen          | Winther/Castrol     | BMW M1 (B)            | 144 |
| 10 Wilds/Mallock/Duffield | Works               | Ecosse-Ford (C2)      | 141 |

Works Porsche team makes perfect start to season — Bellof/Bell initially excluded from victory for running underweight but reinstated several months later, as is third-placed Lancia — Engine dramas deplete private Porsche teams — Martini Lancia team in contention until fire — Lola-Mazda wins exciting C2 battle — Pole: Bellof (Porsche 956-83) — Winning margin: 24secs — 34 starters (7 C2), 14 finishers (4 C2).

## SILVERSTONE (GB) May 13

### Grand Prix International 1000 Kms

212 laps — 621.6 miles

|                           |                     |                |     |
|---------------------------|---------------------|----------------|-----|
| 1 Ickx/Mass               | Works/Rothmans      | Porsche 956-83 | 212 |
| 2 Ludwig/Pescarolo        | Joest/New Man       | Porsche 956    | 210 |
| 3 Keegan/Edwards          | JFR/Skoal Bandit    | Porsche 956    | 207 |
| 4 Barilla/Baldi           | Works/Martini       | Lancia LC2-84  | 206 |
| 5 Palmer/Lammers          | GTI/Canon           | Porsche 956    | 203 |
| 6 Konrad/Sutherland       | Kremer/Dallas       | Porsche 956    | 202 |
| 7 Gabbiani/Martini        | Jolly Club/Totip    | Lancia LC2-83  | 201 |
| 8 Boutsen/Hobbs           | JFR/Skoal Bandit    | Porsche 956B   | 199 |
| 9 Schornstein/Merl/Winter | Schornstein/New Man | Porsche 956    | 198 |
| 10 Bellof/Bell            | Works/Rothmans      | Porsche 956-83 | 195 |

Full 44-car field ensures exciting racing — Canon Porsche delayed by split oil line after dominating first half — Bellof/Bell also hit trouble, although sister works car of Ickx/Mass wins handily — Lancia on pole but fail on race day — Tiga, Ecosse and Mazda all lead C2 before Alba comes through to claim spoils — Pole: Patrese (Lancia LC2-84) — Winning margin: 1 lap — 44 starters (10 C2), 22 finishers (3 C2).

## LE MANS (F) Jun 16/17

### 52nd Le Mans 24 Hours

|                               |                       |                       |     |
|-------------------------------|-----------------------|-----------------------|-----|
| 1 Ludwig/Pescarolo            | Joest/New Man         | Porsche 956B          | 359 |
| 2 Rondeau/Paul Jr/Henn        | Henn/T-Bird Swap Shop | Porsche 956           | 357 |
| 3 Hobbs/Streiff/van der Merwe | JFR/Skoal Bandit      | Porsche 956B          | 350 |
| 4 Brun/von Bayern/Akin        | Brun/Warsteiner       | Porsche 956B          | 339 |
| 5 Schornstein/Merl/Winter     | Schornstein/New Man   | Porsche 956           | 339 |
| 6 Jones/Schuppan/Jarier       | Kremer/Kenwood        | Porsche 956B          | 336 |
| 7 Sigala/Larrauri/Gouhier     | Brun/Gaggia           | Porsche 956           | 334 |
| 8 Wollek/Nannini              | Works/Martini         | Lancia LC2-84         | 325 |
| 9 Needell/Sutherland/French   | Kremer/Dallas         | Porsche 956           | 320 |
| 10 O'Steen/Morton/Katayama    | Busby/BF Goodrich     | Lola-Mazda T-616 (C2) | 319 |

Pescarolo battles through to claim fourth Le Mans victory, Ludwig's second — Dramatic race marred by tragedy when Sheldon's Nimrod crashes — Nostalgic return for Jaguar — Impressive one-two run by works Lancias — WM-Peugeot sets early pace — Works Porsche team boycotts race — C2 to Goodrich Lola-Mazda — Pole: Wollek (Lancia LC2-84) — Winning margin: 2 laps — 53 starters (11 C2), 22 finishers (7 C2).

## NURBURGRING (D) Jul 15

### 30th ADAC Nurburgring 1000 Kms

Shortened to 6 Hours

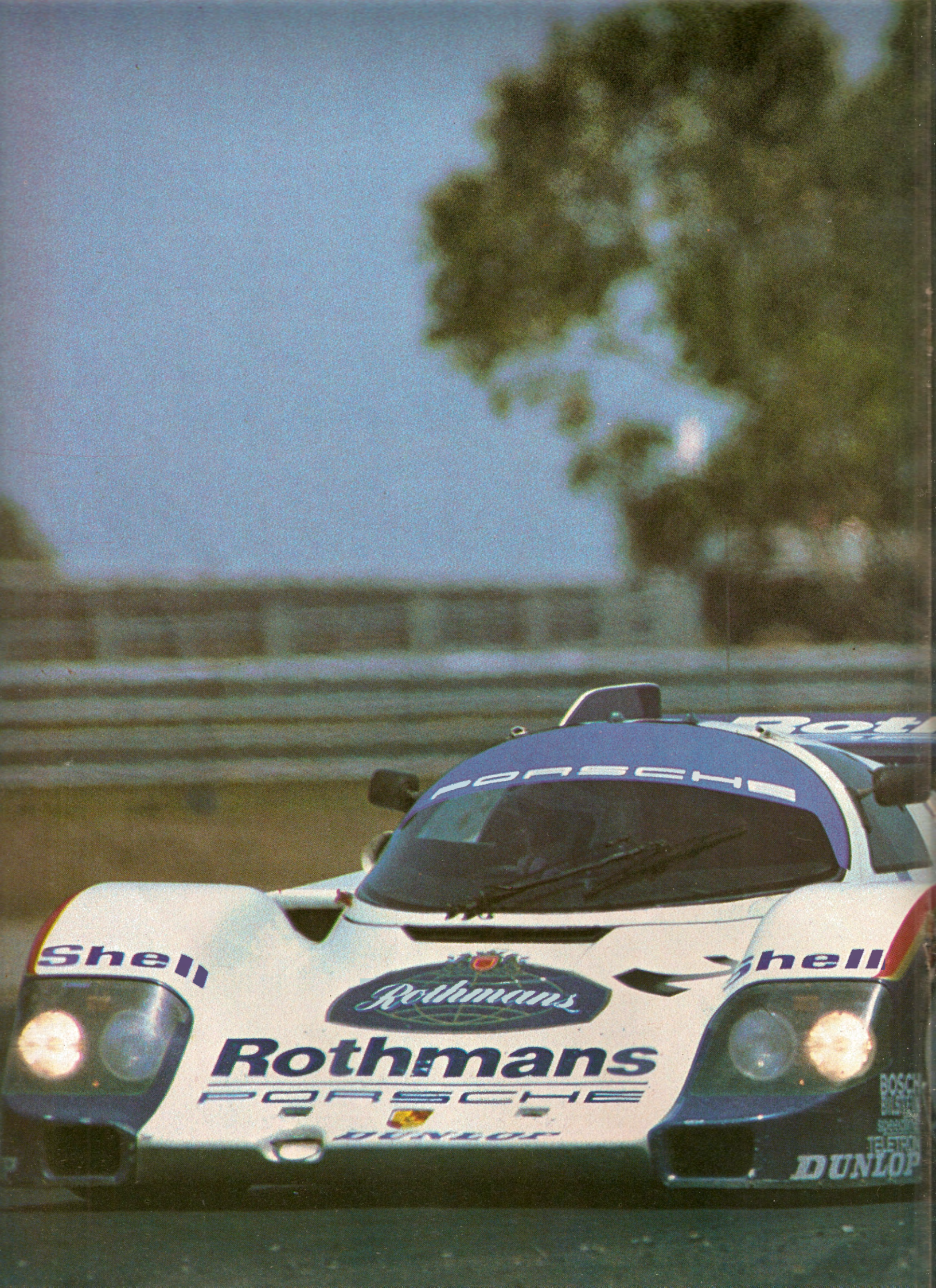
|                             |                     |                |     |
|-----------------------------|---------------------|----------------|-----|
| 1 Bellof/Bell               | Works/Rothmans      | Porsche 956-83 | 207 |
| 2 Boutsen/Hobbs             | JFR/Skoal Bandit    | Porsche 956B   | 207 |
| 3 Nannini/Barilla           | Works/Martini       | Lancia LC2-84  | 206 |
| 4 Palmer/Lammers            | GTI/Canon           | Porsche 956    | 205 |
| 5 Surer/Winkelhock          | Kremer              | Porsche 956B   | 204 |
| 6 Larrauri/Sigala           | Brun/Gaggia         | Porsche 956    | 203 |
| 7 Ickx/Mass                 | Works/Rothmans      | Porsche 956-83 | 201 |
| 8 Johansson/Senna/Pescarolo | Joest/New Man       | Porsche 956B   | 197 |
| 9 Brun/von Bayern           | Brun/Warsteiner     | Porsche 956    | 196 |
| 10 Schornstein/Merl/Winter  | Schornstein/New Man | Porsche 956    | 194 |

Mid-event rain brings dramatic event — Works Porsche takes lead with only six laps to run — Fine run for Skoal Bandit team into second place — Stuck impressive with Brun's Schiesser 956 — Senna charges in New Man Porsche — Palmer/Lammers again storm through field after delay — Spice Tiga scores clear C2 victory — Pole: Bellof (Porsche 956-83) — Winning margin: 15.28secs — 42 starters (11 C2), 30 finishers (6 C2).









Shell

Rothmans

Rothmans  
PORSCHE

DUNLOP

Shell

BOSCH  
TECH  
DUNLOP





**Autosport**

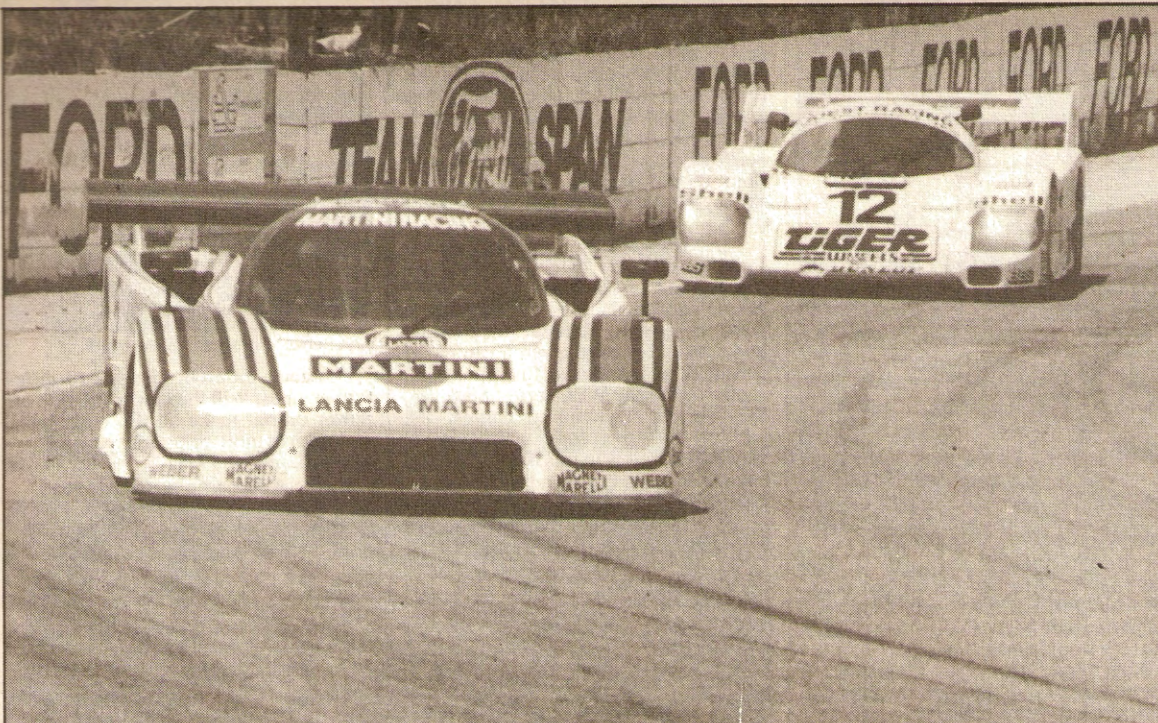


**CEEKAR**

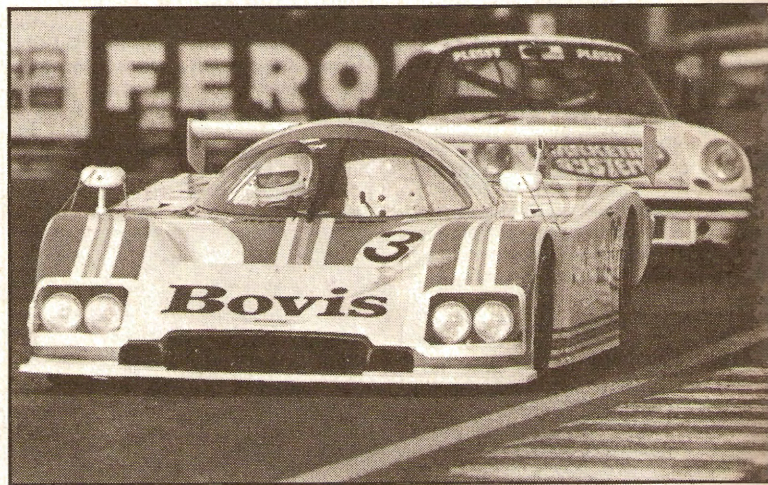
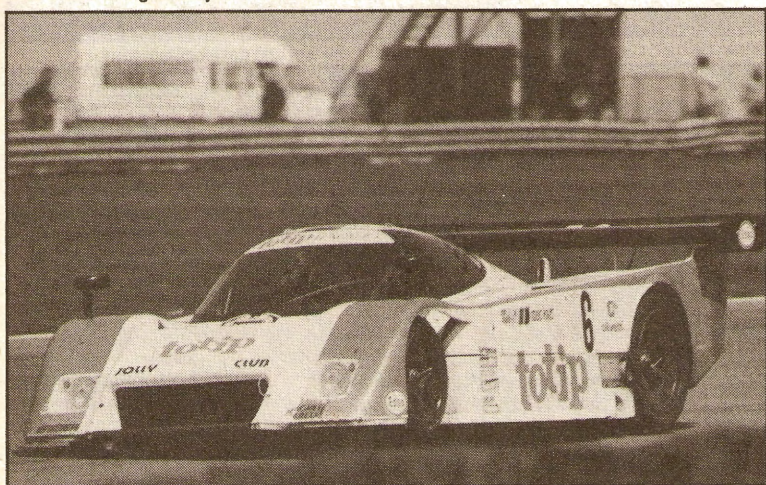


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Above: Lancia Martini and the Schornstein Porsche teams broke ranks and raced at Kyalami, where they were the only C1 cars present. Here Bob Wollek leads Henri Pescarolo. Below left: Pierluigi Martini in the Totip lottery backed Lancia LC2 at Silverstone. Below right: The Nimrod C2B before being destroyed in John Sheldon's Le Mans accident.



►► Sandown, were the only pukka GTP cars to compete in the WEC apart from the quick Pegasus Racing March-Buick turbocar at Le Mans.

After a disappointing shakedown at Silverstone, two Nimrod Aston Martin C1 cars were entered in France, officially backed by the factory this time and with sponsorship from Bovis construction. A Tickford developed, turbo version of the 5.3-litre stockblock V8 was not ready in time, but the modified and lightened car of Ray Mallock/Drake Olsen outqualified the Jaguars. But the seventh hour of the race brought disaster.

At this point, both Nimrods were badly damaged in a tragic accident at the Mulsanne kink. John Sheldon, for some reason still unproved, lost his car and crashed very heavily at over 200mph, the debris killing a marshal and injuring another. Olsen, following, swerved to avoid the wreckage and also crashed. He was unhurt, but poor Sheldon received serious injuries, including hands burned by the fire that resulted.

Also at Le Mans, the latest version of the French-built WM was briefly but memorably impressive. In one of the cars, powered by a race version of the Peugeot V6 engine with two turbochargers, team owner Roger Dorchy struck a blow for France by leading in the first few laps, before delayed by contact with the barrier.

## BRANDS HATCH (GB) Jul 29

### British Aerospace 1000 Kms

238 laps — 622.0 miles

|                            |                     |                     |     |
|----------------------------|---------------------|---------------------|-----|
| 1 Palmer/Lammers           | GTI/Canon           | Porsche 956         | 238 |
| 2 Mass/Pescarolo           | Joest/Blaupunkt     | Porsche 956B        | 236 |
| 3 Boutsen/Keegan/Edwards   | JFR/Skoal Bandit    | Porsche 962         | 234 |
| 4 Sutherland/Wilson/Fouché | Kremer/Dallas       | Porsche 956         | 229 |
| 5 Bellof/Grohs             | Brun/Eterna         | Porsche 956B        | 224 |
| 6 Hobbs/Edwards/Boutsen    | JFR/Skoal Bandit    | Porsche 956         | 222 |
| 7 Baldi/Martini/Wollek     | Works/Martini       | Lancia LC2-84       | 221 |
| 8 Brun/von Bayern          | Brun/Warsteiner     | Porsche 956         | 221 |
| 9 Schornstein/Merl/Winter  | Schornstein/New Man | Porsche 956         | 217 |
| 10 Crang/Bellm             | Spice/Waspeze       | Tiga-Ford GC84 (C2) | 207 |

Dominant and richly deserved victory for GTI/Canon equipe — Now nose wing sets trend — Works Porsches not present but Mass takes series lead in Joest car — Lancia struggling again and Barilla crashes out for second year running — Second successive C2 class win for Tiga — Pole: Palmer (Porsche 956) — Winning margin: 2 laps — 25 starters (7 C2), 16 finishers (3 C2).

## MOSPORT PARK (CDN) Aug 5

### Budweiser GT 1000 Kms

253 laps — 622.1 miles

|                              |                     |                         |     |
|------------------------------|---------------------|-------------------------|-----|
| 1 Ickx/Mass                  | Works/Rothmans      | Porsche 956-83          | 253 |
| 2 Hobbs/Keegan/Konrad        | JFR/Skoal Bandit    | Porsche 956             | 245 |
| 3 Coppelli/Dacco             | Jolly Club/Duracell | Alba-Giannini 001 (GC2) | 229 |
| 4 Bellof/Bell                | Works/Rothmans      | Porsche 956-83          | 221 |
| 5 Barberio/Gellini/Vetelli   | Gellini/Rabond      | Alba-Ford AR3 (GC2)     | 217 |
| 6 Finotto/Facetti/Sebastiani | Jolly Club          | Alba-Giannini 002 (GC2) | 204 |
| 7 Rossiter/Lockhart/Baker    | Baker/Spax          | Tiga-Ford GC284         | 185 |

No other finishers.

Meagre entry for only North American WEC race — Ickx/Mass romp home after similar Rothmans car of Bellof/Bell held up by alternator failure — JFR car second despite losing wheel — Private Alba claims second C2 win and finishes third overall — Pole: Bellof (Porsche 956-83) — Winning margin: 8 laps — 16 starters (6 C2), 7 finishers (4 C2).

## SPA-FRANCORCHAMPS (B) Sep 2

### Rothmans Spa 1000 Kms

144 laps — 621.0 miles

|                            |                       |                         |     |
|----------------------------|-----------------------|-------------------------|-----|
| 1 Bellof/Bell              | Works/Rothmans        | Porsche 956-83          | 144 |
| 2 Mass/Ickx                | Works/Rothmans        | Porsche 956-83          | 144 |
| 3 Stuck/Grohs/Brun         | Brun/Jaegermeister    | Porsche 956B            | 142 |
| 4 Sigala/Larrauri          | Brun/Gaggia           | Porsche 956             | 141 |
| 5 Laessig/Regout/Martin    | Obermaier/Boss        | Porsche 956             | 141 |
| 6 Schuppan/Watson          | Works/Rothmans        | Porsche 956-83          | 139 |
| 7 Fouché/Kroesemeijer      | Kremer/Pretoria Brick | Porsche 956             | 138 |
| 8 Heyer/Schornstein/Winter | Schornstein/New Man   | Porsche 956             | 137 |
| 9 Spice/Crang/Bellm        | Spice/Waspeze         | Tiga-Ford GC84 (C2)     | 128 |
| 10 Grand/Witmeur/Libert    | Works/Smirnoff        | Rondeau-Ford M379C (C2) | 121 |

Privateer Porsche teams threaten in qualifying but works team leads the way on race day — Third win for Bellof/Bell — New GTI/Canon honeycomb car sidelined early — Fine drive by Boutsen goes unrewarded through engine failure — Tiga once again claims C2 spoils — Pole: Boutsen (Porsche 956B) — Winning margin: 57.71secs — 26 starters (7 C2), 17 finishers (5 C2).

## IMOLA (I) Sep 16

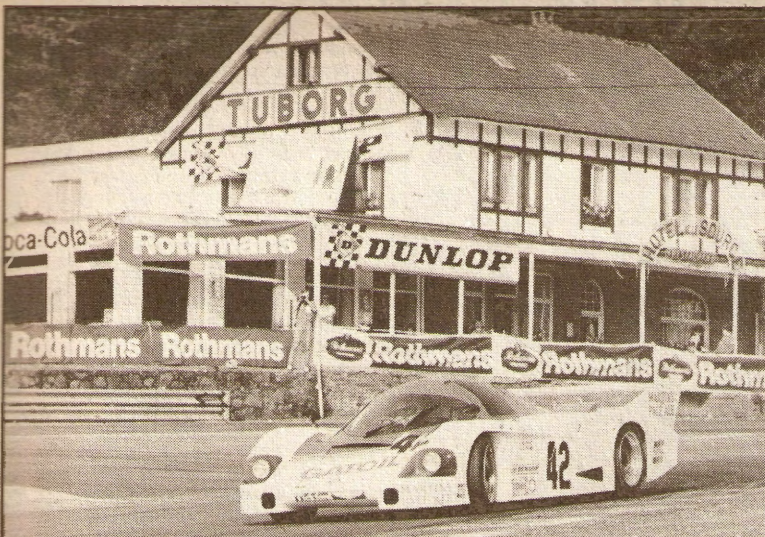
### Imola 1000 Kms

199 laps — 623.2 miles

|                            |                     |                     |     |
|----------------------------|---------------------|---------------------|-----|
| 1 Bellof/Stuck             | Brun/Jaegermeister  | Porsche 956B        | 199 |
| 2 Palmer/Lammers           | GTI/Canon           | Porsche 956 GTI     | 199 |
| 3 Mass/Pescarolo/Heyer     | Joest/Blaupunkt     | Porsche 956B        | 197 |
| 4 Brun/Fouché/von Bayern   | Kremer/Warsteiner   | Porsche 956B        | 195 |
| 5 Larrauri/Sigala          | Brun/Gaggia         | Porsche 956         | 193 |
| 6 Grohs/Regout/Laessig     | Obermaier/Boss      | Porsche 956         | 191 |
| 7 Heyer/Schornstein/Winter | Schornstein/New Man | Porsche 956         | 190 |
| 8 Keegan/Konrad/Hobbs      | JFR/Skoal Bandit    | Porsche 956         | 190 |
| 9 Baldi/Martini            | Jolly Club/Totip    | Lancia LC2-83       | 178 |
| 10 Spice/Bellm/Crang       | Spice/Waspeze       | Tiga-Ford GC84 (C2) | 177 |

Excessive fuel consumption robs Palmer/Lammers — Bellof sweeps through in Brun's 956 with just six laps to run — Martini Lancias fast but crash out — Works Porsche team enters one car, but experimental twin-clutch system fails on first lap — Another C2 victory for Tiga as Albas falter — Pole: Patrese (Lancia LC2-83) — Winning margin: 34.21secs — 28 starters (9 C2), 14 finishers (3 C2).





