Autosport

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A Haymarket publication

September 3, 1981 50p



F1 action in Holland

Full Zandvoort report □ Silverstone F3 □ Brands G1

Holiday weekend sport □ Insight: Tom Walkinshaw Racing

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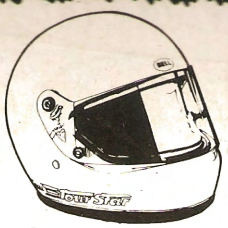
(All boots in sizes 5 to 11 in ½ sizes)



Magnum II



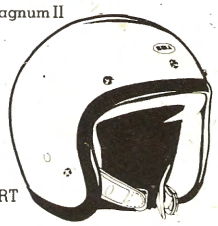
Star II



Tourstar



Moto III



RT

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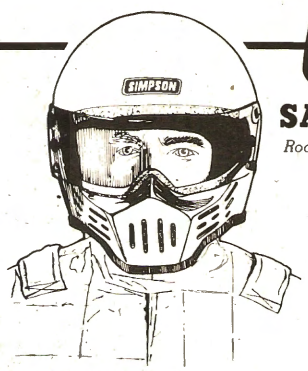
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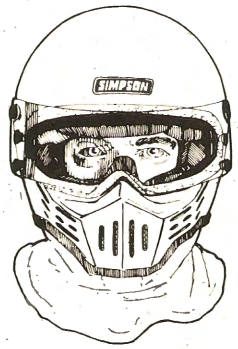
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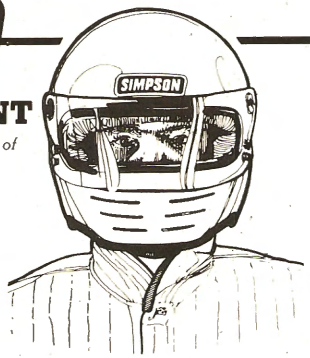
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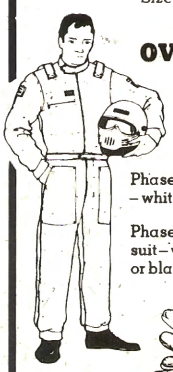
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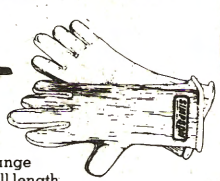
VISORS ETC.

Model 41 visor – Acetate	£5.75
– Lexan	£12.08
RX range visor – Acetate	£5.75
– Lexan	£12.08
Rip-offs – pack of five	£2.30
Ear Plugs in canister	£1.15



BAGS

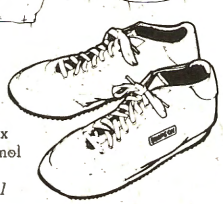
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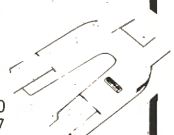
BOOTS

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Nomex

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Quilted – red, white, blue, orange or yellow	£21.85

Hawk Nomex

Double layer – red or blue	£15.64
Triple layer – red or blue	£19.55

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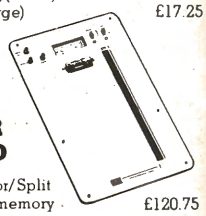




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Autosport

September 3, 1981 Vol 84 No 10

FRONT COVER

After a startling about turn in fortunes, Mario Andretti finally looked like coming good at Zandvoort with the Alfa Romeo 179. Alas, a burst tyre put him in the catch fencing, Mario being lucky to escape with nothing more than a bruising. Report: Page 9. Photograph: Jeff Hutchinson.

NEXT WEEK

In colour: Interview with Ferrari star Didier Pironi — Monza GP preview — The F2 circus moves to Misano, we will have a full report — Ford Capri 2.8 Injection road tested — Prescott Hillclimb classic — Backstage from 1000 Lakes — Plus all our usual news and feature coverage*.

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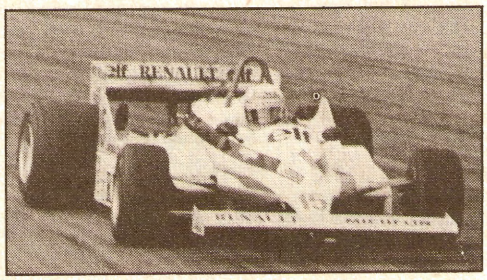
PIT & PADDOCK 2

International racing news — Toleman's new 'Monobloc' engine — British F1 series revived — Ford C100 début planned — More Moss misery . . .