Ray Mallock powers the Cheetah out of La Source hairpin at Spa Francorchamps.

►► Twenty-five other C1 cars competed during the year, none seriously, although Dudley Wood attempted a short season of five events with his Charles Ivey Racing run, Porsche 935 engined Grid S-2, finishing only the two UK races. The ex-CW Racing Lola T-610 of John Bartlett ran three times in C1 (and twice in C2), but the DFL engined device was hopelessly unreliable.

Pierre Yver's *Rondeau 382*, which finished fifth overall in the season opener at Monza, and Yves Courage's emerging *Cougar* were French constructed Cosworth cars that also did three events. Dorset Racing's faithful *Dome RC82*, an ex-works car now substantially modified but deserving of better finance, did Silverstone and Le Mans, finishing neither.

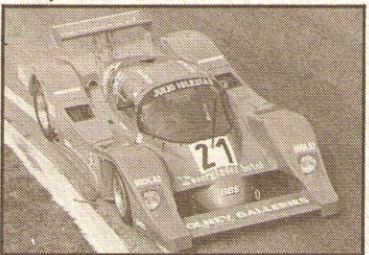
Dome, in fact, sent a works Cosworth powered 83C to Le Mans, only to lose the car when Stanley Dickens had a violent accident in the Esses during qualifying, as a result of brake failure.

The Kremer team ran its stylish *Kremer C-K5* to race finishes at the 'Ring and Sandown but the car, despite its Porsche 935 engine and strong preparation, could not run with the 956s. For looks, it was outshone by Richard Cleare's 1982 model Kremer, which ran at Brands Hatch after fundamental

modifications from the pen of Val Dare-Bryan. The red car looked fabulous but the impecunious RC Racing team had not been able to test it, and nothing would make it steer.

Now under the new ownership of Seger & Hoffman, the Porsche engined *Sehcar* was modified for a limited programme of three events, but the project was hampered by shortage of engines and then Pierre Dieudonné crashed heavily when the steering failed at Imola, breaking a leg in the second most serious incident of the 1984 WEC.

One of the difficult 4-series Rondaus gave Alain Ferté a race at Le Mans, finishing 13th, and Christian Bussi's 3-series car also appeared in the 24 Hours. The German championship *Zakspeed-Cosworth* (Klaus Ludwig/Klaus Niedzwiedz driving) and Dudley Wood — two finishes with the Grid.

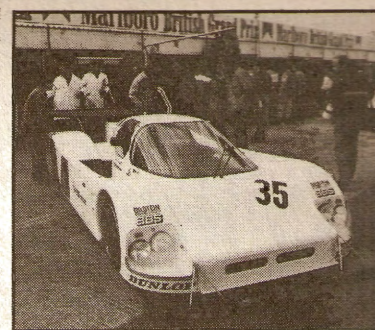


a Lotec-DFV raced at the 'Ring.

The one and only all-new chassis to appear all year was Chuck Graemiger's Aston Martin powered *Cheetah*, which finally made its debut at Spa after months of legal wrangles. Raced by Ray Mallock/Bernard de Dryver, the Tickford equipped *Cheetah* weighed 130 kilos less than a Nimrod and showed great promise, although its total lack of testing showed.

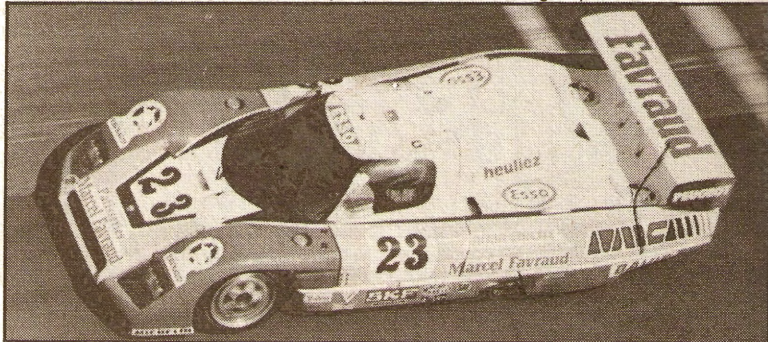
Ten Japanese based C1 cars raced at Fuji, with chassis by Dome, LM and March, and turbo engines by Toyota, Nissan and Mazda. Had several of them been brought to Europe, they would unquestionably have given a run to the private Porsches. To the frustration of all supporters of the WEC series, however, they stayed at home to contest the national championships, which are reviewed separately in this issue.

Frenchman Roger Dorchy led the first lap at Le Mans with the Peugeot powered WM P83B.

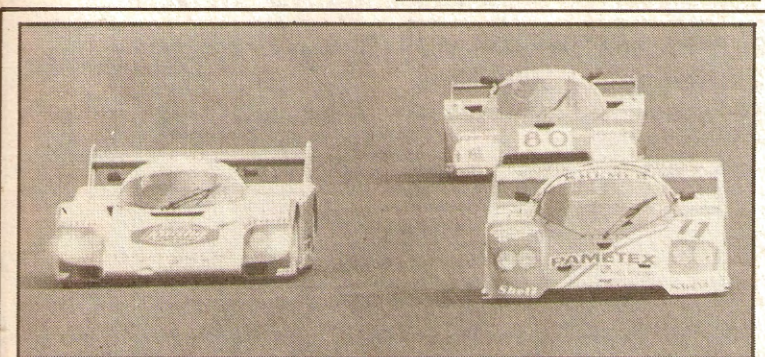
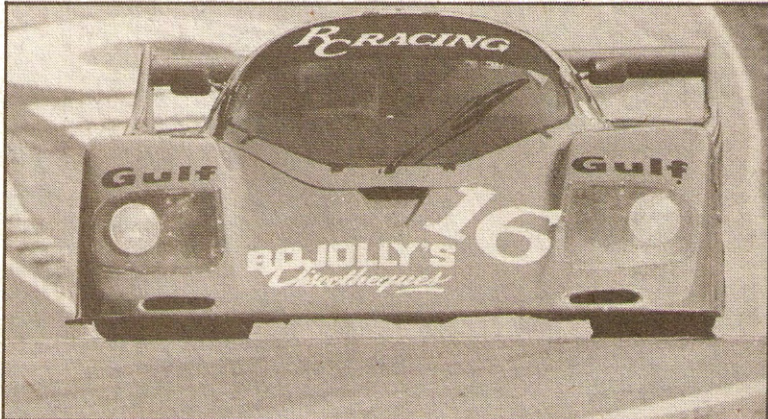


The Sehcar-Porsche at Silverstone.

Nineteen different chassis, 10 different engines. Will the new restriction on power output make all those available alternatives more competitive with Porsche and Lancia in 1985?



Below: Richard Cleare's Kremer-Porsche needed more test and development work.



The works Kremer-Porsche C-K5 made only two WEC appearances last season.

### MOUNT FUJI (J) Sep 30 Mount Fuji 1000 Kms 226 laps — 619.3 miles

|                         |                   |                            |     |
|-------------------------|-------------------|----------------------------|-----|
| 1 Bellof/Watson         | Works/Rothmans    | Porsche 956-83             | 226 |
| 2 Mass/Idcx             | Works/Rothmans    | Porsche 956-83             | 226 |
| 3 Stuck/Schuppan        | Trust/Isaki       | Porsche 956                | 224 |
| 4 Johansson/Pescarolo   | Joest/New Man     | Porsche 956                | 222 |
| 5 Winkelhock/Thackwell  | Kremer/Italya     | Porsche 956                | 216 |
| 6 Nagasaka/Suzuki       | AutoBeaurex/Holts | Lotec-BMW M1C (C2)         | 209 |
| 7 Elgh/Sekiya           | Works/Wacoal      | Dome-Toyota 84C            | 206 |
| 8 Shimegi/Iida/Sakamoto | Shimegi/Gear      | March-Mazda 75SC (C2)      | 205 |
| 9 Lammers/Palmer        | GTI/Canon         | Porsche 956 GTI            | 204 |
| 10 Kendall/Cook         | Kendall           | Lola-Chevrolet T-600 (GTP) | 201 |

Watson claims maiden World Championship sports car win — Works Porsche team triumphs over strong local competition — Turbo engines from Toyota, Nissan and Mazda add spice to entry — Huge crowd sees Bellof take over series lead from Mass — Lotec-BMW scores shock C2 win — Pole: Bellof (Porsche 956-83) — Winning margin: 32.3secs — 34 starters (13 GC2), 21 finishers (7 GC2).

### KYALAMI (ZA) Nov 3 Kyalami 1000 Kms 244 laps — 622.3 miles

|                                |                     |               |     |
|--------------------------------|---------------------|---------------|-----|
| 1 Patrese/Nannini              | Works/Martini       | Lancia LC2-83 | 244 |
| 2 Wollek/Barilla               | Works/Martini       | Lancia LC2-83 | 242 |
| 9 Pescarolo/Schornstein/Winter | Schornstein/New Man | Porsche 956   | 187 |

No other WEC finishers.

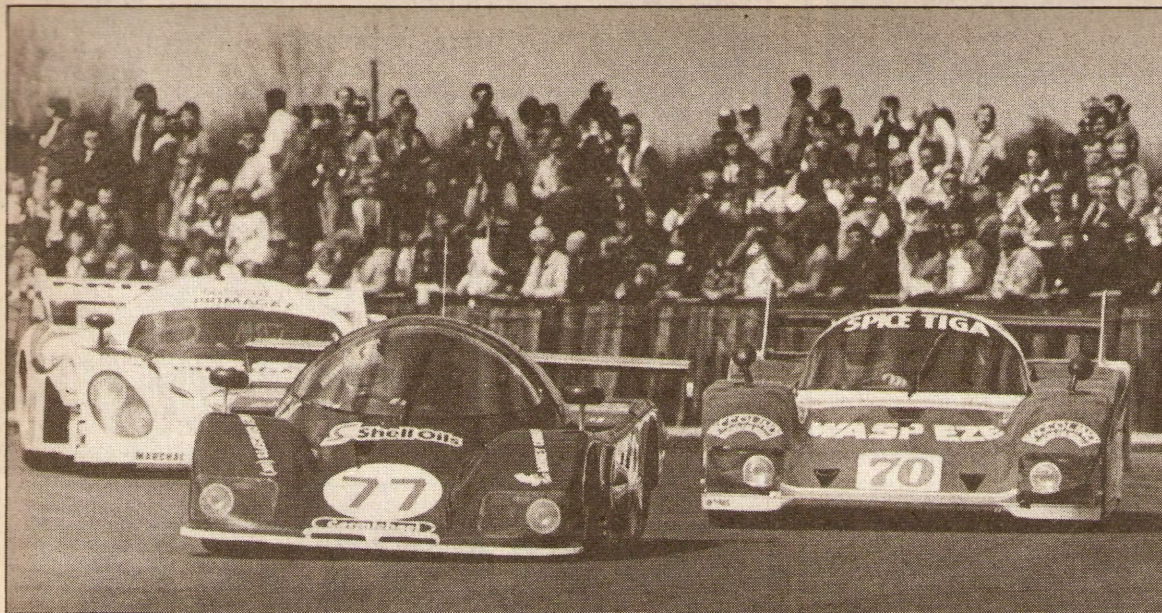
Disagreement over travel money results in hollow victory for Martini-Lancia team — Correspondingly small crowd witness dull race — Local C2 Tiga-Mazdas retire — Only Porsche finishes well back after engine dramas but still classified as third WEC contender — Pescarolo moves up to fourth place in Drivers table — Pole: Wollek (Lancia LC2-83) — Winning margin: 2 laps — 5 WEC starters in field of 35 (GC2), 3 finishers.

### SANDOWN PARK (AUS) Dec 2 Sandown 1000 Kms Shortened to 6 Hours

|                        |                       |                     |     |
|------------------------|-----------------------|---------------------|-----|
| 1 Bellof/Bell          | Works/Rothmans        | Porsche 956-83      | 206 |
| 2 Mass/Idcx            | Works/Rothmans        | Porsche 956-83      | 203 |
| 3 Palmer/Lammers       | GTI/Canon             | Porsche 956 GTI     | 202 |
| 4 van der Merwe/Fouché | Kremer/Pretoria Brick | Porsche 956         | 200 |
| 5 Winkelhock/French    | Kremer/Sega           | Porsche 956B        | 200 |
| 6 Bond/Miedecke        | JFR/Bob Jane T-Marts  | Porsche 962         | 198 |
| 7 Ludwig/Pescarolo     | Joest/New Man         | Porsche 956B        | 197 |
| 8 Jones/Schuppan       | Works/Rothmans        | Porsche 956-83      | 196 |
| 9 Keegan/Konrad        | JFR/Skoal Bandit      | Porsche 956         | 194 |
| 10 Spice/Crang         | Spice-Tiga            | Tiga-Ford GC84 (C2) | 189 |

First ever World Championship race in Australia held at revamped Sandown Park — Track surface breaks up mid-race and brings spate of 60 punctures — Bellof clinches maiden World title with comfortable victory for Rothmans team — Mass ensures factory one-two but never able to make up for first-lap spin — Pole: Bellof (Porsche 956-83) — Winning margin: 3 laps — 29 starters (9 C2), 20 finishers (4 C2).





The best British-built C2 cars: the Ecosse, Mike Wilds driving, leads Neil Crang's Spice Tiga at Silverstone.

## Pressure on Alba

Reigning champions Alba-Giannini held on to win a second title, but rivalry was intense. QUENTIN SPURRING reviews a season of solid growth in the Group C2 category

In the second season of its existence, the retitled C Junior class title was again won by the Italian team, Alba-Giannini. But this time the opposition was strong, and the Zingonia based cars may not have triumphed had Alba not been the only C2 team to complete a full series. The class, in fact, made very positive progress, contrasting vividly with the relatively stagnant technical development in Group C1.

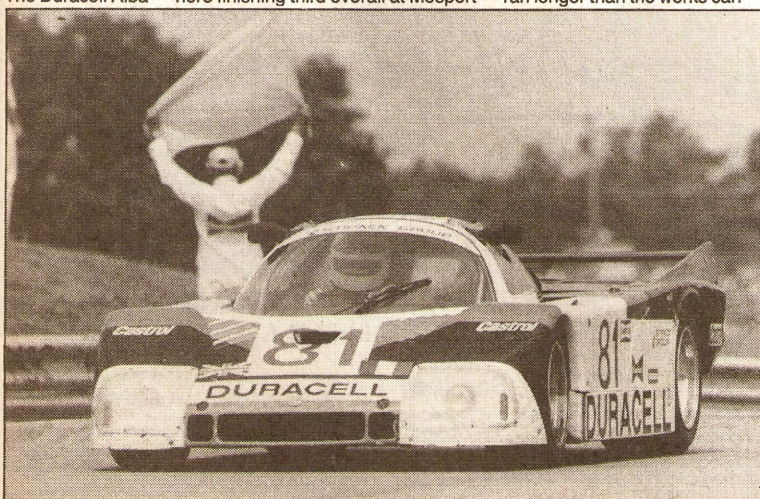
The statistics are encouraging for WEC promoters. Having started out with only a dozen chassis the previous year, the C2 category featured 31 cars in 1984, with 21 different chassis and 11 different engines. There were 95 race starts, and (a little disappointingly) 45 finishes. The class victories were shared by Tiga-Cosworth (five), Alba-Giannini and Lola-Mazda (two each) and Lotec-BMW, and by tyre companies Avon (five), Dunlop (three) and BF Goodrich (two).

There is now no question that C2 is successful as a class, with unpredictable competition, frequently close racing, and interesting variety. The drawback is that budget limitations continue to restrict individual race programmes (the average C2 field in 1984 was only nine cars), a factor of which Alba-Giannini took full advantage.

Changes in the rules for Group C2 were kept to a minimum for the 1984 season, the 700 kilos/330 litres formula having begun in such promising fashion during its introduction year of 1983. With one eye on an expected influx of US teams with 700-kilo IMSA GTP cars (which did not materialise), FISA did stipulate that the fuel tankage could be increased from 55 to 100 litres (as in C1). Although the

total fuel allocation remained unaltered, this move was instrumental in convincing (at last) a number of good teams that they could run competitively all race with cars powered by 3-litre and even 3.3-litre Cosworth DFL engines. The result was plenty of competition for Alba-Giannini, whose turbocharged 1.8-litre motors had previously given them the upper hand in the power game.

The Duracell Alba — here finishing third overall at Mosport — ran longer than the works car.



Alba's response to the increased competition, which came mainly from Tiga and Gebhardt, was unimpressive, for the cars became unreliable under pressure compared with their all-conquering performance the previous year.

Until the appearance of the C1 Cheetah, the Alba team boasted the only carbonfibre composite chassis in endurance racing, designed and constructed by Giorgio Stirano. The four-cylinder, four-valve turbo engine is the work of Carlo Facetti, and the operation is funded by Martino Finotto. The 'works' team ran the second-generation (40 kilos lighter) 002 chassis, now on Dunlop instead of Pirelli tyres, and appeared mid-season with more powerful qualifying (500bhp) and race (460bhp) engines. It also contested nine of the 11 events, but never once achieved a class victory. The green car took the class 'pole' on six occasions but various mechanical failures — to transmissions and engine ancillaries — resulted in a wretched season, the best results of its five finishes being third places at Monza and Mosport.

Fortunately for the marque, the team's original 1983 car, now in the hands of a private team (although also entered under the Jolly Club banner), had a more reliable season of 10 races. Although it was crashed by Davide Pavia at Imola and by Almo Coppelli at Fuji, the Duracell batteries sponsored 001 counted class wins at Silverstone and Mosport among its five finishes, all of which secured the series points for Alba.

The most successful of the C2 cars, with five wins from only seven starts, was the Howden Ganley designed, Mike Collyer built Tiga GC84 of the Spice Tiga Racing team. Based on a honeycomb monocoque originally built to take a Chevrolet V8 as a C1 entry, the Waspeze sponsored Tiga became a neat and effective C2 challenger with a 3.3 Cosworth, even though at around 840 kilos it was seriously overweight: some 80 kilos heavier than the new Alba. The car was driven by Gordon Spice, Ray Bellm and Neil Crang, and the last-named would have claimed the Drivers title had there been such an award (there will be this season). Although the British car was fastest C2 qualifier on three occasions, the success came from disciplined

race driving under strategic team management by Jeff Hazell.

The C2 championship eluded the team, however, because only its wins at Nürburgring and Spa counted towards the Makes title, those at Brands Hatch, Imola and Sahnadown all being in C1 Drivers championship events. But it was a very fine season for Spice Tiga, bringing Avon to the forefront in the results.

Two class victories fell to American Jim Busby's BF Goodrich team of Mazda-engined Lolas, which mixed in four WEC events with its IMSA championship schedule in the States. Running on the interesting, street-construction Goodrich radials, the two T-616 cars were beautifully prepared by Jim Tully and extremely reliable on race day, this factor alone compensating for the lack of grunt available from their 310bhp rotary engines. Dieter Quester and Boy Hayje were the team's quickest regular drivers, but the result which highlighted its season — the class win at Le Mans — was achieved by John Morton/John O'Steen/Yoshimi Katayama, with Hayje and Busby third with Rick Knoop. The US team also scored a class win when the opposition wilted at Monza, together with a second at the 'Ring and third and fourth, both running out of fuel, at Mount Fuji.

It was in Japan that the C2 regulars received their biggest shock of the series. With 440-450bhp, the 3.3 Cosworth is marginal on fuel consumption, and the performance of a locally entered, Kurt Loterschmidt constructed Lotec-BMW M1C therefore came as a surprise. The Kiyoshi Fukui owned car, entered by his AutoBeaurex organisation and sponsored by the Japanese Holts car products importer, was powered by a 475bhp BMW straight-six but ran at full bore all day, winning the class with ease. A far more impressive device after Fukui had made a variety of modifications since buying the car a year before, the Holts Lotec went on to clinch one of the national titles in Japan.

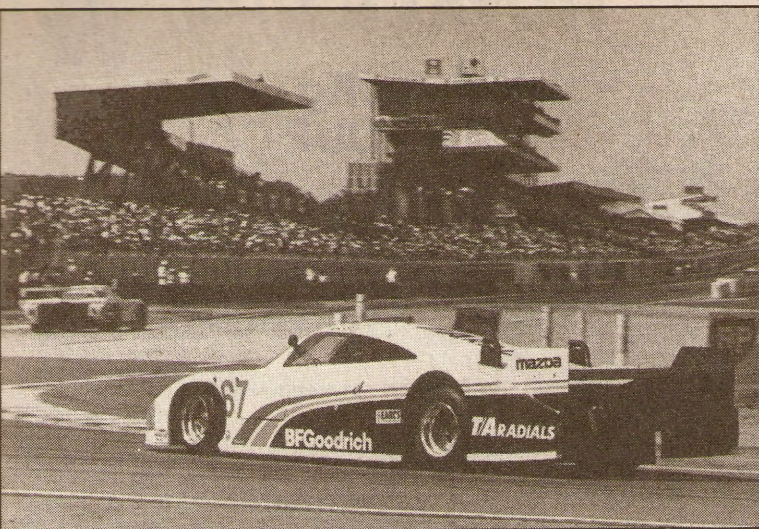
It was a pity that the new cars fielded by Fritz and Gunther Gebhardt did not get in among the class winners: they were technically capable of doing so, but the operation often displayed the frustrating symptoms of a shortage of sponsorship. The first of the 1984 cars, whose chassis were designed by Gunther Gebhardt and Billy Harris and later modified by Kurt Chabek, was intended for the 2-litre class of the Interserie, but ran a full WEC season of eight races after this deal fell through. Its 2-litre BMW four-cylinder was underpowered but unreliability of other components became the more serious problem. In fact the 842, which was driven by a wide variety of rentadivers, finished only two races, its better result a third at Spa.

One of the lightest C2 cars in the game, the 842 featured outstanding aerodynamics and, at the 'Ring, the team pressed into the fray a similar (843) chassis fitted with a Cosworth DFLV. Although 60 kilos heavier, this package gave the team's talented 'works' driver, Frank Jelinski, something to work with. Third place resulted from its debut event, but its next three events ended before they had begun, the car non-starting when failed components could not be replaced. It was then sold to Ian Harrower's ADA Engineering company, who raced it at Sandown but failed to finish.

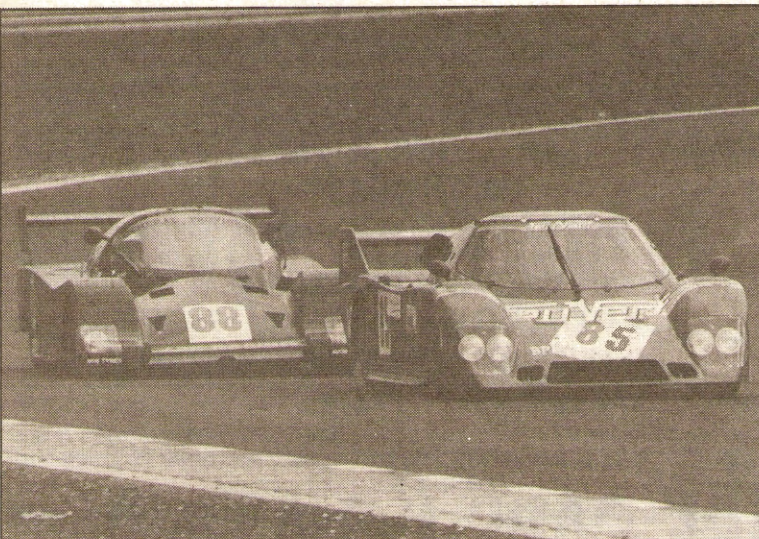
The Gebhardt team built a lighter version of the 843-Cosworth which made its debut at the final round at Sandown. It was smack on the pace, Jelinski dicing hard for the lead but having to settle for second place.

C2 contenders which were both regular and competitive runners were otherwise few and far between. Another string was added to Alba's bow when the Italian private team, Kelmar, ordered a Cosworth engined version of the series





Above: The Goodrich Lola-Mazda team scored at Le Mans. Below: The Sthemo-BMW leads the Arther Hough Pressings backed Ceekar-Ford at Nurburgring.



winning car. The **Alba AR3** (similar to Gianpiero Moretti's Momo IMSA entry) was quick, but the team had a mixed season (including second places at Silverstone and Mosport) before the car was badly damaged in a controversial incident at Fuji, when race leader Stefan Bellof shoved it aside and Pasquale Barberio struck an abandoned car at the trackside.

Another quick car was the **Ecosse**, a Cosworth powered contender commissioned from Ray Mallock by Hugh McCaig, intended to revive the name of Ecurie Ecosse. Neat and purposeful, the blue car led the class at Monza on its debut with Mike Wilds and David Duffield driving, and was competitive at Silverstone and Le Mans. But then it was heavily crashed by Mallock during the Brands Hatch British GP Thundersports race, ending its season after showing much promise.

There were seven other Cosworth powered C2 cars, the best of them Jean-Philippe Grand's faithful **Rondeau M379C** which was second in the class at Le Mans and Spa, having attracted its sponsorship by selling lottery tickets in Belgium (the winning companies were Barclay cigarettes and Smirnoff vodka). Costas Los did five underfinanced WEC events with his Martin Slater designed **Lyncar MS83**, but found that his DFV brought him no more success than the Hart engine with which he started the season.

ADA Engineering took their trusty **ADA 01** to third place at Silverstone but failed to finish Le Mans. Despite its 930-kilo weight, John Bartlett ran his Goodman sound backed **Lola T-610** in C2 at Imola (third) and Sandown but, despite the preparation efforts of Roger

Andreason, this move did little to lift his team's spirits during a miserably unreliable season.

Finally, one-off appearances were made by the Gary Anderson constructed, Scorpion managed **Arundel C-200** at Silverstone, by the unkempt **Rieger** of German constructor Siegfried Rieger at the 'Ring, and by Gil Baird's Thundersports contending **Grid S-1** at Brands. None was successful, although the Grid gave the regulars something to think about when it was the fastest qualifier, then disputing the lead until stopped by a broken throttle mechanism at half-distance.

## Mazda motivation

Apart from the Goodrich Lolas, five cars used Mazda rotary engines including the works/Mazdaspeed C2 cars which competed at Silverstone, Le Mans and Fuji. Takayoshi Ohashi's team was unable to repeat its 1983 Le Mans class victory this time, although the **Mazda 727C** looked to be a much more aerodynamically sound proposition relative to its unstable predecessor. With experienced Yojiro Terada and the underused David Kennedy among his drivers, Ohashi had hoped to do better with his Nikon cameras and Jun perfume sponsored C2 cars than the fourth and sixth at Le Mans, and the delayed seventh at Fuji, where the works entry was beaten by a privately owned 727C.

In South Africa, the only C2 cars entered were the converted Sports 2000 machines built for the Kyalami 1000 by the **Tiga** agent for that country, Lew Baker, but neither finished. Rotary engines also appeared in the neat little **JWS**, a C2-type car built for the Sandown

1000 by John Wright on behalf of owner Jeff Harris and capable of running 70 kilos below the weight limit, and in the **March 75SC** which was second in class at Mount Fuji.

There were four of these Marches in Japan last year, all nine-year-old chassis converted from Group 6 to C2 by means of a conversion kit marketed by the Mooncraft company. One was powered by a 2.2-litre Toyota engine, the other two by BMW Formula 2 power units.

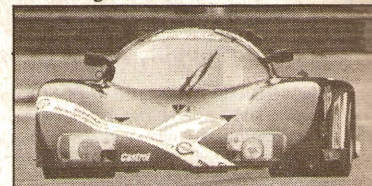
BMW engines, in fact, powered half a dozen cars, including Hubert Striebig's attractive (but underfinanced and unreliable) **Sthemo SMC2** which ran four events with the six-cylinder M88 power plant. When the AutoBeurex Lotechad proved that this 3.5-litre normal induction engine could win in C2, Jens Winther pressed the button on plans to buy a **URD C-82**, an ex-Harald Grohs car which appeared at Sandown in the Dane's familiar Team Castrol livery. Winther's new acquisition was on the pace but crashed when the suspension broke.

Ford BD-series engines were used by two small British teams. The **Ceekar 83J**, built by Derek Matthews of Ark Racing for Max Payne, attended four events with a BDX power unit, the team's learning season halted after an engine bay fire at Spa. Perhaps the most interesting power unit of the entire class, however, was the BDT in the back of the **Tiga GC-284** campaigned by Roy Baker.

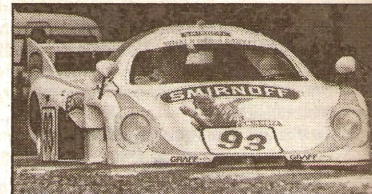
Another Tiga based on the Sports 2000 design, but with a stronger honeycomb chassis and heavier components, the SFR team's little device became a familiar sight at WEC events. The team, for whom Jeremy Rossiter was a regular driver, did eight events, very much racing for fun but showing steady improvement. The engine was the 1.7-litre turbo-charged four-cylinder originally destined for the RS1700T Group B rally project, and a number of units, plus a mechanic on occasion, were loaned to Baker by Ford Boreham. The operation was very low-key and, in a racing installation, the engine lacked power with Ford, perhaps, erring on the side of caution. However, Baker handed the Tiga's race preparation to Jon Fisher of

JQF Engineering, and the result was goodish reliability. The SFR/Spax sponsored car finished five times from seven starts (netting a second place at Imola despite being off the top pace, and two thirds), although Baker and his men were disappointed not to qualify at Le Mans.

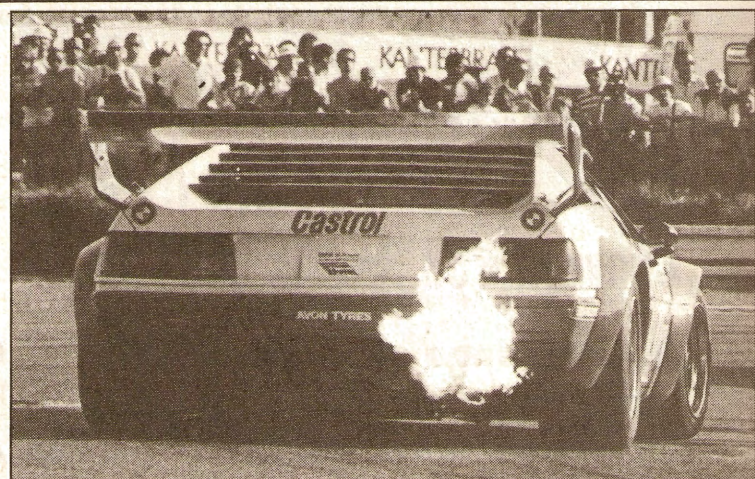
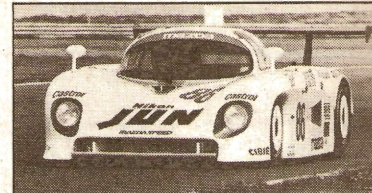
Group C2, then: plenty of chassis, plenty of engines, a crucial shortage of money. Its future depends on the ability of teams to attract adequate sponsorship for cars competing on a far-flung (and therefore expensive) schedule and with no chance of overall victory. It is a tall order, of course, but the 1984 season has done the groundwork.



Gebhardt-Cosworth. Below: Rondeau M379C.



Tiga-Ford turbo. Below: Works Mazda 727C.



Jens Winther's successful Group B BMW M1, pictured at Le Mans.

## Unbeatable BMW

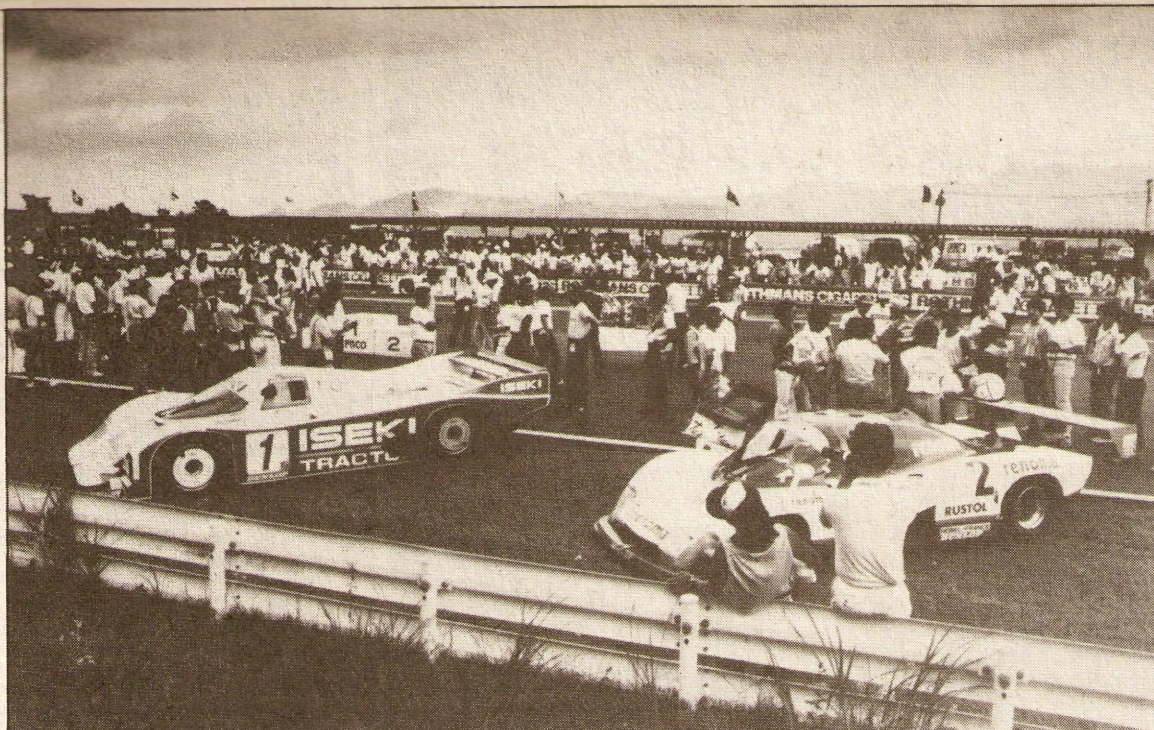
Pending the delayed arrivals of the new four-wheel-drive Porsche 929 and the Ferrari GT0, the Group B category continued to rely on re-homologated Group 4 cars, some of which were too slow to compete in prototype company. Last season, the Porsche 911 Turbos never once got a look in, and the Group B title chase was swamped by BMWs.

The FIA Grand Touring Cup was clinched at Spa by Jens Winther's well prepared and driven Team Castrol BMW, which won the class at Monza and Brands Hatch. Co-driven by Lars-Viggo Jensen and David Mercer, the Danish entered M1 was the car to beat in

Group B title chase was swamped by BMWs. — the class win at Le Mans — eluded the team when its car suffered two wheelbearing failures. The spoils were picked up by Helmut Gall's BMW, which also won the category at Nurburgring, Imola and Sandown. Edgar Doeren's M1 won the other Group B win during the season, at Silverstone, there being no B-car starters at Mosport, Fuji and Kyalami.

Various Porsches — 924s and 928s as well as the turbocharged 930s — participated during the season, but no one was ever able to match the power of the musical BMWs.





The endurance championships create tremendous public interest in Japan. The Iseki Porsche receives admiring attention.

# Split seven

The Japanese Group C scene featured increased Nippon manufacturer involvement, but both national championships were won by German-built cars, as KUNIHICO AKAI reports. Apart from its organisation, Japanese sportscar racing is beginning to boom. In 1983 there were five races; last year, this increased to seven. All the participating manufacturers increased their involvement but, crucially, the image of the racing suffered from the absence of a single national series.

Of the seven races, four were organised by the Suzuka authorities into the All-Japan series, won by Lotec-BMW Group C2 driver Naoki Nagasaka; and there were three in the rival Fuji-backed championship, in which Yoshimi Katayama and Vern Schuppan shared the title in their Trust/Iseki Porsche.

It may not sound very confusing put that way, but consider that the WEC Fuji 1000 (the second 1000kms race at the circuit) was a round of the All-Japan series and did not count towards the Fuji one. . . The two titles were disputed by the same teams and the same drivers, but having three separate champions at the end of the year must surely take something away from the prestige of the title. If Suzuka and Fuji would patch up their differences, the sport would be better off. . .

The organisation may be confusing, but it is cheering to report that manufacturer involvement in the racing is on the increase, although officially there were still no works efforts.

Toyota supplied two privateer teams, Dome and Tom's, both using the latest ground-effect Dome chassis. The four-cylinder, 16-valve engine produces around 500bhp and has been developed by Toyota and tuned by Tom's Kiyoshi Oiwa. The 2.1-litre turbocharged unit proved to be highly reliable, but even Oiwa admits it has disadvantages: "A straight-four, even with 16-valves, has a limitation of horsepower much below that of a V6 or V8."

The Dome team itself, with Eje Elgh and Masanori Sekiya driving, achieved the best results of the Toyota powered cars, finishing second at the Fuji 500. Saturo Nakajima and Keiji Matsumoto in the Tom's team did not record a finish in the points but figured strongly throughout, while a third Dome also appeared under the Ikuzawa Canon banner at a couple of events. At the first Fuji 1000kms race, Tiff Needell was leading in this car, only to crash out when a rear wheel broke up.

Nissan worked with two four-cylinder

turbo engines throughout the season: the LZ20B, and the newer FJ20 which has proved to be far less successful at surviving long distances. Four teams used the LZ20B last year and, with the exception of Hoshino Racing, relied on the Le Mans Company's LMO3 and LMO4 chassis designs. The most successful of these was the Central 20 team of Haruhito Yanagida and Takao Wada, who finished third in the first round of the Fuji series. Masahiro Hasemi and Kenji Tohara in the Hasemi Motorsport LMO4 finished fourth at the first Fuji 1000, but spoiled any further success by concentrating on the FJ20 engine at the WEC counter in September. The third Nissan/Le Mans Company team this year was the Panasperts equipe, with Toshio Suzuki and Osamu Nakako driving.

Hoshino Racing used a 1983 spec March 83G, but it was a difficult and unreliable year for Kazuyoshi Hoshino and Akira Hagiwara, their best result being a lowly 12th at Suzuka in August.

Mazda remained the most widely used of all the power units, their 13B rotary engines powering the Group C-converted March C2 car of Taku Akaike and Touru Shimegi to two overall victories against the bigger class machines. The 13B

produced only about 300bhp, but better fuel consumption did much to offset the disadvantage.

Towards the end of the year, at the WEC event, Mazdasport debuted their long-awaited, turbocharged 13B in a new March 84G driven by Mazda works men Yoshimi Katayama and Takahashi Yori-no. Fitted with a mammoth intercooler, the car suffered many teething problems and obviously requires considerable development if it is to challenge the leading C1 cars. Mazdasport, of course, also ran their own C2 chassis, the 727C, as seen at Le Mans.

In spite of the quality of the Japanese challengers, the European cars again held sway, and the ubiquitous Porsche

956s won five of the seven events.

Three of these cars found their way to Japan last year: one for the Iseki-sponsored Trust team, another for the Yokohama tyres Advan team, and a third belonging to Chikage Oguchi. The Trust and Advan cars were both prepared by Nova Engineering and it was the former which had the better record with Vern Schuppan and Yoshimi Katayama driving — they won twice. The Advan team, with Kunimitsu and Kenji Takahashi joined by Geoff Lees, also won on two occasions, but having started the season late and after being badly damaged in September, did not figure as strongly in the title chase as might have been expected. The Trust Porsche, too, had a major accident, in June, when Schuppan stumbled over a Mazda in the rain at Fuji.

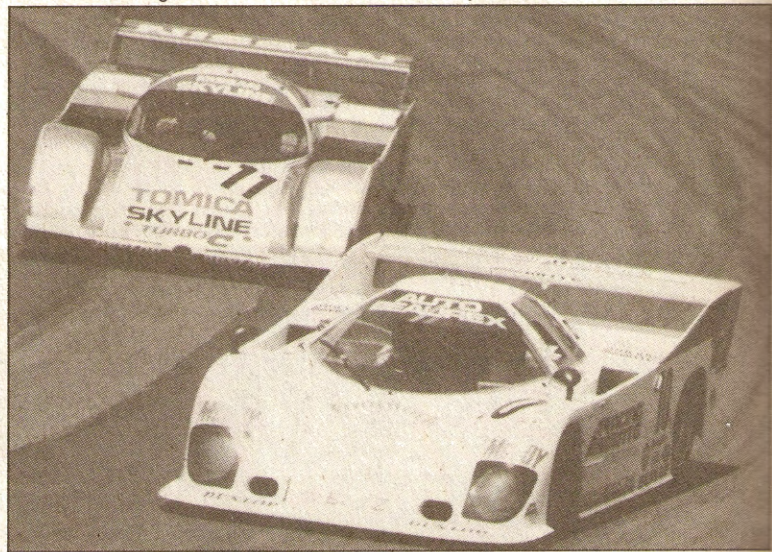
At the end of the year, Schuppan and Katayama had done enough to win the Fuji title, but the All-Japan crown went to the AutoBeaurex team's Lotec-BMW M1C driven by Naoki Nagasaka and Keiichi Suzuki (Nagasaka actually won the title even though the two finished equal on points, because he had led more actual distance than his team mate). The Holts sponsored team did not actually manage to win a race, but claimed the title with consistent top six finishing. It was a worthy victory for a small, underfinanced team, and a tribute to the reliability of the BMW engine.

Both series had regular grids of 50-60 cars, made up with various modified saloons.

Perhaps the outstanding Japanese term performance of the year was the Trust/Iseki team's third place at the Fuji WEC event where the car, driven by Schuppan and Hans Stuck, finished third to the two works Porsches, clear of all the European privateer entries.

1985 looks set to see even greater involvement from the Japanese manufacturers, with Toyota developing a new turbo engine, Nissan concentrating on the FJ20, and Mazda too on the verge of producing a C1 power unit — or perhaps a three-rotor engine. . .

The overall winning Lotec fends off the turbo Nissan entry.



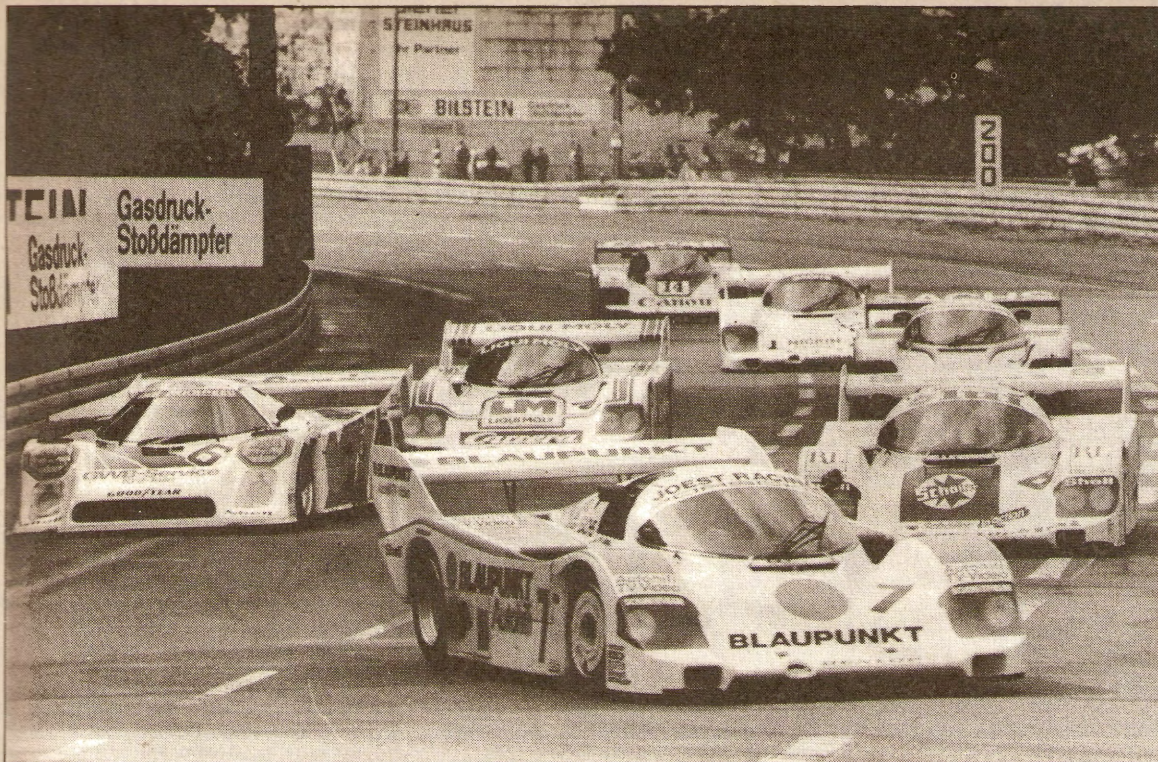
## ALL JAPAN ENDURANCE CHAMPIONSHIP

|    |                |                       |    |
|----|----------------|-----------------------|----|
| 1  | Nagasaka (J)   | .....Lotec-BMW M1C    | 48 |
| 2  | Suzuki (J)     | .....Lotec-BMW M1C    | 48 |
| 3  | Schuppan (AUS) | .....Porsche 956      | 47 |
| 4  | Katayama (J)   | .....Porsche 956      | 35 |
| 5  | Shimegi (J)    | .....March-Mazda 75SC | 33 |
| 6  | Akaike (J)     | .....March-Mazda 75SC | 30 |
| 7  | Belloff (D)    | .....Porsche 956-83   | 20 |
| 8  | Watson (GB)    | .....Porsche 956-83   | 20 |
| 9  | Takahashi (J)  | .....Porsche 956      | 20 |
| 10 | Lees (GB)      | .....Porsche 956      | 20 |
| 11 | Ikck (B)       | .....Porsche 956-83   | 15 |
| 12 | Mass (D)       | .....Porsche 956-83   | 15 |
| 13 | Takahara (J)   | .....March-BMW 75SC   | 14 |
| 14 | Takahara (J)   | .....March-BMW 75SC   | 14 |
| 15 | Stuck (D)      | .....Porsche 956      | 12 |

## FUJI LONG DISTANCE SERIES

|    |                |                       |    |
|----|----------------|-----------------------|----|
| 1  | Schuppan (AUS) | .....Porsche 956      | 35 |
| 2  | Katayama (J)   | .....Porsche 956      | 35 |
| 3  | Akaike (J)     | .....March-Mazda 75SC | 34 |
| 4  | Shimegi (J)    | .....March-Mazda 75SC | 34 |
| 5  | Elgh (S)       | .....Dome-Toyota 84C  | 27 |
| 6  | Sekiya (J)     | .....Dome-Toyota 84C  | 27 |
| 7  | Takahashi (J)  | .....Porsche 956      | 26 |
| 8  | Takahashi (J)  | .....Porsche 956      | 26 |
| 9  | Lees (GB)      | .....Porsche 956      | 26 |
| 10 | Nagasaka (J)   | .....Lotec-BMW M1C    | 25 |
| 11 | Suzuki (J)     | .....Lotec-BMW M1C    | 25 |
| 12 | Totani (J)     | .....March-BMW 75SC   | 23 |
| 13 | Takahara (J)   | .....March-BMW 75SC   | 23 |
| 14 | Yamamoto (J)   | .....March-Mazda 75SC | 23 |





Fabulous action at Norisring, Mass just leading Rosberg and Niedzwiedz (6).