COMMENT 6

Two pages of opinions. Some from us, some from you . . . and something else from Catchpole. Plus the ever-popular Then as Now?

DUTCH GRAND PRIX 9



It couldn't be closer. After Carlos Reutemann failed to score in Holland and Nelson Piquet snatched second from Alan Jones, it's neck and neck at the top of the championship table. At Zandvoort, however, the story at the front was once again of Renault dominance and this time Nigel Roebuck was able to see one of the yellow turbocars take the flag.

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All the rallying news — Mikkola re-signs with Audi — Tragic accident mars 1000 Lakes — Renault to run R5 Turbo on RAC — Citroën confirms Visa programme — Esso/BTRDA and Scottish event previews . . .

1000 LAKES RALLY 23



It was the inevitable battle for honours among the Finnish superstars on the 1000 Lakes, with twice bridesmaid Ari Vatanen finally beating Markku Alen in this tough fast event, though a tragic accident cast a shadow over the rally. Rupert Saunders was there.

SPORTS EXTRA 27

National motor sport news — FF2000 cut and thrust at Thruxton — Second title to da Silva — No holiday for Halliday . . .

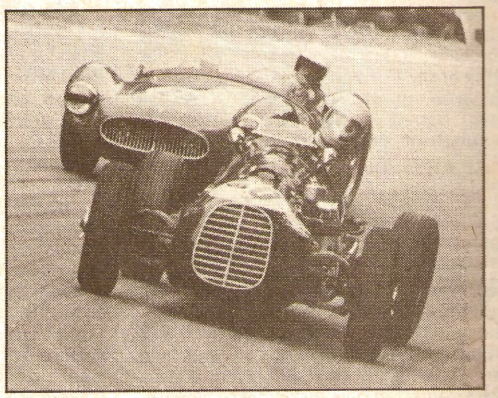
SILVERSTONE F3 29

Dave Scott has thrown down the gauntlet to other British F3 hopefuls. His run from pole position to the flag at Silverstone was dominant, though Jeremy Shaw saw a determined Jonathan Palmer fight through the field to finish third after being stranded on the line.

BRANDS HATCH G1 30

At last it came good for Jeff Allam. He called the cards at Brands, leading from start to finish in record breaking time. Once again the Rovers and Mazdas were in the news with Capri runners thin on the ground. Matthew Carter tells the story.

BRANDS HATCH L&S 32



The fourth round of the Lloyds & Scottish historic championship saw another outright win for Gerry Marshall's Aston Martin, but Michael Bowler's second place in the Lister keeps him ahead in the championship, reports Mark Hughes.

INDUSTRY INSIGHT 36

The biggest team in British saloon car racing is that run by Tom Walkinshaw. Matthew Carter looks at how TWR ticks.

T&O 40

The Jaguar V12 has always had a reputation as a road burner . . . but with a thirst at the petrol pumps. New developments by BL have changed all that. Technical Editor John Bolster looks at the Fireball engine.

ROAD CAR 43

New cars from Volkswagen and Ford have just been announced. We have been driving the Passat and the Granada.

SPORTSCARD 45

Racing and rallying reports the world over — Holiday weekend racing from Brands Hatch, Thruxton, Mallory Park and Silverstone — Round-ups of the other meetings — Championship tables — International sports results — Plus: Full details of the coming weekend's sport . . .

British F1 is back!

The British Formula 1 champsionship is back! Motor Circuit Developments announced last week that they will be reviving what was formerly known as the Aurora championship in 1982.

It was just under a year ago that MCD announced that the British National Formula 1 series would be suspended "until at least the end of 1983."

The revival of the series comes as no great surprise, rumours having circulated for some weeks to this effect as John Webb sounded out competitors and promoters about the possibilities.

With no championship replacing the Aurora in the 1981 British calendar, promoters, especially, have felt the void. No other category has come anywhere near generating public enthusiasm that the F1 series and its predecessors, Groups 8 and F5000, had managed.