# A distant echo

The *Deutsche Rennsportmeisterschaft* degenerated last year, only three national sprint races and three endurance events giving a nominal champion, as THOMAS IMHOF reports

With only six races, four of them crammed into the same month, the German Endurance Championship offered very little. Apart from the prestigious Norisring event, the German rounds were poorly attended, while the few remaining German amateur teams had to travel to England and Italy to compete in the full series. With Group A beginning to thrive in Germany, 1985 could well see some of the leading German Group C names switching to the saloon category.

It was July 1 before the championship got underway at the fabulous Norisring in Nuremberg. For over a decade the race has seen thrilling and close sports car racing, with up to 100,000 people turning up to watch the cars thrash round the track between the infamous Nuremberg grandstands (used by the Nazis for their political rallies in the 1930s). Although this year there were two races at the track, only the first counted towards the German title, the second being an out-and-out race for large sums of money (won by Manfred Winkelhock).

The DRM championship race over 100

Taking time off from the works Porsche team, Stefan Bellof clinched his national series title.

miles turned into something of an economy run. The 16 car grid was headed by Jochen Mass in the Blaupunkt-Joest Porsche 956, although it was Alessandro Nannini's Martini-Lancia LC2 that took an early lead round the streets before his brakes deteriorated and Klaus Niedzwiedz, in the normally aspirated Ford C1/8-Zakspeed, took the lead, hotly pursued by Stefan Bellof in the Brun Jagermeister Porsche 956. Both the Joest Porsches retired early: Jochen Mass with an electrical problem and Keke Rosberg with a broken fan belt.

Niedzwiedz's race ended 10 laps from

the finish when his gearbox failed, and this left Bellof with a clear lead over the JFR 956s of Boutsen and Franz Konrad, while Manfred Winkelhock's Kremer 956 held fourth. Bellof looked to have the race sewn up, but with two laps to go his engine started to misfire, and on the last lap all three drivers behind him managed to get past (although Konrad ran out of fuel within sight of the finish). Boutsen took the flag and the series lead.

A fortnight later, Bellof, partnered by Derek Bell, won the Nurburgring 1000Kms, but with Boutsen's Skoal Bandit 956 finishing second, the Belgian still led the DRM series. Neither Boutsen nor Bellof was present at the third round of the series at the flat airfield circuit at Diepholz. Only 12 cars were present, the leading contenders numbering only three: Jochen Mass (Joest Porsche), Franz Konrad (JFR Porsche) and Klaus Niedzwiedz in the Zakspeed Ford.

Mass qualified on pole again, and as at the Norisring Niedzwiedz took an early lead from Konrad and Mass. The ex-Grand Prix driver however soon worked his way into the lead, with Konrad following through when Niedzwiedz began to experience fuel pick-up problems. Third home was Prince



A bird's eye view of the Porsche parade.

Leopold von Bayern in the Brun Warsteiner 956. Behind a fourth-placed Niedzwiedz was the only other 956 present, the Joest Schornstein '83 car of gentleman racer 'John Winter'.

The German title then went abroad for two races: the British Aerospace 1000Kms at Brands Hatch and the Imola race. Bellof finished fifth with Grohs at Brands and emerged the winner at Imola, when partnered by Hans Stuck. Rival Thierry Boutsen scored no points at either event, switching cars at Brands and retiring in Italy when his engine expired. Jochen Mass, however, moved into the picture with 15 points in England and 12 more in Italy.

So, as with the World Endurance Championship, it was the two Germans who were in with a chance of the title at the final round, the ADAC Bilstein-Supersprint at the new Nurburgring. Bellof seized the initiative, qualifying a clear 1.5 secs quicker than Thierry Boutsen in the Jagermeister Brun Porsche, with rival Mass third ahead of Konrad and von Bayern.

In torrential rain, Bellof led from flag to flag, while Mass retired after 25 laps with electrical problems. The John Fitzpatrick Porsches finished second and third, Konrad leading Boutsen.

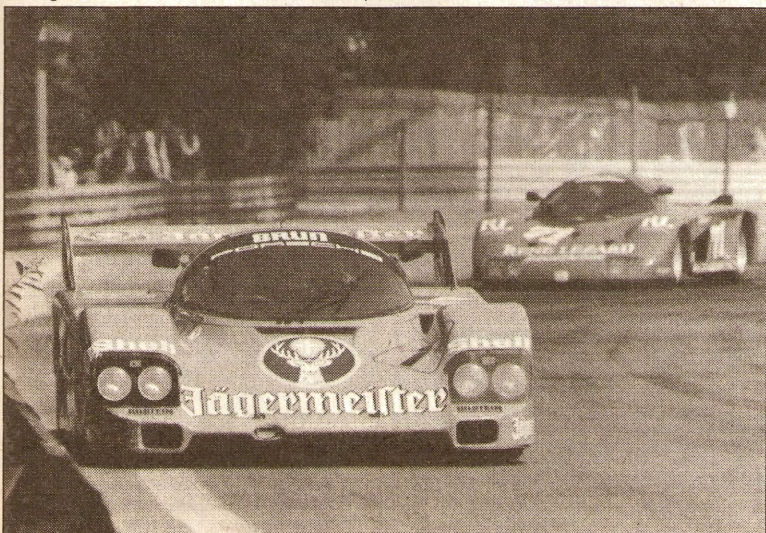
Thus, Bellof won his first international title, a prelude to his World Endurance Championship, and Porsche cars filled the top 10 places of a rather downbeat series.



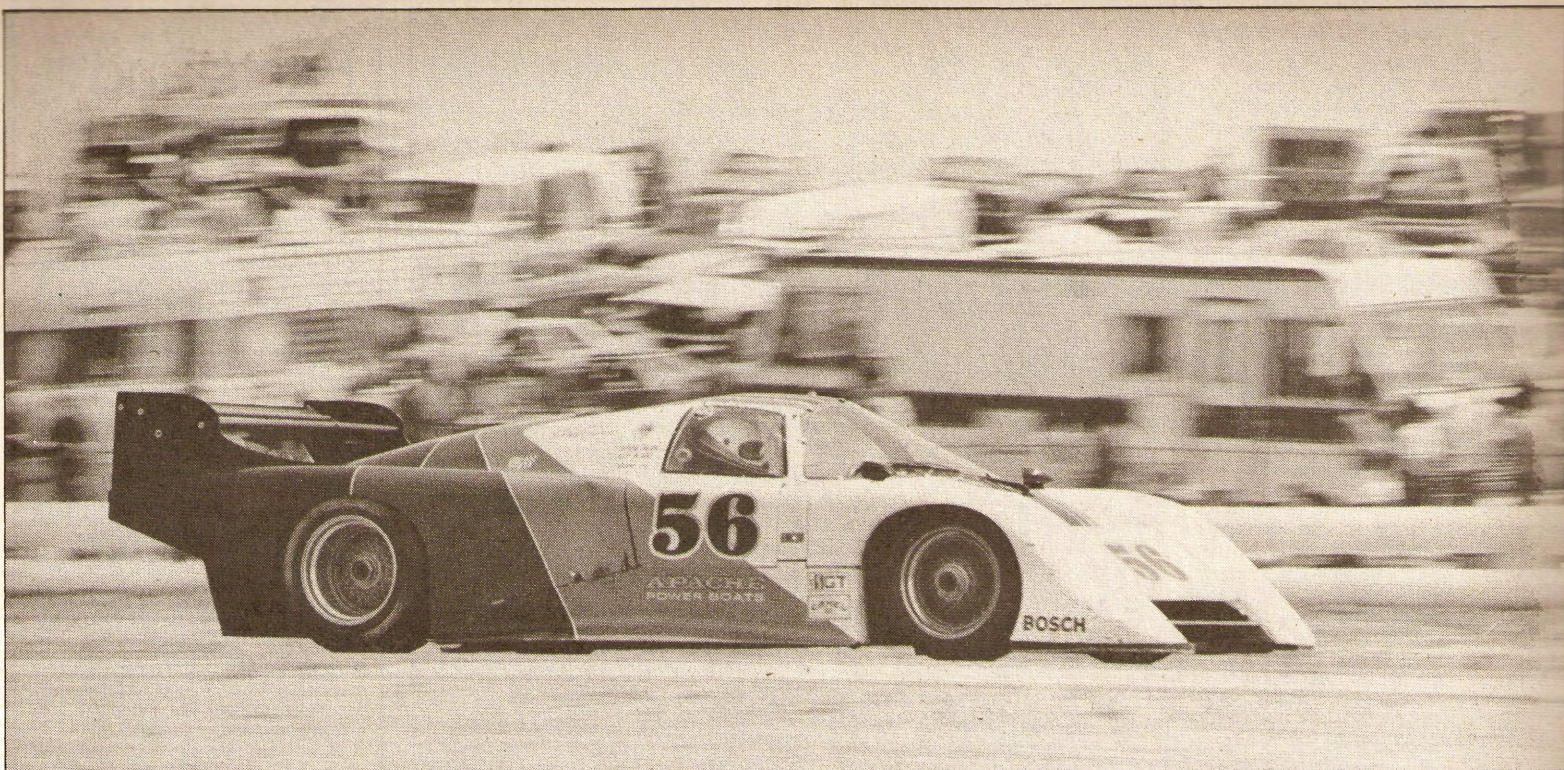
Stefan Bellof — first of two 1984 titles.

## GERMAN ENDURANCE CHAMPIONSHIP 1984

|                          | Jun 30 Norisring (D) | Jul 15 Nurburgring (D) | Jul 22 Diepholz (D) | Jul 29 Brands Hatch (GB) | Sep 16 Imola (I) | Sep 29 Nurburgring (D) | Final points |
|--------------------------|----------------------|------------------------|---------------------|--------------------------|------------------|------------------------|--------------|
| 1 Stefan Bellof (D)      | 12                   | 20                     | —                   | 8                        | 20               | 20                     | 80           |
| 2 Jochen Mass (D)        | —                    | 4                      | 20                  | 15                       | 12               | —                      | 51           |
| 3 Thierry Boutsen (B)    | 20                   | 15                     | —                   | —                        | —                | 12                     | 47           |
| 4 Jonathan Palmer (GB)   | —                    | 10                     | —                   | 20                       | 15               | —                      | 45           |
| Jan Lammers (NL)         | —                    | 10                     | —                   | 20                       | 15               | —                      | 45           |
| 6 Leopold von Bayern (D) | 8                    | 2                      | 12                  | 3                        | 10               | 6                      | 41           |
| 7 Franz Konrad (A)       | 2                    | —                      | 15                  | —                        | 3                | 15                     | 35           |
| 8 David Hobbs (GB)       | —                    | 15                     | —                   | 6                        | 3                | —                      | 24           |
| 9 Manfred Winkelhock (D) | 15                   | 8                      | —                   | —                        | —                | —                      | 23           |
| 10 'John Winter' (D)     | —                    | 1                      | 8                   | 2                        | 4                | 8                      | 23           |







Randy Lanier in one of the Blue Thunder Marches. The Floridian had not won an IMSA round before this season, but went on to win six races and finish the year champion ahead of his team mate.

# Rolling Thunder

Randy Lanier and Bill Whittington seized a golden opportunity to emerge triumphant from a spectacular 1984 IMSA Camel GT series, as STEVE NICKLESS recounts

It seemed unlikely — make that, *impossible* — even as the 17-round, enduro-laden Camel GT series passed the one-third mark, that 30-year-old Randy Lanier and 34-year-old Bill Whittington would need a mere five months to secure the first two spots in what was an IMSA high-water mark season. Thirty-five weeks to the day after claiming his first Camel GT race win, ebullient Floridian Lanier clinched America's most prestigious sports racing series crown. And in a customer GTP-class March with normally aspirated Chevrolet V8, no less, this in what was surely to be the Year of the Porsche turbo/Ford turbo/Jaguar V12 (pick one depending upon your bent).

The Grand Surprise, the creator of opportunity, was the dramatic escalation in competitiveness of IMSA's four-year-old premier GTP class. The queue of customers for Porsche's 962s in the autumn and winter of 1983 should have been a signal; but it was not until a spate of ageing Lola T600 coupes hit the used car market six months later (and the line formed at March) that the signals were completely understood.

By then it was too late: Lanier and Whittington had assembled a two-car March-Chevy team around the formidable mechanical talents of crew chief Keith Leighton ("We're calling it Blue Thunder," said Lanier. "The name of a truck a friend loaned us to get to Daytona. Sounds good, doesn't it?").

By the time the excellent Lowenbrau-sponsored Porsche 962 team of Al Holbert and Derek Bell got their effort up to speed, the Jaguars had returned from their Le Mans foray, the Daytona 24 Hours winning Kreepy Krauly team had recovered from their Road Atlanta fire, and all the mid-season March customers had their act together, Blue Thunder had won three races and moved from nowhere to the top of the points chart. Indycar rookie Holbert and WEC star Bell pursued, winning five of the last nine races, but Blue Thunder won the other four, and at the penultimate round of the series at Watkins Glen, the title race was over.

South Africans Sarel van der Merwe, Tony Martin and Graham Duxbury emerged from the IMSA Camel GT season-opening Daytona 24 Hour with a nine-lap plus margin of victory and, with the prototype Porsche 962 fallen by the wayside with teething problems, we all thought, "Shades of '83. Well here goes more of the March-Porsche same," we believed the tone had been set...

Until Miami where, on the tight confines of the southern Florida city's streets, the two-car Group 44 Jaguar team utterly annihilated the overheated opposition, and we all said, "So it's to be

Jaguar's season," we believed the pattern had been established...

Until Sebring, when a Porsche 935 flown over from Reinhold Joest's museum, two of its three drivers having never seen the circuit before (and without benefit of practice), won the 12 Hours. We all said, "Sebring is Sebring — weird." And we were still thinking Jaguars...

Until Road Atlanta, when even though the Jaguars — and Ford's Mustang GTP — featured for a while, track owner Don Whittington did a better job of plotting strategy and won

with a borrowed March-Chevy. This promptly threw the R.J. Reynolds (Camel cigarettes) sponsored 'Pick the Winner' contest into complete disarray, and marked the point at which we gave up trying to forecast the outcome of Camel GTP events.

We stopped in the nick of time: between Road Atlanta and Riverside, Floridians Randy Lanier and Bill Whittington assembled and hired the pieces and people which produced the Blue Thunder team. And won the next three races, two enduros and one 100-mile sprint, even as the editorial "we" predicted victories for Porsche's late-in-arriving customer 962s and Ford's fast-but-fragile Mustang.

Daytona winner van der Merwe won in a downpour at Lime Rock, round 7, when he expected his team to be in

disarray following the fire which had ruined a new March just weeks before at Road Atlanta.

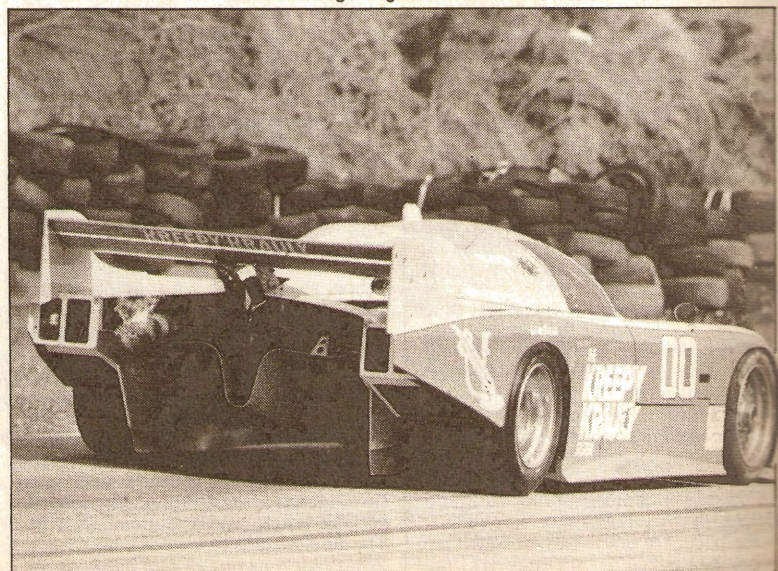
On the tight and twisty Mid-Ohio road course, where we least expected the turbo lag prone Porsche 962 to win, brilliant efforts by Al Holbert and Derek Bell put the Lowenbrau-sponsored Porsche team into victory circle.

Time and time again, pre-race forecasts amounted to nothing. And in the end, with the improved Porsche on a roll, Holbert and Bell closing in the points race at a pace sure to carry this series down to the wire, a bolt broke in the 962's rear suspension at Watkins Glen. Just like that — snap! — Randy Lanier, a driver who until April had not won an IMSA race, clinched IMSA's most prestigious Drivers championship.

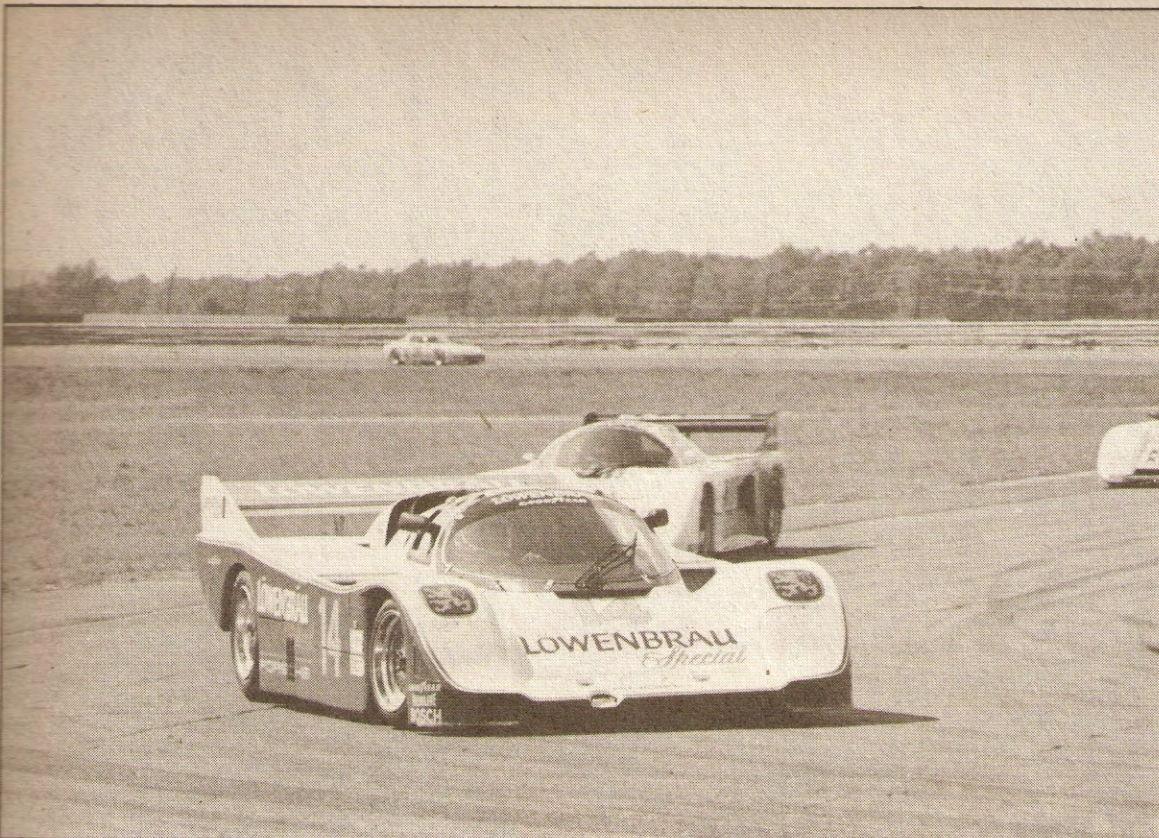
## The first clash

In the end, it was a points battle between two teams. There were plenty of high-quality players, but once past the season's mid-point, headlines for only Blue Thunder and Lowenbrau/Holbert Racing. Consider their first head-to-head clash, in Round 5, the Riverside 6

Sarel van der Merwe won twice at the beginning of the season before Blue Thunder rolled in...







Derek Bell and Al Holbert campaigned a Porsche 962 but, although they won five races at the end of the year, they could not catch Lanier.

Hours . . . The southern California circuit's April 29 date marked not Blue Thunder's debut, but it was the first time Randy Lanier and Bill Whittington had raced together as Blue Thunder; and while Al Holbert and Derek Bell had raced together under the Lowenbrau banner, it was the first time they had shared a 962.

With Holbert's own 962 not yet delivered, Al and Derek raced the first customer car, owned by Bruce Leven. Problems with the turbo wastegate diaphragm kept their practising to a minimum, but they nonetheless qualified the new car third. Which put them diagonally behind the Blue Thunder men. Whittington had driven 'Toughie' the team's March 83G-Chevy, an ex-Holbert, -Romero, -Leon brothers, -Lanier/Hinze Daytona rental, -Fittipaldi Miami car warhorse) around to an astonishingly good time. On pole was the Klaus Ludwig/Bobby Rahal 7-Eleven-sponsored Ford Mustang GTP which no one expected to last and which didn't. Four rather humdrum hours into the six-hour enduro, the Lowenbrau men had a commanding 75sec lead over Blue Thunder — Lanier not quite up to running at the fast early pace — who were a lap up on the third-placed Lola T600-Chevy and three laps on everyone else. The stage looked set for the Porsche 962's first victory.

However, during a routine fuel and tyre stop at the beginning of the fifth hour, the left rear wheel fouled on the bodywork and would not come off. Bell lost 90secs, and the lead, to Whittington, but Bill would be forced to stop too within the next few minutes.

As the fates would have it, Blue Thunder got to make their stop under yellow, following a violent accident which demolished the lone Sauber-BMW, triggering a lengthy caution period. Whittington kept the lead, for Bell also used the opportunity to make a quick stop.

With one hour to go, both teams were sure to stop once more for fuel. Bell, still trailing, decided it was sure time to pick up the pace. On one lovely-to-watch lap alone, the Englishman set a new GTP lap

record and got the margin down to under 10secs before Whittington got the message and quickened his own pace.

Ten laps later, the turbo Porsche had cut the margin to 1.1secs. For two scintillating laps Whittington kept the faster boost-up Porsche at bay, taking impossible chances in traffic, steering a defensive course. But, almost inevitably, Whittington hung himself out too far on a limb and wound up boxed in behind a slower car; Bell was through, on the dirt, in a flash, and still flying. Two laps later, when he peeled off onto the pit road for a final splash of fuel, he had 4secs in hand.

Right then, though, the race was lost. Bell was utterly drained; unable to communicate his dilemma to the crew because the radio had failed, he could only crawl out of the cockpit praying Holbert was ready. But Al wasn't ready. Helmet off, gloves off, suit off he had no idea Derek might need relief. The stop took an agonizing 61secs. But it wasn't the last bit of drama. Not yet . . .

On the very next lap, Whittington charged in, the fact just beginning to dawn on the pit crowd that he had been in the car since relieving Lanier at the 2½-hour mark — three hours before. Bill stayed in, but the fates were now on the side of the race fans: a fitting in the air hose broke when a Blue Thunder crewman started to change the left front tyre! Their stop took fully 46secs . . .

With 20mins to go, a fresh but angry Holbert trailed a tiring Whittington by 13secs. Al lost 4 secs when he was pushed four-wheels-off by a slower car (the traffic was lethally heavy . . .) but was at the top of his form and five laps later had cut the gap down to 9.8secs. When an anxious Whittington nearly spun on one of the slow corners, the margin became 5.6secs, then 4.3, then 3.8 as the announcer bellowed "Two laps to go!"

Could the Lowenbrau Porsche have passed the Blue Thunder March? We were robbed of an answer, for on those final two laps Holbert was put off stride on no fewer than four occasions by . . . slower traffic. Whittington, the leader, got the breaks and a stunning victory. The final margin of victory was 4.9secs, Whittington having driven hard for 3½

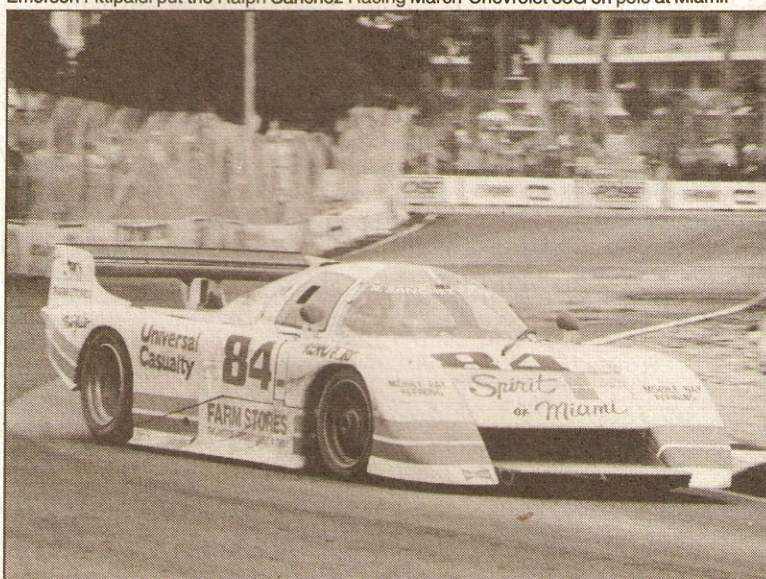
hours, unrelieved. It was not the last time during the '84 season that we were left in awe by the depths of Whittington's competitive reserve.

## Blue Thunder's lightning

The Blue Thunder March-Chevy team gelled quickly, in a brief six-week span between the second Camel GT round at Miami and the fourth at Road Atlanta. By round 5 at Riverside, it was at its full two-car strength, Randy Lanier, an IMSA veteran of two years (with little to show in the way of results), organizing a tidy, no-expense-spared team which would feature as a cockpit mainstay five-time IMSA winner Bill Whittington.

Lanier, left stranded at Miami when his rented March had broken its transmission in warm-up, had decided to do it right. 'Right' was Apache Power Boats sponsorship (Lanier is a speedboat retailer by trade), a pair of Marches (one an updated 83G, the other a new 84G), a supply of VDS 5.7-litre Chevy V8 engines and former March engineer Keith Leighton to oversee a good crew of mechanics.

Emerson Fittipaldi put the Ralph Sanchez Racing March-Chevrolet 83G on pole at Miami.



## Facts and figures . . .

Consider some of the more interesting, largely numerical, statistics to emerge from the 17-event IMSA Camel GT series:

■ 14 drivers won races (six for champion Randy Lanier; five for Bill Whittington, Al Holbert and Derek Bell; Sarel van der Merwe won twice; and Brian Redman, Doc Bundy, Tony Martin, Graham Duxbury, Mauricio de Narvaez, Hans Heyer, Stefan Johansson, Dale Whittington and Don Whittington all won once).

■ Nine different drivers took fastest qualifier honours (Bill Whittington on five occasions; Klaus Ludwig three times; Bell and Holbert twice each; and van der Merwe, Redman, Mario Andretti, Emerson Fittipaldi and Bob Wollek once each).

■ Nine different drivers took fastest race laps (Bill Whittington four times; Bell three times, Holbert, van der Merwe and Redman twice; and Lanier, Doc Bundy, Bob Tullius and Wollek once each).

■ Three different chassis manufacturers and three different engine manufacturers won races, the tally four and four in both pole positions and race fastest laps.

■ 11 chassis manufacturers and nine engine manufacturers scored points.

■ The margin of victory in the Riverside 6 Hrs was a mere 4.941 secs; in the Mid-Ohio 500Kms, 3.989secs; in the Portland 3 Hrs, 6.32secs; in the Laguna Seca 100-mile sprint, 3.61secs; in the Daytona 3 Hrs finale, 30.51secs.

■ A number of lead changes are to be expected in endurance racing (through attrition), but consider that five different men and cars led the Laguna sprint which was over in 54 mins . . .

■ Over 60,000 people turned up to watch the IMSA race at Charlotte, this square in the middle of stock car country where they spell all their racing N-A-S-C-A-R.

■ Chevrolet won the GTP Manufacturers/Engine Championship . . . by a mere two points, with 248 to Porsche's 246. Not quite so close in Manufacturers/Chassis where March's lead over Porsche was 39,262 to 224.

The March-Chevies don't win on weight to horsepower charts (some 25kg over the 900kg weight minimum at the start of the season, with about 610bhp to the 2.8-litre Porsche's 630 and 3.2-litre Porsche's 650), but the combination had several advantages. Ease of maintenance and parts supply are important in a 17-race series and the big Chevy V-8's



## Lowenbrau's near miss

If they'd had more time to practice and discovered that the taller profile Goodyears got hung up on the rear bodywork designed around Dunlops — and if the pit radio hadn't malfunctioned — Al Holbert and Derek Bell might have won the Riverside 6 Hrs in Bruce Leven's Porsche 962 and altered the outcome of the '84 season. In fact, the new GTP Porsche didn't win until round 9 at Mid-Ohio. Bell's third place and Holbert's fourth in the end of season points, then, are testaments to their respective abilities, Bell keeping chances for top honours alive until the car broke (and Lanier won) in the penultimate race at Watkins Glen.

The Lowenbrau-sponsored Holbert Racing team didn't get their own car until Charlotte, theirs featuring an Andial-tuned 3.2-litre Porsche flat-6 turbo which Holbert had come to prefer over the standard 962 2.8. From Mid-Ohio onwards, Holbert and Bell, perhaps the best driver pairing in IMSA, did everything in their power to extinguish Blue Thunder's fire. They did win more races — five to four — in that hectic second-half of the gruelling season. Yet, they just missed, Bell finishing 25 points behind Lanier (and a mere four behind Whittington) in the final standings.

As much an obstacle as the late delivery of their car was the globe-hopping nature of their racing schedules. Holbert was also attempting his first Indycar season while Bell was a key figure in Porsche's World Endurance Championship plans. Their respective attempts to gather points in the early races with rental cars proved frustrating, particularly for Holbert who emerged from the first four races with a mere 10 pts (a fourth at Daytona and three DNFs). By the time Riverside rolled around, Jaguar's Brian Redman had 35 pts, Bill Whittington 30, Bell a good 27 (but he anticipated missing two to four rounds) and Lanier had 15.

The March-Chevy was a known commodity; the Porsche 962 something else. An offshoot of the all-conquering 956, it was not the same car: a 12cm-longer wheelbase (given GTP's footwell rules) meant a new monocoque, different nose, different tail, different fuel cell and radically different engine bay. The standard engine was a 2.85-litre, air-cooled, two-valve-per-cylinder single-plug single-turbo.

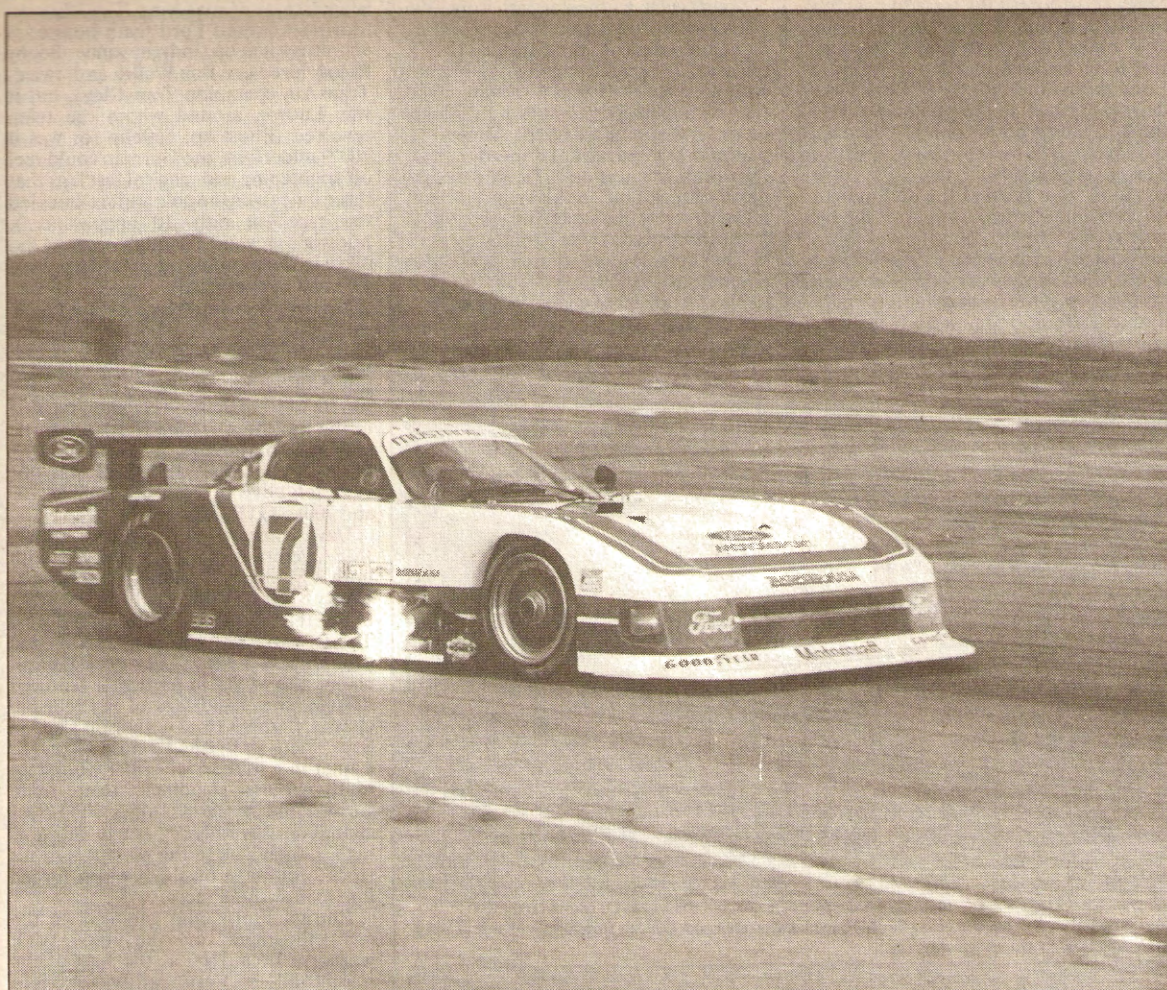
The prototype 962 debuted in the hands of Mario and Michael Andretti at Daytona — where it started from the pole — but succumbed to a combination of gearbox heat and a mistake in assembling the transmission just before the quarter-distance mark.

At Riverside, both Bell and Holbert complimented its lighter feel (not quite the ground effects of the 956) and cooler cockpit (no by-the-hip intercooler), though they agreed it was more difficult to drive because of its single turbo and narrow power band.

While different in concept, the March-Chevy 84G and Porsche 962 seemed equally matched. Blue Thunder and Lowenbrau/Holbert Racing were surprisingly equal at the end of the season.

## Horses, cats and pool robots

Blue Thunder and Lowenbrau/Holbert Racing fought the points war and won every race from June onwards, but invariably they shared the weekend spotlight with others. The immaculate Group 44 Jaguars and complex Ford Mustang GTPs were sure-fire 'crowd magnets', while a combination of driver panache and curiosity about the sponsor's product focused attention on Sarel van der Merwe's March-Porsche.



The Ford Mustang GTPs provided brute turbo force but proved a bit of a handful. Klaus Ludwig claimed three pole positions, but only 16 points.

torque made the cars eminently 'raceable'. To those practical advantages, Blue Thunder added a lavish test schedule, a willingness to experiment and some unique race strategies (early stops, late stops, infrequent stops...).

With Whittington's tutelage Lanier became a force in his own right as the season progressed. Cheerful and outgoing in sharp contrast to the taciturn Whittington, Randy would get all revved-up. Steady and fast, his confidence boosted by those early back-to-back

victories at Riverside and Laguna Seca, Lanier let Whittington shine.

Two car tactics at the end of the season, with Lanier jumping into the highest placed March when it was his turn to drive, ensured Randy's title. But Bill was 'The Hero'. Had his rented March-Chevy not overheated, Whittington might have won at Miami where he'd clawed and barged his way up from seventh on the grid into a position to challenge the leading Jaguar. That was before Blue Thunder. His ironman gambit (a 3½ hr

driving stint) was the key to the new team's victory at Riverside and he won the pole at Laguna Seca (because everyone told him there was no way he'd beat the turbo Fords!).

In one season, Whittington doubled his career IMSA victory tally with five wins overall (Riverside, Charlotte, Portland, Sears Point (solo) and Michigan). When other teams were wishing to buy new cars, and before the customer Porsche teams were up to speed, Blue Thunder pounced...

## GTO: Underdog Over-achiever

Pale in contrast to the similar shining SCCA TransAm, overshadowed by the GT Prototypes, IMSA's GTO (over 2.8-litres) class is often neglected. Pity, because the racing here is always entertaining and frequently spectacular, a haven for bellowing Detroit V8 iron with a touch of foreign intrigue.

The '84 standings took on an Asiatic hue, however, with a textbook example of the adage 'to finish first, you must first finish'. Outnumbered by a horde of GM and Ford V8s, outraced because of a horsepower deficit on 15 of 17 occasions, an upstart Mazda RX-7 stole all the thunder of the GTO-class. All credit to North Carolinian (and native Canadian) **Roger Mandeville** whose unique Yokohama tyre-shod rotary-powered RX-7 earned points in 16 races, helping its driver go directly from '83 GTU title to '84 GTO crown without missing a beat.

Mandeville and co-driver **Amos Johnson** won twice (at Riverside and Lime Rock) and garnered six runner-up finishes plus a pair of thirds en route to their first and third in the standings. Series runner-up **Gene Felton** and fourth-placed **Billy Hagan** (Chevy Camaro), won three of the first four races twice helped by '84 NASCAR champ **Terry Labonte**, **Chet Vincetz** and, once, **Dave White**. After that **Jim Mullen**, went on a mid-season five-wins-in-six appearances



Roger Mandeville won the GTO class with a string of reliable finishes. He won only twice...

tear; **John Bauer** won the first two times out with a new Ford Thunderbird; **Walt Bohren** won at Miami with an outwardly unsuitable big-block Chevy Corvette, locals **David Schroeder** and **Tom Hendrickson** won in their only GTO appearance at Portland with a Corvette; **Willy T Ribbs** and **Wally**

**Dallenbach Jr** conspired to walk off with the Daytona finale in a Ford Mustang... But all along the way, Mandeville and Johnson were gathering points and biding their time. The fruits of their unlikely victory may just wind up shedding a little more light on the long-ignored GTO.



# SEASONAL SURVEY

Most unlucky not to finish higher than fifth in the final standings van der Merwe started off the season with a stunning victory in the Daytona 24 Hours using the '83 championship-winning March-Porsche 83G. Sponsored by Kreepy Krauly, manufacturer of swimming pool-cleaning robots, the rally star's promising season was ruined by two major chassis-wrecking fires, at Road Atlanta and Portland.

His 83G's traction shortcomings cost the South African a chance of victory at Laguna Seca, but two races later it proved to have traction enough on a frictionless race course; Sarel showed off his consummate car control skills in fending off Bill Whittington and romping home to victory in a heavy downpour at Lime Rock, . . . lapping everyone in the field save a hard-trying Randy Lanier.

The second fire at Portland (under equally puzzling circumstances) meant van der Merwe was free to drive the Lowenbrau 962 in the Sears Point sprint race, subbing for Holbert and Bell who had clashing commitments. The Kreepy Krauly team regrouped once again, effecting major repairs, and returned with its own March-Porsche at Road America. But there had been no time for development and the team was essentially months behind. Neither van der Merwe, regular co-driver **Tony Martin** nor late season recruit **Ian Scheckter** could overcome such a handicap.

The phrase 'might have been' applies equally to the Group 44 team, its Lee Dykstra-designed JXR-5 chassis steadily nearing the weight minimum and improving in reliability. The normally aspirated 5.3-litre V12-powered Jaguar had won three times in 1983 and the team started '84 at two-car strength with an excellent driver line-up: team boss **Bob Tullius** would be joined up '81 IMSA champ **Brian Redman**, fast-rising star **Doc Bundy** and journalist/racer **Pat Bedard**.

Redman and Bundy romped to victory in the gruelling 3 Hour Miami street race with Tullius/Bedard 61 secs behind, the gleaming white cars lapping the 30-car GTP-only field. Adding in top 10 finishes at Daytona, Sebring and Road Atlanta, the Virginia-based team left round 4 with its four drivers 1-2-3-5 in the point standings. But between Sebring and Road Atlanta, a corporate decision was made which ultimately cost Jaguar any chance at the IMSA titles: the JXR-5s would appear, as all the world had guessed and hoped, at Le Mans.

The Lanky Foushee-managed Group 44 crew is an excellent one, but not particularly large by modern racing standards and the logistics of a proper Le

Mans effort forced the team to miss four mid-season rounds. When they returned at Watkins Glen (with **Hurley Haywood** replacing Bedard, the latter badly injured during the Indy 500), Blue Thunder was in a commanding points position, the Porsche turbos were up to pace and the Jaguar men were forced to catch up. Clever strategy and the V12's fuel economy kept them in the hunt (one of the cars came second in four of the last seven races); but to run with the turbos, the drivers had to push the cars past their limits, rear suspension and drivetrain problems hurt the team reliability badly. Redman, Bundy, Tullius and Haywood finished sixth, seventh, eighth and 10th in the championship which only underlined the impact of those four missed events.

Spectacular as the Jaguars were, the adjective more accurately describes the front mid-engined Ford Mustang GTPs, micacles of modern engineering but not without cost. The Fords were winners of the high-tech game and punishingly quick; but the heart of the Camel GT matter is 17 races, all but three of them of over 3hrs in duration. The Mustang(s) did not finish a race until August in what must have been one of the most frustrating seasons ever endured by Ford Special Vehicle Operations boss Michael Kranefuss.

The 2.1-litre four-cylinder turbocharged Mustangs *did* attract a tremendous following, their carbon-fibre complexity a real feature of the IMSA paddocks and lead driver **Klaus Ludwig's** startling skill

a familiar joy of qualifying. The 7-Eleven Stores-sponsored Ford team boasted a star driver line-up (Indycar winner **Bobby Rahal**, hired gun **Bob Wollek** and, twice, TransAm champion **Tommy Gloy**), but it was Ludwig around whom the team revolved. Boost up, 650bhp (or was it 700?) underfoot, the German could reel off frightening and magical fast laps that three times won the pole and six times led the race (in only 10 appearances). Ludwig's reward, though, was 42nd place in the standings, a mere 16 points. The cost of complexity.

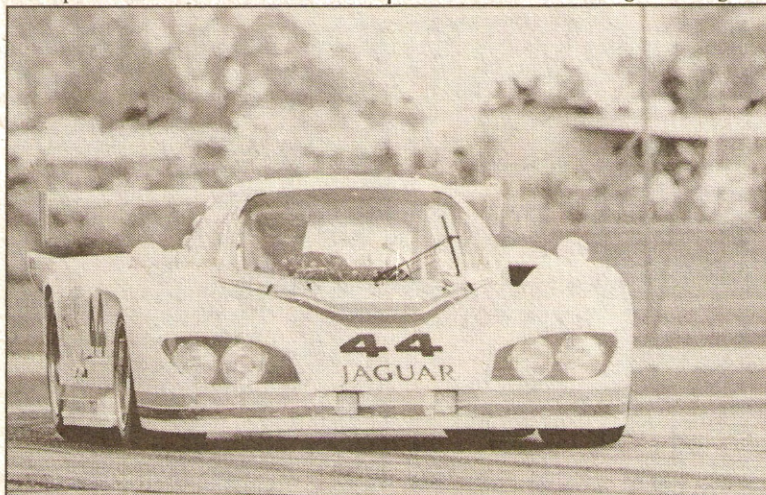
## The major independents

Adding depth to what was throughout the season a stellar GTP line-up were seven teams which regularly made the top 10, a few of them on occasion starring in the top three. Three finished off the season with Marches, two with Porsche 962 customer cars, and there was one representative of both the smaller 750 and 700kg GTP classes.

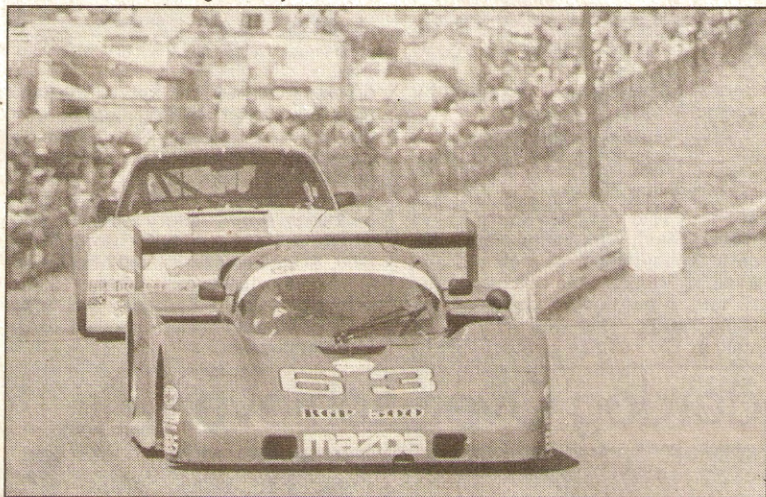
**Dave Cowart** and **Kenper Miller**, IMSA veterans, started off the year with both a March-Porsche 82G and March-Chevy 83G, focusing solely on the latter after the opening Florida enduros. Theirs was a well-run team, sponsored primarily by the Red Lobster restaurant chain, and Miller in particular featured despite the handicap of a year-old chassis, perhaps most notably at Laguna Seca where he finished a close second to Lanier in a solo drive. Miller wound up ninth in the standings; team mate Cowart, the '78 and '81 IMSA GTO-class champion was unlucky not to finish as high, largely due to the pressures of his stock brokerage business which forced him to miss three races.

Entrant **Phil Conte** gambled on the competitiveness of the old WTP warhorse Lola T600 at the start of the season and lost. Very nearly victorious in the Sebring 12 Hour, drivers **John Morton**, **Bob Lobenberg** and **Tony Adamowicz** had their hands full with the '81 vintage chassis and a lack of straight line speed, and during a particularly frustrating weekend at Laguna Seca. Conte opted to join the March ranks.

With the new 84G, Morton and Adamowicz were right in the thick of things at Charlotte, but then missed three of the next five races while the driver line-up was reorganised. **Richard Spennard** subbed for Adamowicz at Mid-Ohio but **John Paul Jr** was to be Morton's new permanent partner and it was with an excellent crew that Conte prepared in the last third of the season. And for the Daytona finale, the 84G-Chevy had been replaced by an 85G-Buick turbo. Despite all the new car distractions, veteran Morton would end up a good 12th in the championship.



Above: The Group 44 Jaguars might have done better, but the trip to Le Mans cost them four races. Below: The Argo-Mazda JM16 was underpowered, but Jim Downing and John Mafucci showed stunning reliability.



## The GTP revolution

If 1984 will be remembered, somewhat incorrectly, as the year in which an underdog bested the mighty 'works' teams in the International Motor Sports Association (IMSA)'s flagship Camel GT, then it must also be the realisation of a dream for IMSA President John Bishop. Even as Bishop was openly acknowledging the support from Porsche which helped nurture an insignificant Connecticut-based group sanctioning Formula Ford and small sedan races into one of North America's most powerful racing entities, he was looking for a way to break the German manufacturer's stranglehold.

Grand Touring Prototype grew out of the search for a 'magic formula', GTP was added to IMSA's alphabet soup of classes (GTX, AAGT, GTO, GTU) in 1980, an Americanized response to the FISA's then-new Group C. Enclosed sports racing chassis that could be productionised, a wide variety of engine choices and performance envelope (on paper) to match the prohibitively expensive latest from Porsche.

BMW and March were first on the GTP scene, the ill-fated BMW M1/C making its racing debut at Riverside in April 1981. But Lola was instantly more successful: Brian Redman won at Laguna Seca in May, the maiden outing for a weeks-old Chevy V8-powered Lola T-600. He followed up with back-to-back victories at Mid-Ohio and Portland; five victories in all ushering the fresh-out-of-retirement Englishman to the 1981 Camel GT Drivers Championship. Few others bit. Porsche's radical GTX 935s held the numerical superiority and IMSA's Bishop clung steadfastly to his 'All American GT' ideal (which yielded the magnificent Zak-speed Capris, re-liveried as Mustangs for the US series, and little else).

Even as Redman's Lola-Chevy helped him to the driver's crown in '81, Porsche claimed a ninth consecutive (and far more important) manufacturer's championship. With even more outrageous 935s in 1982, the faster ones featuring American-built tube-frame chassis cloaked with ultra-light

body panels — 'Prototypes' in all but name — Porsche won 12 IMSA GT races to the customer GTP Lola-Chevy's five (and the AAGT Mustang's one). A 10th Manufacturer's Championship for the men from Stuttgart . . .

If the sizeable investment in a GTP program from Jaguar started the slow roll from IMSA's GTX past to its GTP future, then the real catalyst was Porsche loyalist Al Holbert (who sparked IMSA's long flirtation with AAGT by winning driver championships with a Chevy Monza in '76 and '77). Holbert won twice with a Chevy-powered CRC Chemicals/Red Roof Inns sponsored March early on in the 1983 season, while the American tuning firm Andial tackled the logistics of fitting a March with Porsche turbo power; when the 83G-Porsche bowed at Charlotte in May it was with victory.

Holbert capped a fantastic season of personal success (victory at Le Mans, and seven Camel GT wins) with the IMSA Drivers Championship, Manufacturers title number

11 for Porsche — and inspired new belief in GTP. Two GTP cars on the grid for IMSA finale at Daytona in 1981; 11 in the '83 finale (featuring the spectacular front mid-engine Ford Mustang GTP which had won in its first appearance at Road America, but not the Jaguar XJR-5 which had won three events before the Group 44 team withdrew).

There were GTX Porsches aplenty in 1983 but the GTP revolution has picked up steam! The prototypes gave away only a little top speed and more than compensated with sure-footed ground effects, handling and manoeuvrability.

Porsche, finally accepting the fact that John Bishop would not budge on his GTP foothold regulations (which among other things kept the WEC-conquering 956s out of IMSA), announced the GTP 962. Teams now had a choice of kits from March or turn-key GTPs from Porsche and over the winter of 1983/'84 they all began to drift away from GTX.



**John Kalagian** and rookie **John Lloyd** also started off the season with a venerable T600 and also switched to a March-Chevy at mid-season. At times desperately underfunded, Super Vee veteran Kalagian gave a good account of himself, finishing fourth at Michigan and second in the penultimate round at Watkins Glen. A most interesting aspect of this team was its tyre choice, Kalagian helping short track oval specialist Hosier Tire get a foothold in what has long been a Goodyear-dominated market.

**Bruce Leven** was the first of the Porsche customers to take delivery of a 962, the Bayside Disposal machine leased out immediately to Al Holbert and Derek Bell for Riverside and Laguna Seca while the Lowenbrau men waited for their own example to be delivered. Second at Riverside, Leven's Porsche accumulated a heady number of top finishes in the hands of several guest drivers and Washington businessman Leven himself. The car led and finished third at Mid-Ohio with Hurley Haywood and Bobby Rahal at the controls; finished second at Watkins Glen with John Paul Jr the star co-driver; fourth at Portland with GTU Toyota star **Jim Adams**; second at Road America with **David Hobbs**; third at Michigan with Canadian **Bill Adam**; and fourth at Daytona with Hobbs again. With just six '84 starts under his belt, Leven amassed 62pts and wound up 11th in the championship.

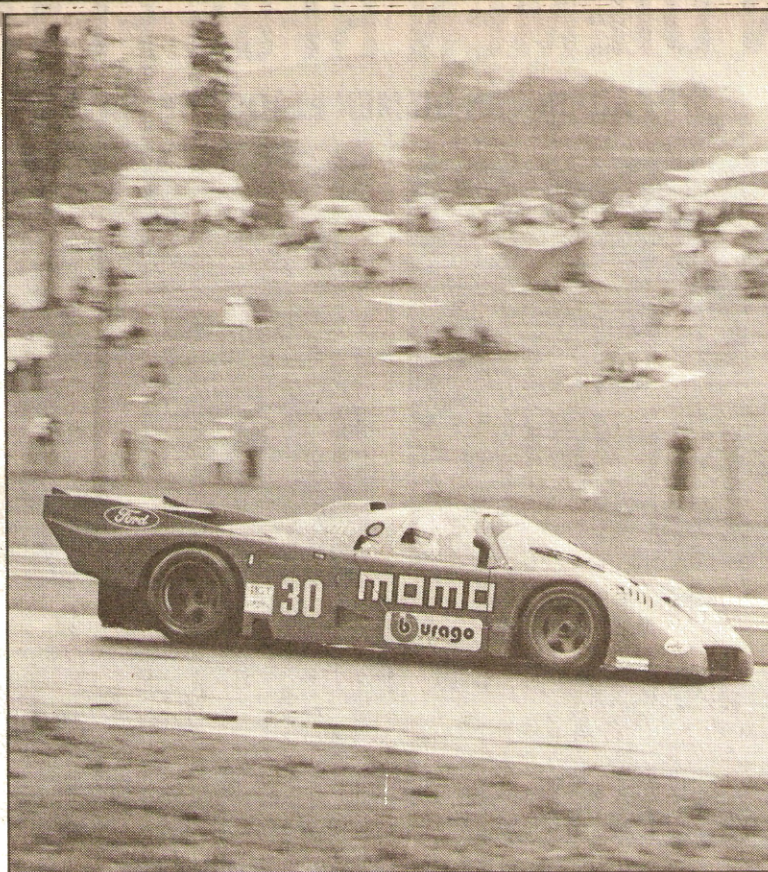
The next customer in line for a 962 was **Bob Akin** who, with regular co-driver **John O'Steen**, had started off the season with one of the best of the late-generation Porsche 935 GTX machines. The Coca Cola-sponsored team debuted its new car with a gorgeous bright red paint scheme at Charlotte, but were to be plagued by several teething problems as the season wore on. Club racing champion O'Steen and Hudson Wire president Akin were 23rd and 25th in the points.

IMSA's Camel GT sounded good in '84 thanks to **Gianpiero Moretti** who brought a Cosworth-powered Alba-built Momo 750kg-class coupe to the GTP wars. Though light, the 3-litre (later slightly bigger thanks to a regulation change) carbon-fibre tubbed machine was outgunned by the turbo Porches and 5.7-litre Chevy V8s, but that lovely Cosworth will added much to the surrounds. Despite the lack of horsepower, Momo Wheels boss Moretti and a trio of guest co-drivers wound up the top 10 eight times from 13 starts (credit indeed to Alistair McNeil's immaculate preparation). Gianpiero's best was a great solo fourth in the rain at Lime Rock, while F3 champion **Oscar Larrauri** managed to qualify the little car third overall in its Miami debut.

Equally impressive and even more significantly underpowered was the 700kg class Argo JM16 run by '82 GTU champion **Jim Downing** and his regular co-driver **John Maffucci**. Propelled by a 330hp Mazda 13B rotary engine, the car was a clever tortoise in a race of hares, collecting eight top 10 overall finishes on the strength of its stunning reliability.

## Star attractions

Through the course of the 17-race season, there were several noteworthy appearances by non-IMSA regulars. **Mario** and **Michael Andretti** qualified the Porsche 962 prototype on the pole for the Daytona 24 Hour season opener (though retired at quarter distance with a seized transmission); former World Champion **Emerson Fittipaldi** made a stunning road racing comeback at Miami, qualifying a Ralph Sanchez-entered March-Chevy 83G on the pole (the car retired while running second with a broken input shaft) while featuring with a March-turbo Buick in the Daytona finale; the indomitable **A.J. Foyt** finished a resounding second (with Bob Wollek



Although hampered by a lack of horsepower the Cosworth-powered Momo ran well all year.

and Derek Bell) in Preston Henn's Porsche 935 in the Daytona 24 Hours, and followed up with a fourth (largely due to Wollek's ironman efforts) in Miami and third (with Wollek and Bell) at Sebring; and **Stefan Johansson** and **Hans Heyer**, with able assistance from underrated IMSA veteran **Mauricio de Narvaez**, did no less than win the Sebring 12 Hour in an elderly Porsche 935 dragged out of Reinhold Joest's museum.

Credit also **Don and Dale Whittington** for victories (at Road Atlanta and Watkins Glen respectively) during the year despite infrequent appearances; **David Hobbs** and **Bob Wollek**, who shared 20th in the standings despite a mere handful of starts; and several of the 700 and 750kg regulars who garnered top 10 finishes despite the horsepower disadvantages (notably **Lyn St. James**, **Whit Ganz** and **BF Goodrich Lola-Mazda** men **Jim Busby**, **Pete Halsmer**, **Rick Knoop** and at Miami **Bob Hayje**. St. James and Ganz were drawing rave reviews for their noteworthy efforts as the season wore down).

A magnificent championship with no fewer than 103 point scorers, fought over by a dozen and ultimately yielding a deserving champion: Lanier scaled a spectacular peak. With a new challenge from Buick's awe-inspiring turbo V-6, Porsche 962s in greater abundance, significantly revised Jaguars and a more conventional chassis from Ford, the climb will be harder for anyone in 1985. Blue Thunder seized opportunity in 1984 when the season was five races old; no helping those who strike so late in '85...

## IMSA CAMEL GT WORLD CHAMPIONSHIP 1984

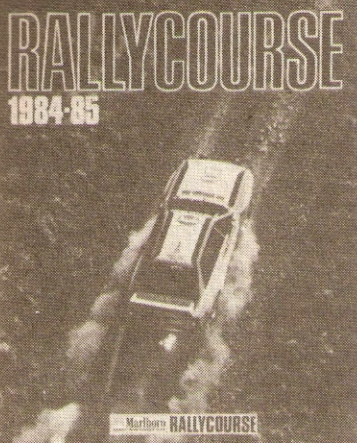
| IMSA CAMEL GT<br>WORLD<br>CHAMPIONSHIP 1984 |                                                                    |                         |                         |                             |                          |                    |                          |                       |                         |                                |                         |                   |                               |                       |                         |                             |                        |              |
|---------------------------------------------|--------------------------------------------------------------------|-------------------------|-------------------------|-----------------------------|--------------------------|--------------------|--------------------------|-----------------------|-------------------------|--------------------------------|-------------------------|-------------------|-------------------------------|-----------------------|-------------------------|-----------------------------|------------------------|--------------|
|                                             | Feb 4-5 Daytona 24 Hours                                           | Feb 26 Miami Grand Prix | Mar 24 Sebring 12 Hours | Apr 08 Road Atlanta 500 Kms | Apr 29 Riverside 6 Hours | May 06 Laguna Seca | May 20 Charlotte 500 Kms | May 28 Lime Rock Park | Jun 06 Mid-Ohio 500 Kms | Jul 7/8 Watkins Glen 2x3 Hours | Jul 29 Portland 3 Hours | Aug 05 Sear Point | Aug 26 Road America 500 miles | Sep 09 Pocono 500 Kms | Sep 16 Michigan 500 Kms | Sep 30 Watkins Glen 500 Kms | Nov 25 Daytona 3 Hours | Total Points |
| 1 Randy Lanier (USA) .....                  | March-Chevrolet 83G/84G .....                                      | —                       | 15                      | —                           | 20                       | 20                 | 15                       | 15                    | —                       | 20                             | 4                       | 12                | 8                             | 20                    | 20                      | —                           | 189                    |              |
| 2 Bill Whittington (USA) .....              | March-Chevrolet 83G/84G .....                                      | —                       | 15                      | 15                          | 20                       | —                  | 20                       | 3                     | 15                      | —                              | 20                      | 20                | 12                            | 8                     | 20                      | —                           | 168                    |              |
| 3 Derek Bell (GB) .....                     | Porsche 935/Porsche 962 .....                                      | 15                      | 12                      | 15                          | 3                        | 3                  | —                        | 20                    | 20                      | 12                             | —                       | 20                | 20                            | 4                     | —                       | —                           | 164                    |              |
| 4 Al Holbert (USA) .....                    | Porsche 935/Porsche 962 .....                                      | 10                      | —                       | 15                          | —                        | 3                  | 12                       | 20                    | —                       | 12                             | —                       | 20                | 20                            | 4                     | —                       | —                           | 136                    |              |
| 5 Sarel van der Merwe (ZA) .....            | March-Porsche 83G/Porsche 962 .....                                | 20                      | 3                       | —                           | 6                        | 12                 | —                        | 20                    | 8                       | —                              | 10                      | 10                | 10                            | —                     | —                       | —                           | 105                    |              |
| 6 Brian Redman (GB) .....                   | Jaguar XJR-5 .....                                                 | —                       | 20                      | 3                           | 12                       | —                  | 12                       | —                     | —                       | 12                             | 3                       | 12                | 8                             | —                     | —                       | —                           | 97                     |              |
| 7 Doc Bundy (USA) .....                     | Jaguar XJR-5 .....                                                 | 12                      | 20                      | —                           | —                        | —                  | 15                       | —                     | —                       | —                              | 15                      | 15                | —                             | 15                    | 2                       | —                           | 94                     |              |
| 8 Bob Tullius (USA) .....                   | Jaguar XJR-5 .....                                                 | 12                      | 15                      | —                           | —                        | —                  | 15                       | —                     | —                       | —                              | 15                      | —                 | —                             | 15                    | 2                       | —                           | 74                     |              |
| 9 Kenner Miller (USA) .....                 | March-Chevrolet 83G .....                                          | —                       | 2                       | —                           | 10                       | 12                 | 15                       | 2                     | 6                       | 2                              | —                       | 6                 | —                             | —                     | 15                      | —                           | 70                     |              |
| 10 Hurley Haywood (USA) .....               | Porsche 935/Porsche 962/<br>Jaguar XJR-5/March-Chevrolet 84G ..... | 10                      | —                       | 8                           | —                        | —                  | —                        | —                     | 12                      | 12                             | 3                       | —                 | 8                             | —                     | —                       | 15                          | 68                     |              |
| 11 Bruce Leven (USA) .....                  | Porsche 962 .....                                                  | —                       | —                       | —                           | —                        | —                  | —                        | —                     | —                       | 15                             | 10                      | —                 | 15                            | —                     | 12                      | —                           | 62                     |              |
| 12 John Morton (USA) .....                  | Lola-Chevrolet T-600/<br>March-Chevrolet 84G .....                 | 2                       | 12                      | 4                           | —                        | 10                 | 8                        | 10                    | —                       | 10                             | —                       | —                 | 3                             | —                     | —                       | —                           | 59                     |              |
| 13 Jim Downing (USA) .....                  | Argo-Mazda JM16 .....                                              | 3                       | —                       | 3                           | 2                        | —                  | 8                        | —                     | 4                       | 10                             | —                       | —                 | 2                             | 3                     | 8                       | 8                           | 51                     |              |
| 14 John Maffucci (USA) .....                | Argo-Mazda JM16 .....                                              | 3                       | —                       | 3                           | 2                        | —                  | 8                        | —                     | 4                       | 10                             | —                       | —                 | 2                             | 3                     | 8                       | 8                           | 51                     |              |
| 15 Tony Martin (ZA) .....                   | March-Porsche 83G/Porsche 962 .....                                | 20                      | 3                       | —                           | 6                        | —                  | —                        | —                     | 8                       | —                              | —                       | —                 | 10                            | —                     | —                       | —                           | 47                     |              |
| 16 Patrick Bedard (USA) .....               | Jaguar XJR-5 .....                                                 | —                       | 15                      | 3                           | 12                       | —                  | 12                       | —                     | —                       | —                              | —                       | —                 | —                             | —                     | —                       | —                           | 42                     |              |
| 17 Gianpiero Moretti (I/USA) .....          | Momo-Ford Cosworth AR3 .....                                       | —                       | —                       | —                           | 4                        | 4                  | —                        | 10                    | 6                       | 4                              | 8                       | 3                 | —                             | —                     | 3                       | —                           | 42                     |              |
| 18 John Kalagian (USA) .....                | Lola-Chevrolet T-600/<br>March-Chevrolet 84G .....                 | —                       | 4                       | —                           | —                        | 6                  | —                        | —                     | —                       | —                              | 4                       | —                 | —                             | —                     | 10                      | 15                          | 39                     |              |
| 19 Don Whittington (USA) .....              | March-Chevrolet 84G .....                                          | —                       | —                       | 20                          | —                        | —                  | —                        | —                     | —                       | —                              | 6                       | —                 | —                             | 12                    | —                       | —                           | 38                     |              |
| 20 Dale Whittington (USA) .....             | March-Chevrolet 84G .....                                          | —                       | —                       | —                           | —                        | —                  | —                        | —                     | —                       | —                              | 6                       | —                 | —                             | 12                    | —                       | 20                          | 38                     |              |
| 21 Bob Wollek (F) .....                     | Porsche 935/Porsche 962 .....                                      | 15                      | 10                      | —                           | —                        | —                  | —                        | —                     | —                       | —                              | —                       | —                 | —                             | —                     | —                       | 12                          | 37                     |              |
| 22 David Hobbs (GB) .....                   | Jaguar XJR-5/Porsche 962 .....                                     | 12                      | —                       | —                           | —                        | —                  | —                        | —                     | —                       | —                              | —                       | 15                | —                             | —                     | —                       | 10                          | 37                     |              |
| 23 John O'Steen (USA) .....                 | Porsche 935/Porsche 962 .....                                      | —                       | —                       | 8                           | 6                        | 3                  | —                        | 4                     | —                       | 2                              | —                       | —                 | 6                             | 6                     | —                       | 1                           | 36                     |              |
| 24 John Lloyd (USA) .....                   | Lola-Chevrolet T-600/<br>March-Chevrolet 84G .....                 | —                       | 4                       | —                           | —                        | —                  | —                        | —                     | —                       | —                              | 4                       | —                 | —                             | —                     | 10                      | 15                          | 33                     |              |
| 25 Mauricio de Narvaez (COL) .....          | Porsche 935/March-Chevrolet 84G .....                              | —                       | —                       | 20                          | —                        | 12                 | —                        | —                     | —                       | —                              | —                       | —                 | —                             | —                     | —                       | —                           | 32                     |              |
| 26 Bob Akin (USA) .....                     | Porsche 935/Porsche 962 .....                                      | —                       | —                       | 8                           | 6                        | 3                  | —                        | —                     | —                       | 2                              | —                       | —                 | 6                             | 6                     | —                       | 1                           | 32                     |              |

## IMSA MANUFACTURERS CHAMPIONSHIPS 1984

| Chassis |                 |    |   |    |    |    |    |    |    |   |    |    |    |    |    |    |   |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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Edited by Mike Greasley.

Published by Hazleton Publishing.

Hardback, 200pp, £14.95.

Each Christmas, AUTOSPORT's racing buffs await the arrival of *Autocourse*, the premier motor racing annual. Anticipated with equal enthusiasm — this time by our rally department — is the arrival of its sister publication, *Rallycourse*, now in its third year.

This large format coffee table book is especially significant as it is the first annual to fully review the World Rally Championship. *Automobile Sport* and *Automobile Year* have

both carried reviews, but they had to go to press before the end of the season and the reader is rather left in mid-air, even with a do it yourself points table in one.

Not so *Rallycourse*. There is an outline review of the season by our own Peter Foubister, while Mike Greasley takes the wraps off each round to offer an enlightened insight into the sport.

And, indeed, the real plus point that *Rallycourse* can claim is the way the reader is guided through the complex maze of World rallying by a variety of top journalists.

Peter Newton profiles Lancia team boss, Cesare Fiorio; Nigel Fryatt provides a cameo portrait of Jean Todt from Peugeot Talbot; and Jeremy Walton studies the current four-wheel-drive monopoly; Peter Foubister persuades the enigmatic Stig Blomqvist to say a few more words than are contained in his forward; Graham Robson looks back to the days of the Mini and considers whether the Metro 6R4 will be a worthy replacement; Hugh Bishop surveys the European scene; while for the British enthusiast, Steve Fellows reviews the Rothmans Open and Shell Oils/AUTOSPORT Championships.

But words are simply not enough and *Rallycourse* has been able to draw once more on the services of Reinhard Klein, arguably the world's best rally photographer, to illustrate the book. Whether it is close-up action, or pure atmosphere photography, Klein captures the very essence of the sport: in particular, are the fabulous aerial shots from New Zealand, a whole variety of facial expressions from around the world, and some superb sunset views taken in Sanremo.

But it has to be said that the book has its faults, too. The presence of advertisements

in the middle of the copy detracts from the general flow of things, as does the Todt profile, seemingly dumped in the centre of Walton's four-wheel-drive feature. And it should also be said that the choice of monochrome pictures falls well short of the colour, both in variety and content.

But, while the criticisms must be made, the pats on the back are more prolific. Once again *Rallycourse* can justly claim to be the book to leave around when friends drop by and, as a total package remains superb value for money.

KO

**THE HILLCLIMB & SPRINT YEARBOOK 1985.**

By Robin Boucher.

Softback, 230pp, £3.75.

Robin Boucher is besotted with 'speed events'. As reporter, photographer, commentator and, occasionally, competitor, Boucher is not only the country's leading authority on hillclimb and sprint events, but also partly responsible for the unprecedented popularity which the twin sports currently enjoy. As the major speed event contributor to AUTOSPORT and other journals, Robin was the obvious candidate to write a yearbook on the subject which occupies most of his time away from his garage business.

That annual is here, and is well worth the wait! Published by his own company, with considerable assistance from fellow enthusiast/printer Richard Culverhouse, the inaugural *Hillclimb & Sprint Yearbook* is a veritable mine of information, invaluable to even the most casual follower of motor sport.

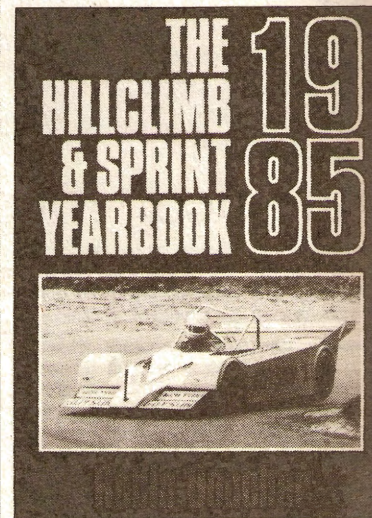
Boucher chronicles every aspect of the 1984 season in this profusely illustrated work, and captures the very essence of the

privateer-orientated events in typically chatty, readable style. Detailed run-downs (or should I say 'run ups') of every hillclimb venue in the British Isles are also given.

While the book majors on Martin Bolsover's third successive Pace RAC national championship victory, all the other series are covered, with the help of fanatical statistician Tony Fletcher.

A bargain at £3.75 (plus 50 p&p).

Boucher's annual will build, over the years, into the 'Wisden' of speed events and, as such, is a 'must' for your shelves. Order from The Cheddar Valley Motor Company, Avery's Garage, Mark, Highbridge, Somerset TA9 4NF. MAWP



## Apollo Race & Rally Wear Limited

**Runners up —**

If only I could see over the damn wheel I'd know if that really is a pistol in his left hand!

Roger Quipp of Leek, Staffs.

Heel and toe? That's kids' stuff. We experts steer with our knees.  
Sue Buxton of Cobham, Kent.

I don't know what he's so chuffed about, he's only come 19th.  
David Milner of Pontefract, West Yorks.

To the victor, the spoils: a year's free supply of Boy George's quick drying nail varnish.  
Tim Elkins of Solihull, West Midlands.

I surrender. Just don't hit me with the flag!  
Andrew Radley of Manchester.

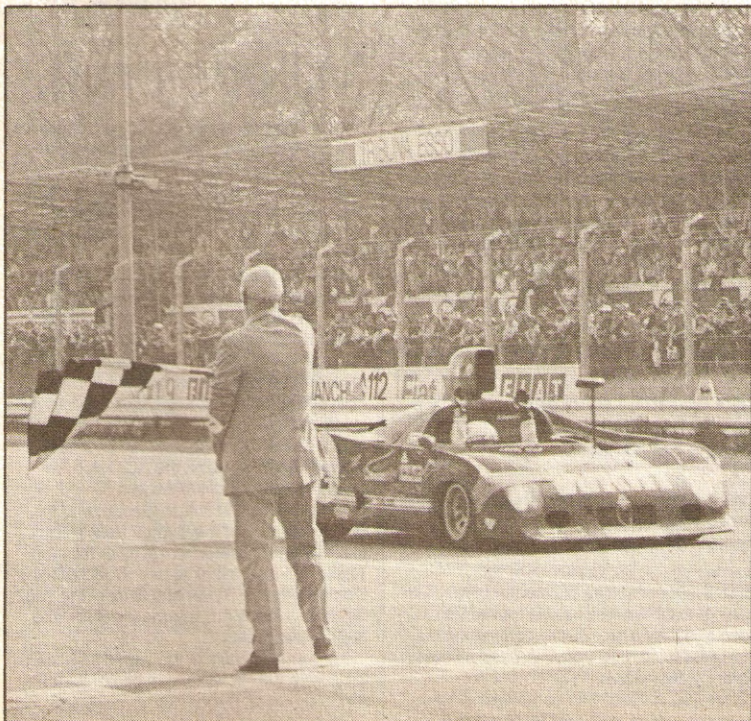
Help, the bloody seat fell out at Parabonica!  
Chris Freeman of Burton-on-Trent, Staffs.

It's no good, I will have to buy a faster drying nail polish!  
John Edwards of Wolverhampton, West Midlands.

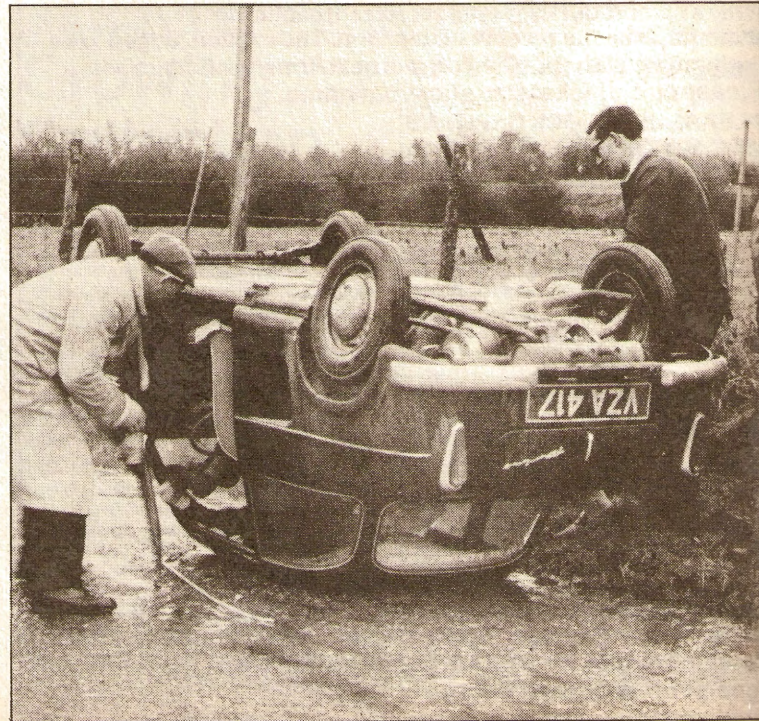
**DECEMBER CAPTION COMPETITION**

"Where 'Art' thou (Alfa) Romeo?"

R Devereux of Milton Keynes, Beds.

**JANUARY CAPTION COMPETITION**

Mr R Devereux wins himself a fabulous race/rally jacket from Apollo Race & Rally Wear. All you have to do to win the same is send in a humorous and preferably clean caption to the picture below. Details overleaf.

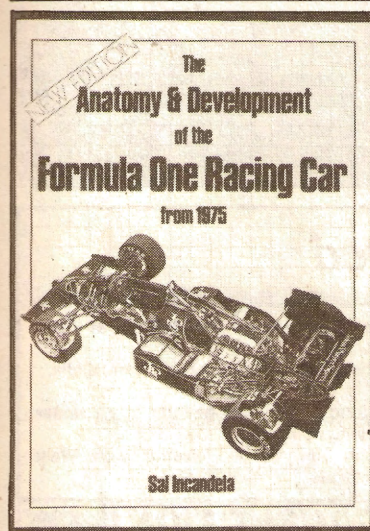






## American muscle cars

Two books from Haynes on two classic American cars: the Ford Mustang, and GM's answer to the 'Pony Car', the Firebird. Both books, written by Richard Carlyon, are liberally illustrated, including a colour cutaway drawing of Ford's now abortive GTP Mustang project. However, the books are a little expensive at £7.95 each, perhaps matching their coffee table format.



■ Sal Incandela is a professional Formula 1 mechanic and his *The Anatomy & Development of the Formula One Racing Car from 1975* (pictured left) proved a popular buy in its first edition. Now, at a price of £14.95, Haynes have published the book in its second edition where the book takes us a bit further up to date with notes on flat-bottomed cars and the BMW turbo engine. Incandela explains the function and designs of the modern F1 car in layman's terms, chapters dealing specifically with aerodynamics, tyres, brakes, and so on. For those interested in the F1 car, but who cannot understand the technical terms.

■ The RAC has published the fifth part in its *RAC Motorists' Guide to Car Care and Repair* entitled *Care & Maintenance of Suspension Systems*. As the title suggests, the booklet is ideal for DIY enthusiasts and costs only £2.00. Other titles in the series are *How a Car Works*; *Servicing and Care of the Car*; *Diagnosis and Repair of Ignition and Carburettor Faults*; and *Servicing and Care of the Braking System*.

## Apollo Race & Rally Wear Limited

Write a humorous (and preferably clean) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*. Please circle jacket size after your name.

PLEASE USE BLOCK CAPITALS.  
MY CAPTION IS:

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NAME S M L

ADDRESS

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.....

Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than February 22, 1985.

## VIDEOS



**RALLYMASTER.**  
VHS/Beta, 60 mins.  
£29.90.

Available from Duke Marketing, PO Box 46, 32 Finch Road, Douglas, Isle of Man or from Action Video, Tarvin, Cheshire.

I recall seeing this on 16mm film a couple of years ago, and finding it absolutely fascinating. One of the original Flying Finns, (just how many originals were there?), Rauno Aaltonen, explains many of the techniques that have made the Scandinavians the best drivers in the world.

This is an instructional film, but it offers so much for anyone interested in the sport. Aaltonen explains left foot braking, jumping, power slides and pendulum cornering on this well produced film from Canada. There is also a Canadian TV film of both the Molson Rallysprint and the WCR Quebec Rally of 1980 on the tape.

Definitely worth the expense, and a must for any motor club evening.



**1984 LOMBARD RAC RALLY.**  
Videovision.  
60 mins.  
£24.75.

Available from Action Video, Tudor House, Cheshire.

The second RAC Rally video tape from Brian Kreisky's Videovision concern is a great improvement on the first effort some 12 months ago.

Gone is the tedious commentary where every stage time was faithfully recounted and replaced by a Steve Fellows script which is good, despite a couple of inaccuracies.

However, one cannot help but feel that a one hour tape from a highly professional company — the standard of reproduction is excellent — should offer more than just a record of the five day rally.

Clearly, BF Goodrich were influential in making the tape, and perhaps Kreisky might have done better telling the story of how John Buffon and his street tyre shod Quattro coped against the more suitable rubber from Michelin or Pirelli. Certainly, the film needed a stronger story line and that is its biggest drawback for the potential market. With the rival CiTV film having hit the market before Christmas, the Videovision offering could have aimed at showing a different facet of this event.

**MAN AGAINST MAN and THE VATANEN TOUCH.**  
30 mins each tape.  
£24.75.

Available from Action Video, Tudor House, Tarvin, Cheshire.

Over the years, Barrie Hinchliffe has established himself as the master of rally film making. Only recently has he moved into the video age, however, usually committing his efforts to film for hire from the Castrol Film Library in Swindon.

Now Action Video has obtained the rights to market copies of Hinchliffe's earlier works

having transferred the films onto video tape.

The first two video versions to be produced in this way are *Man against Man*, the film of the 1981 Rothmans Manx International Rally, and *The Vatanen Touch*, a review of the 1980 British Open Championship seen through the eyes of the talented Finn.

The first film centres on the intense physical and mental battle between Jimmy McRae (who clinched the Open title on the event), Walter Rohrl and Tony Pond. The pressures of top international rallying have probably never been revealed in such a manner. *The Vatanen Touch* offers not only a chance to relive the 1980 championship but also reveals the inner Vatanen, a man with deep religious convictions as well as a keen competitive spirit.

Action Video informs us that the next release in this series — sure to be popular — is *From Harrogate It Started*, probably the film which set Hinchliffe on the road to the top. That video will be available shortly and features the 1971 RAC Rally. The action may be dated in the light of the current trends toward supercar specials, but it will still be an important addition to your video library.

**FINNISH RALLIES '84.**  
30mins.  
£24.75.

Available from Action Video, Tudor House, Cheshire.

Like it or not, accidents attract audiences, especially if they can be viewed from the comfort of your own armchair. Proof of this is the incredible success of the somewhat tasteless (in our eyes) Havoc films that are now approaching their sixth edition.

One of Action Video's most popular videos from 1983 was the *Finns Flying* tape, produced by Antero Mikulainen. This has now been superseded by a second edition, but the format is still the same. Take a selection of Finnish club rallies and the many spectacular accidents (without injury) and market the end product.

Forget any idea of seeing the Vatanens, Airikallas and Mikkolas of this world making idiots of themselves. This is a club rallying tape from the outset and offers an interesting, and frequently amusing, insight into the scene in Finland.

But the quality of the tape is less than you might hope from a commercial concern and this should be considered when buying this rather expensive video. Whether or not one likes the idea of a collection of accidents to highlight how dangerous the sport is remains a matter of taste, but this film will surely sell well.

VIDEOS BY KO

## Miller's craft

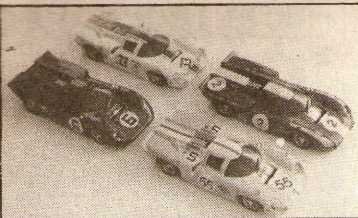
Alistair Miller is rapidly becoming Scotland's first video king with his varied programme of films covering all levels of the sport. More recently, he has branched out and his films are ever more professional, even if the reproduction quality sometimes leaves a little to be desired.

Alistair's main work is aimed at the club market where he will supply a varied two-hour tape, free of charge, to recognised motor clubs. Once screened, the idea is that the tape is then sold or auctioned, Miller receiving 75% of the takings. A full catalogue of events is available and Miller will compile a 'custom' tape.

Our review copy included an excellent film of the 1984 RAC Rally, the AC Delco film covering Jimmy McRae's Open Championship win of last season, and the Rothmans tape of the Cyprus Rally — proof that Miller is prepared to travel for his craft. There was also a look at Ken Wood with the Golden Wonder Rover and films of the 1982 Scottish, 1983 Manx International and the 1984 Ulster rallies.

For further details of the varied selection of films from AMTV, Miller can be contacted at 54 Quakerfield, Bannockburn, Scotland. Tel: 0786 813205.





## MODELS

**LOLA T70 Mk3B GT.**  
**Historic Replicas (GB), 1/43 scale.**  
**Kit, £14.95; hand-built model,**  
**£35.36.**

Incredible as it may seem, Eric Broadley's classic Lola T70 Mk3B has not, until now, been miniaturised successfully in the universally popular 1/43 scale. Solido, doyen of the model racing car industry for so many years, failed to capture its curvy lines accurately (their flat-looking version falling way short of the mini-marque's usual perfection), while Super Champion, also from France, released a dumpy, over-square device in their small range.

John Haynes of Historic Replicas, best known for his remarkable individually crafted models of historic single-seater racing cars, set out to create a 'proper' T70 with the aid of master maker Bob Hine, another ardent sports car fan. Fellow enthusiast Gordon Jones assisted with the livery design for Haynes's range of four highly detailed Lolas.

The shapely form of the 1969 coupe is indeed hard to capture, but undoubtedly the first Historic Replicas release of 1985 is the best yet. Most eye-catching of the quartet is

the white and green Sid Taylor/Hamlyn Books chassis, but the red Filipinetti/Bonnier, yellow Bonnier/Bongrip and metallic blue Penski/Sunoco cars should find their way into many collections too.

Haynes's attention to detail is painstaking, with cleverly engineered lights, full dash instrumentation, the correct double fuel fillers on the Sunoco car and wing mirrors, unique to the Bongrip version. Finish of the Lolas is particularly impressive in high-gloss cellulose paint.

Because John personally constructs each model (from SMTS castings), all Historic Replicas cars assume 'limited edition' status, reflected in their price. At £35.36 (fully built) or £14.95 (in newly-introduced kit form), the Lolas are available now.

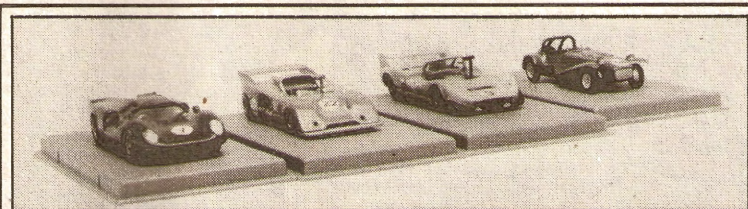
Historic Replicas are available from selected model shops or ex-works (plus 75p P & P) from 47, Leon Avenue, Bletchley, Milton Keynes MK2 1HL. Tel: (0908) 70218.

**REYNARD 84SF.**  
**Western Models (GB), 1/8 scale.**  
**Built car £180-235 plus VAT.**

Such has been the popularity of the ultra-successful Reynard 84SF FF2000 car worldwide that Mike Stephens has decided to produce a detailed 1/8 scale replica of the machine. At well over a foot in length, the Reynard will be a superb display model for owners or sponsors of the real thing.

Priced at £180 plus VAT in the plain colour of your choice, or £235 plus VAT fully finished as a liveried replica of the race car of your choice (or your own 'custom' scheme), the Reynard is available from Western Models, Unit 2, Priory Way, Taunton, Somerset TA1 2AL. Tel: (0823) 57051/2 for order forms.

**MAWP**



## More from Piccolino

Bellini Models' Piccolino division has recently introduced four additions to its rapidly expanding range of 1/76 scale metal miniatures. Newcomers to Tony Bellm's ambitious series are the Lola-Aston Martin T70, McLaren M1C, Chevron B36 and Lotus 7. Best of the quartet, to our minds, is the pretty Chevron, which allows Piccolino collector to expand his stable of the marque, which already comprises several B8s, a B16 and some B19s. The B36 modelled unfortunately features the truncated engine cover (unique to Ray Bellm's Thundersports chassis), but otherwise looks good. Prices run from £6.44 to £7.39. Future releases include the successful Spice Tiga Group C2 machine.

## Who, What, Where, When?

## PAGE & MOY LTD



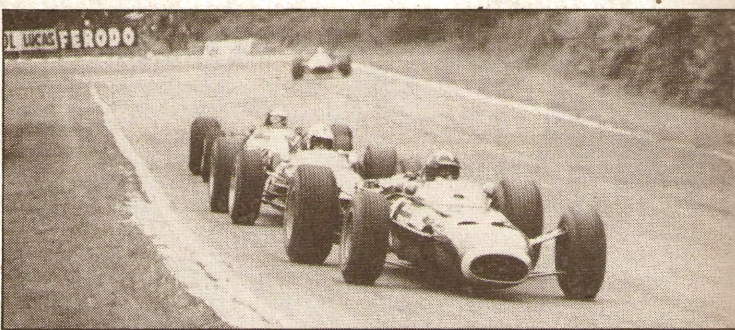
Well, this one certainly caught you napping. Even with the Christmas break at your disposal, very few of you managed to dig back through your coveted old copies or simply recall the details behind the picture in question. The first correct set of answers was provided by Mr Kevin Rummey of Andover, Hampshire. The solution was as follows:

**Who: John Macdonald**  
**What: 977cc Ford Anglia-BRM**  
**Where: Thruxton**  
**When: April 25, 1971**

John Macdonald, of RAM fame, raced twice that afternoon, finishing second in the first race (for saloons of under 1000cc) behind Andy Holloway's Sunbeam Imp, with current Group A saloon star, Alan Cunow, back in fourth place. The second race was an

all-comers' saloon event and Macdonald scored a class win by finishing fifth overall, with race victory going to Mick Hill's fearsome 5-litre Boss Capri with poleman Brian Cutting taking second (including a 10sec penalty for a push start) in a Martin V8-powered Escort. Mr Rummey then applied the icing to his entry by noting that the co-owner of RAM, Mick Ralphs, also had his name painted on the Anglia's door.

Alright, then, another chance to win a super Page & Moy travel voucher. Just stir the old grey matter and identify *Who, What, Where, When?* in the picture below — three famous names here — and send your answers, on a postcard only, to *Who, What, Where, When?* AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE by Friday February 22.



## Growing Collection

The Patrick Collection is one of the latest additions to Britain's growing number of motor museums.

The Patrick Collection was started in the early sixties as a private museum for the Patrick Motors Group, and now houses some 140 vehicles reflecting motoring through the ages. The Collection, now registered as a charity for its independent survival in the future, is to be housed in a new purpose built museum at Lifford Lane, Kings Norton, Birmingham. The project is already well under development, and the doors are likely to be opened to the public early next year.

Another car for the Collection—Frank Sytner (right), head of Alpina (UK) Concessionaires, recently handed over the keys of the 100th UK Alpina B9 to Alexander Patrick.



## BRIEFLY

■ Coventry city, for so long important to the British motor industry, is celebrating the centenary of the car this year with a seven month event intended to portray Coventry's role in the development of the motor car, past, present and future. The Coventry World Motoring Centenary will run through the summer months until October.

■ A note for your diaries. The British Motor Industry Heritage Trust, in association with the *Birmingham Post and Mail*, will be staging a motoring event in the Midlands to commemorate the car's centenary over the weekend of June 29/30.

■ The Midland Motor Museum at Bridgnorth, Shropshire, is now, due to the closure of the Bird Garden, able to offer an excellent venue for club gatherings of between 10 to 400 cars. Situated on the A458 Stourbridge Road, the museum would be ideal for local Midlands meetings. For further information write to Gina Barker at Stanmore Hall, Stourbridge Road, Bridgnorth, Shropshire.

■ Watch out for *The Good Value Guide 1985* published by Routiers. Following hot on the heels of the *Routiers Guide to France* published this month comes the British version telling you where to eat, and where to stay at good value for money establishments. The guide will be priced at £3.95.

## Page & Moy celebrate 25 years

The Leicester-based travel tour company, Page & Moy, who specialise in racing tours — and long-standing benefactors of our *Who, What, Where, When?* competition — are celebrating 25 years in the business.

To commemorate the fact, Page & Moy have issued a 48-page colour brochure, packed with many and varied motor racing holidays, including three new tours. Two of them are in Belgium — the ETC event at Zolder and the WEC round at Spa — and one is in France. No, it's not a motor race, but the famous Arc de Triomphe horse race.

For further information, and a copy of the brochure, write to Page & Moy Ltd, 136-140 London Road, Leicester LE2 1EN, or call 0533 552521.

■ Another company who specialise in motor racing tours is Air Track Services Ltd.

The major benefit Air Track is offering this year is a flexible service. You can either book a tour that has been completely organised for you, or, alternatively, book a flight through Air

Track that includes hotel and free car hire, and then make your own arrangements.

For further information, write to Air Track Services Ltd for a brochure at 11, Clayton Way, Cowley, Uxbridge, Middlesex UB8 3AL, or tel: 0895 54088/35541

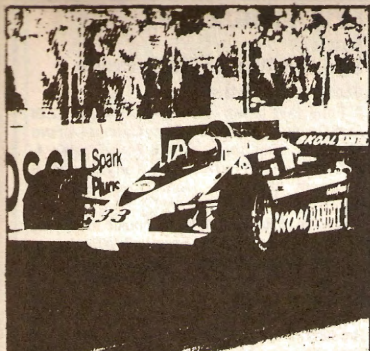
## Super Coopers!

*Cooper Cars* by Doug Nye, published by Osprey, was hailed as a superb book when it first came out late in 1983 (*Armchair Enthusiast*, December 24/31, 1983), covering, as it did, the complete history of the Cooper Car Company.

Since then, the book has found recognition for its outstanding qualities, author Nye being awarded the 1983 Pierre Dreyfus Award given annually by The Guild of Motoring Writers for outstanding journalistic effort. Then last month Nye received yet another Guild award for *Cooper Cars* when he was presented with the prestigious Montagu Trophy.

So, congratulations to Mr Nye, whose book is available from most good bookshops or specialist shops at a price of £20.00. A small sum to pay for such an outstanding book.





## INTERNATIONAL RACES

### WELLINGTON SALOONS

# Capital win for Delcourt

Michel Delcourt helped by former New Zealand saloon car champion Robbie Francevic wrapped up a shortened Wellington street race, the first of the Nissan Sport 500 series for Group A saloons, in a Volvo 240 Turbo. Delcourt completed the 150 laps of the very tight 1.553-mile circuit to be a lap clear of the BMW 635 CSi of Frank Sytner, who drove with Auckland John Morton. Another CSi, that of Kiwis Neville Crichton/Wayne Wilkinson, was a further lap in arrears and was third car home ahead of the Australian pairing Peter Brock/Larry Perkins (Holden Commodore) who ran 145 laps.

The Volvo did not reach the circuit until after official qualifying on Saturday and so, although Delcourt and Francevic were able to put in a few familiarisation laps, they had to start from the back of the 20-car grid. However, Delcourt proved the most aggressive in the sprint that was the feature of the opening stages of the race and was soon with the front runners and remained among them for the duration of the race.

Star of the show on Saturday was former Bathurst winner Dick Johnson, who qualified fastest in the Anderson brothers' Pinepack Ford Falcon XE (having originally been down to drive a Mustang GT). He was fastest qualifier in 1m 32.49s, heading off Crichton (1m 33.67s), the other local BMW CSi driver, Kent Baigent (1m 33.94s), with Sytner fourth (1m 34.37s). Tom Walkinshaw looked promising until his Rover Vitesse was T-boned by the Belbin brothers' Commodore. Nevertheless he recorded a time of 1m 35.5s to be fifth on the grid. Actually the qualifying did not count for much, as after it was over it was decided to ease out a particularly slow corner and that probably accounted for Delcourt bettering Johnson's qualifying time in the race.

Johnson made the best of the start on race day and promptly cleared out from the Crichton/Wilkinson and the Kent Baigent/Neale Lowe BMWs. Sytner and Walkinshaw were also prominent but the Vitesse soon began to smoke and before 20 laps had elapsed the European Touring Car champion's 'down under' challenge wilted as he pitted with oil leaking from the fractured gearbox casing, a hang-over from the Saturday shunt. Australian partner Ron Dickson resumed with a replenished gearbox but last only a few laps before he was forced to park out on the circuit.

Johnson also found himself in trouble as the rear brakes on the Falcon gave up the unequal struggle on the stop-go-stop circuit and he relinquished the lead to the Crichton/Wilkinson CSi. Next in line were the similar cars of Baigent/Lowe

and Sytner/Morton, with Delcourt in the very quick Volvo right behind. Then the Belgian pitted to have a flapping bonnet secured and lost some ground which he quickly proceeded to regain. The Baigent/Lowe car took over from Crichton/Wilkinson and then the Sytner/Morton car got the better of the Kiwis. So, too, did Delcourt.

The front-runners and their changing fortunes tended to leave the rest of the field in the shadows, but one of the best performances was that of Paul Adams/Alan Woolf in their Toyota Corolla GT. The Japanese car circulated as steadily as a clockwork train and completed 138 laps to finish fifth behind the Holden Dealer Commodore. Next was the Ray Gulson/Grant O'Donnell Alfa GTV 6 and the Australians were followed in by another Corolla GT, driven by locals Steve Willy/Dave Janes.

Towards the end of the race, the circuit began to cut up in places, probably because of the heat of the day. A large crowd thoroughly enjoyed the first race to be held in New Zealand's capital city and the Wellington City Council and Harbour Board were also delighted with the success of the meeting. Already there is talk of this race becoming an annual fixture. In the meantime, the second and final round in the series will be run at Pukekohe on Sunday, February 3.

PETER GREENSLADE

Frank Sytner — one lap down at the end.



## WELLINGTON (NZ)

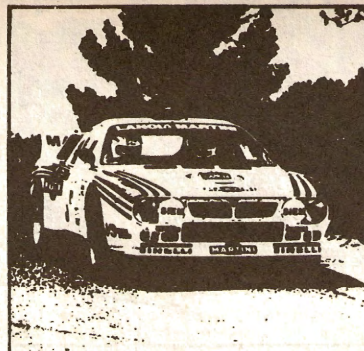
Jan 27

**Nissan Sport 500,  
Group A Series, round 1  
150 laps — 233 miles**

- 1, Michel Delcourt/Robbie Francevic (Volvo 240 Turbo), 3h 58m 52.71s, 58.526mph;
- 2, Frank Sytner/John Morton (BMW 635 CSi) 149 laps;
- 3, Neville Crichton/Wayne Wilkinson (BMW 635 CSi), 148 laps;
- 4, Peter Brock/Larry Perkins (5.0 Holden Commodore VK), 145 laps;
- 5, Paul Adams/Alan Woolf (Toyota Corolla 1.6 GT), 138 laps;
- 6, Ray Gulson/Grant O'Donnell (Alfa Romeo GTV 6), 136 laps.

**Fastest lap:** Delcourt, 1m 29.57s, 62.434mph.

Repeating his 1984 Arctic Rally performance Antero Laine took victory in a Quattro.



## INTERNATIONAL RALLIES

### ARCTIC RALLY

# Laine leads

For the second consecutive year it was the 34-year-old Finn Antero Laine, driving his Roadstar Audi Quattro, that dominated the Tunturiralli held in the icy wastes of Finnish Lapland. Although it was icy cold, Lapland has had less snow this winter than for at least the last 60 years, lying only 6-10ins deep where there would normally be 3-4ft of snow.

This year's rally started in the centre of Rovaniemi on Saturday afternoon (January 18), giving just two hours of daylight before the all-too-short arctic day was over. The traditional stage over the frozen river saw Laine immediately taking a 1sec lead from Mika Arpiainen in his GpA 80 Quattro. Laine and Timo Heinonen in another 80 Quattro were equal fastest over the following short, but tortuous, stage. Mika Arpiainen then took the lead briefly with fastest times over the first two proper forest stages, with Finland's new tip-for-the-top the young 23-year-old Finnish Junior Team driver Sebastian Lindholm moving his 80 Quattro up to third.

The rally then headed towards the Swedish border town of Pello before returning to Rovaniemi having completed nine of the 21 stages. Antero Laine regained the lead after stage 5 and had opened up a 1½min lead over Arpiainen, with Mikael Sundstrom having moved up to third after an early engine misfire on his GpA Fiat Ritmo Abarth. Sebastian Lindholm had spun his Quattro just before Pello, jamming the car across the road, so both the following cars had to stop and help him. This cost him some 5mins and dropped him down the order.

The temperature had by now dropped to -30 degrees but Laine continued to set a hot pace, while Lindholm quickly forced his way back up to sixth spot. Lindholm was really attacking, ending with a roll into a ditch, with the car finishing upside down. The leading girl on the rally Minna Sillankorva also put

her Mazda RX-7 off for 30mins on the same stage. Two stages later it was the turn of the sixth placed front-wheel-drive Hainbach prepared Opel Kadett GT/E of Kalevi Aho to hit trouble, having been the second best 2WD car to that point — the gearbox gave up. One more stage brought crews to the early breakfast halt at Kemijarvi where the temperature had plummeted to a staggering -38 degrees.

There remained just four stages before the finish back at Rovaniemi, but on the second of these Sundstrom lost his third spot when the throttle jammed open due to icing and in trying to slow the car down, he put a wheel in a ditch, where it hit a hidden rock which flipped the little Ritmo onto its roof in the middle of the road. With no spectators around, he had to wait for the next car to help put the Fiat back on its wheels. On the very same stage, Britain's only hopes in the rally faded as well. Bryan Harris, who was making his first visit to the arctic, was sitting alongside Kai Granroth in seventh place in an Opel Manta 200, when Kai unluckily stalled the engine in a half spin and it refused to restart for some 20mins. Their misery was completed on the next stage when the engine put a con-rod through the side of the block.

There were now just two stages left for Laine to complete, and everything looked as though it would be plain sailing until 4kms into the penultimate stage when the Quattro picked up a puncture which lost him over 1min leaving him with a 1min lead over the 80 Quattros of Arpiainen and Heinonen at the end of the rally, with Sundstrom up to fourth place, just ahead of the first ever winner of the Arctic Rally (20 years ago) Kari O. Sohlberg — now the President of the Finnish Automobile Sport Federation and still competing regularly on rallies.

HUGH BISHOP

## ARCTIC RALLY (SF)

**Jan 18/20,  
European Rally Championship  
Co-efficient 2, round 2**

- 1, Antero Laine/Risto Vintanen (Audi Quattro), 3h30m55s;
- 2, Mika Arpiainen/Timo Hantunen (Audi 80 Quattro), 3h32m01s;
- 3, Timo Heinonen/Juha Oksa (Audi 80 Quattro), 3h43m08s;
- 4, Mikael Sundstrom/Voitto Silander (Fiat Ritmo Abarth), 3h44m10s;
- 5, Kari Sohlberg/Jussi Markkanen (Audi Quattro), 3h46m27s;
- 6, Teemu Tahko/Juha Repo (Opel Manta 200), 3h48m24s;

## ROSLAGSRALLYT

# VAG's 'slag

Gunnar Petersson started the Swedish Rally Championship in the best possible way by winning the Roslagsrallyt on January 18/19. The result was also good for Team VAG Sweden as Petersson led home his VAG team mate Mikael Ericsson (both in Group A Audi 80 Quattros) in second place, with third team member Lars-Erik Torph coming home 15th in a Group A Golf in his first drive for the team.

## ROSLAGSRALLYT (S)

**Jan 18/19  
Swedish Rally Championship  
round 1**

- 1, Gunnar Petersson/K Jonsson (Audi 80 Quattro), 2h 49m 56s;
- 2, Mikael Ericsson/C Billstam (Audi 80 Quattro), 2h 51m 18s;
- 3, Roger Ericsson/P Rosendahl (Subaru), 2h 52m 51s;
- 4, Esa Kotola/K Byrstrand (Audi 80 Quattro), 2h 53m 31s;
- 5, Thorbjorn Edling/H Andersson (Mazda RX-7), 2h 53m 32s;
- 6, Sten-Erik Eriksson/J-I Palmgren (Ford Escort), 2h 54m 40s.





## NATIONAL RALLIES

### RALLY 143

## Last to first

Increasing a half-time lead of 1min 50secs into one of more than 5mins John Hughes provided an unusual twist at the end of the 143MC Rally last Saturday — having previously finished in last place.

Clive Spencer and Mike Strathern would have been strong challengers but for two incidents. The first — a puncture — cost them 5mins and later they left a control in the wrong direction. In the battle for second place 'Rossco'/Andy Hastie put their Honda Accord ahead of John West/David Senior.

### 143MC RALLY (GB)

Jan 26/27

1, John Hughes/Steve Suckling (Talbot Averger), 20m50s; 2, 'Rossco'/Andy Hastie (Honda Accord), 26m18s; 3, John West/David Senior (Ford Escort RS2000), 27m48s; 4, Roger Platt/Sarah Caldwell (VW Golf), 29m23s; 5, John Dalton/Ashley Johnson (MG Metro), 31m03s; 6, David Ellis/Mark Rowley (Ford Escort 1300), 34m51s.

### ROMER RALLY

## When in...

Bridgend rally crew Richard Lewis and Steve Jones took an Opel Kadett to victory on the Everest Double Glazing Romer Rally last Sunday, the postponed Maesteg MC attracting a low entry of only 25. Six of the 14 stages were laid out at Llandow with the rest at four other venues. Lewis and Jones were always the ones to beat, and Trevor Baynham/Brian O'Flynn went through to second.

### ROMER RALLY (GB)

Jan 27

1, Richard Lewis/Steve Jones (Opel Kadett), 33m29s; 2, Trevor Baynham/Brian O'Flynn (Ford Escort), 34m05s; 3, Lance & Vince Mosley (Ford Escort), 34m12s; 4, Peter & David Lloyd (Ford Escort), 34m30s; 5, David Stirling/Garth Skeet (Ford Escort), 35m07s; 6, Andrew Bullen/Graham Morgan (Talbot Sunbeam), 36m04s.

### ELLIS STAGES

## Whetton win

Clinton Smith's old Opel Ascona, now owned by Vince Whetton, won the Dukeries MC Ellis Components Stages last Sunday at RAF Lindholm, near Doncaster. Fastest on all eight stages, including the last two when conditions became a little tricky as a snowstorm started, the Nuneaton driver ended up with a 1min advantage over a field of 63.

### ELLIS STAGES (GB)

Jan 27

1, Vince Whetton/Chris Allen (Opel Ascona), 29m99s; 2, Graham and Richard Lepley (Ford Escort RS), 30m61s; 3, Chris Pearson/Pete Dalton (Talbot Sunbeam Lotus), 31m13s; 4, Geoff Tunnard/Nick Grundy (Ford Escort RS2000), 31m37s; 5, Geoff Staples/Ray Malkowski (Triumph Stag), 32m41s; 6, P Rowlett/R Smith (Ford Escort RS2000), 32m90s.

## OFF-TRACK SPORT

### LYDDEN RALLYCROSS

## Dimi holds on to win

Dimi Mavropoulos managed to extend his Lydden championship lead on Sunday when he contested the fourth round of the series — but only just! His 2.2-litre turbocharged Audi Quattro suffered a malfunction on the metering system of the fuel injection and he was obliged to miss the first qualifying run, but his second run was good enough to ensure a place in the B Final.

Once again, the track was extremely slippery, with an abundance of deep mud caused by the thawing of the recent heavy snowfall in East Kent. Consequently, the four-wheel-drive Audi was in its element, although the Fiesta drivers seemed equally happy with the conditions. Paul Bullivant earned his first-ever FTD with the ex-Keith Ripp Fiesta; his 1600cc BDA prepared by RS Racing of Cambridge proved ideal, and he reckoned that the recent addition of Kevlar front wings aided handling and rigidity. In view of his time no-one could argue with that theory! Barry Crump was second fastest with his pushrod Fiesta — exactly 1sec slower than Bullivant's 3m46.9s.

Apart from the early championship leader Mark Lloyd (2.3 Escort) and Terry Briggs (2.6 Alpine) who both drove magnificently, the only other drivers to crack the 4min barrier were all Fiesta pilots: Peter Brown, Dave Ling and Sean McAdden — not to mention Dimi, of course.

Unluckiest driver of the day must have been Terry Panrucker, who drove his 2.2 Escort particularly well to stay ahead of the opposition for the first three laps of the C Final. Then a radiator hose burst, and a cloud of steam heralded imminent retirement. He managed to limp across the line still in front after 4½ laps, and then pulled off onto the grass, but

unfortunately the finals were of 5½ laps duration. Stephen Hargreaves was impressive in second place with his neat 1600cc Metro, and he was keeping Bob Brookes' Fiesta at bay until he overshot Pits bend with two laps to go. Brookes then came under pressure from Ivan Moakes, who was driving his Popular Motors 2.1 Escort with new-found determination. Whether the car was pointing forwards or sideways Ivan kept the power on hard and blasted past on the last lap to take a fine win.

The winner of each final was granted promotion to the next one, and so Moakes was out again for the B final, but this time he was up against Dimi and the Audi. The Cypriot was determined to win so that he could go for overall victory in the A Final, but success was easier than even he imagined. At the first corner Mavropoulos was already well clear of Moakes, with Adam Woosnam battling well in third place aboard his diminutive 1.0 Imp, just ahead of Dave Drury (1.4 Mini) and Willy Vevers' faithful 2.2 VW Beetle. Dimi steadily increased his advantage over Moakes, who was driving like a man with a new lease of life. Vevers took third spot after Drury's engine had fluffed out.

With Terry Briggs and Mark Lloyd unable to find sufficient grip the A Final looked as though it would be a Fiesta benefit until Mavropoulos came out and took his place on the back row. When the light flicked to green Dimi dropped the clutch, the Audi slewed sideways and launched itself along the verge, narrowly missing a marshal's car (it might even have been Bill Chesson's!) and went straight into the lead. Barry Crump's pushrod Fiesta nosed ahead of the more exotic models to take up the chase, with Paul Bullivant and Peter Brown close behind. Further back Briggs was coping manfully with the wayward Alpine, while Lloyd's Hydro Dynamic Escort slowed to a crawl while his windscreen cleared, allowing Sean McAdden past.

Dimi steadily pulled away until half-distance, when Crump began to gain ground. The Audi's turbo boost pressure had dropped drastically causing a dramatic loss of power. Even so the Cypriot managed to maintain a narrow advantage all the way to the flag, with Crump taking a well-deserved second place after a particularly sensible and skilful drive. Bullivant duly claimed third place, surprisingly unable to challenge Crump at any stage, and Brown finished a lonely fourth. Briggs's spectacular efforts earned him fifth place, and Lloyd managed sixth spot despite a flat offside rear tyre. McAdden was classified seventh and Ling eighth, even though he was a non-starter because a driveshaft had pulled out of its coupling.

With two rounds to go Mavropoulos leads the series with a seven-point advantage over Lloyd.

KERRY DUNLOP

Stephen Hargreaves' Metro leads Bob Brookes and Ivan Moakes in the C final.



### LYDDEN HILL (GB)

Jan 27

### Lydden Winter Rallycross series, round 4

**A Final (5½ laps):** 1, Dimi Mavropoulos (2.2 Audi Quattro), 6m08.8s; 2, Barry Crump (1.6 Ford Fiesta); 3, Paul Bullivant (1.6 Ford Fiesta); 4, Peter Brown (1.6 Ford Fiesta); 5, Terry Briggs (2.6 Sunbeam Alpine); 6, Mark Lloyd (2.3 Ford Escort).

**B Final (5½ laps):** 1, Mavropoulos, 6m07.7s; 2, Ivan Moakes (2.1 Ford Escort); 3, Willy Vevers (2.2 Volkswagen Beetle); 4, Adam Woosnam (1.0 Hillman Imp); 5, Rob Wright (1.4 BL Mini); 6, Tony Young (1.4 BL Mini).

**C Final (5½ laps):** 1, Moakes, 6m32.5s; 2, Bob Brookes (1.6 Ford Fiesta); 3, Mike Marchant (1.6 Ford Escort); 4, Terry Panrucker (2.2 Ford Escort); 5, Gary Baker (2.6 Vauxhall Chevette); 6, Stephen Hargreaves (1.6 Austin Metro).

### BOYDS RALLYCROSS

## Richards's reward

Colins Richards moved into a six point lead at the head of the Belfast Car Ferries Rallycross Championship by winning both the Division 1A final and the superfinal at a snowy Boyds Autodrome in Northern Ireland. Richards' Porsche was chased home in the superfinal by the Mini of Jimmy Peak and Seamus Murphy's Ford Escort. Reigning champion Ronnie White won the Division 1B final in his Ford Fiesta and remains in second place in the championship. With only one round to go, Richards looks set to become champion, putting himself in a strong position for an Irish double, as he is two points off the lead in the STP Championship based at Mondello Park with two rounds remaining.

IAN LYNAS

### BOYDS AUTODROME (GB)

Jan 19

### Belfast Car Ferries Rallycross Championship, round 3

**Superfinal:** 1, Colin Richards (Porsche); 2, Jimmy Peak (Mini); 3, Seamus Murphy (Ford Escort); 4, Jacky Harris (Metro).

**Division Final:** 1, Richards; 2, Murphy; 3, Alastair Galloway (Ford Escort); 4, Freddie Patterson (Vauxhall Chevette).

**Division 2A Final:** 1, Harris; 2, Peak; 3, Paddy Haller (Mini); 4, Henry Steward (Mini).

**Division 1B Final:** 1, Ronnie White (Ford Fiesta); 2, Jimmy Stewart (Ford Escort); 3, David Fraser (Ford Escort); 4, Noble Patterson (4WD Escort).

**Division 2B Final:** 1, Jimmy Bearn (Hillman Imp); 2, Colin Cairnduff (Mini); 3, Dave Selfridge (Mini).

### FRANK ARMSTRONG TRIAL

## Late change

The Northern Sporting Trials Car Club's Frank Armstrong Trial benefitted from an increase in entries after the Boxley trial was cancelled due to the terrible weather in Kent. Geoff Rawson got the benefit of a late entry as did his brother Alan — they finished first and fifth respectively and thought that their change of plans were well rewarded. The northern trials championship leader, Brian Thornton, increased his lead with a fine second place and held off his two main contenders, Stuart Butterfield and Graham Hoyle, who finished in third and fourth place respectively.

Mark Sheldon again impressed and gained a creditable sixth place in front of the ever-cheerful David Morris.

DON WILLIAMSON

### ARMSTRONG TRIAL (GB)

Jan 20

1, Geoff Rawson (Facksimile), 59; 2, Brian Thornton (Hybrid) 64; 3, Stuart Butterfield (SRB), 65; 4, Graham Hoyle (SRB), 66; 5, Alan Rawson (Facksimile), 67; 6, Mark Sheldon (SRB), 69.





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