The revived series, as yet unsponsored, will be a shorter championship run only at prestigious circuits, which, state MCD, should be viable for both competitors and promoters.

Following last week's RAC Dates meeting, British rounds of the series were confirmed for Donington Park, Silverstone, Thruxton, Oulton Park and two at Brands Hatch. A further two or three overseas rounds are anticipated at, as yet, unnamed circuits which have been invited to stage races.

The series will be open to Formula 1 cars only, and Aurora-style rules will apply (ie, no sliding skirts). Presumably legislation will also be introduced to outlaw any form of hydropneumatic suspension (and turbos?).

Since AUTOSPORT exclusively revealed the possibility of a new British F1 series three weeks ago, a number of potential competitors have expressed interest in doing it, including reigning champions, RAM Racing.

A meeting for all interested parties will be held at the Kentagon, Brands Hatch, on Tuesday, September 22 at 11am.



Lammers — F1 return?

Musical chairs

In Holland the musical cockpit stories continued. Riccardo Patrese has signed a Brabham contract, but the official announcement will not be made for sometime yet . . . Eddie Cheever is expected to sign for Arrows in the very near future. The Rome-domiciled American is acceptable to Ceramica Ragno, the team's main sponsors . . . Nelson Piquet looks more and more likely to be a Marlboro-McLaren driver in 1982 . . . Ken Tyrrell denies it, but the word is strong that half the Tyrrell team is now owned by Gjohn Bosch (father of Formula Ford driver, Glenn), and that one of the Tyrrell drivers for 1982 will be Dutch. How about Jan Lammers to partner Michele Alboreto? . . . But little Jan is said to have tested a Brabham last week . . . Marc Surer and Jacques Villeneuve are mentioned in connection with the number two Arrows drive next year . . . Carlos Reutemann will almost certainly stay with Frank Williams . . . Osella will probably run only one car next season, and they hope that Jean-Pierre Jarier will continue with them as driver . . . Mario Andretti has promised Alfa Romeo a decision by Monza . . .

Ford C100 to debut at Brands Hatch

The new Ford C100 Group C prototype will make its world debut in the Brands Hatch 1000, the final round of the World Endurance Championship of Drivers on September 27.

Following shakedown testing of the Len Bailey designed sports-racing car in England, it has been taken under the wing of the Ford Germany competitions department, and extensively development tested at the Nürburgring. A number of detail modifications have been made to the *muletta* chassis, the only C100 so far built.

The decision to run at Brands Hatch was taken at the end of last week, after two further days of testing at Paul Ricard.

Although the Zakspeed team has not been involved in developing the car as yet, the C100 will be driven at Brands by the team's drivers Klaus Ludwig and Manfred Winkelhock. As it does not comply with the new detail regulations for Group C, which were published only last week by FISA, the C100 will race in the Group 6 class. The car will not be outside sponsored, racing in the white livery of Ford, on Dunlop tyres. The engine will be the 3.3-litre Ford-Cosworth DFL.

Due to the time taken in development, Alain de Cadenet's involvement with the Ford project has been delayed until next season, when Ford will supply a car for the Englishman to race privately. This will be then pukka Group C model which is now being finalised by Bailey in Britain.

The Ford C100 will be one of the star attractions in what is expected to be a quality field at Brands, with several American teams coming over chasing points in the Drivers series which is currently being led by Germany's Harald Grohs. Brands Hatch announced last weekend that the 1000kms event is to be sponsored by Flying Tigers, the American air freight company.

Moffat's RX-7 debut

After the recent race at Oran Park (see *Sportscard*), the next round of the Australian endurance racing series — the last before the James Hardie 1000 at Bathurst on October 4 — will be the Hang Ten 400 event at Sandown Park on September 13. Main interest there will be centred on the new Mazda RX-7 of Allan Moffat, which is expected to make its race début.

The RX-7 is now homologated in Australia with peripheral porting for its Wankel rotary engine, and Moffat's car will have full backing from Mazda Australia.

The modification is claimed to give the engine between 280 and 300bhp, and the performances of Mazda privateers Peter McLeon at Oran Park and Barry Jones at Amaroo Park show the Japanese cars to have considerable potential when running against the 5-litre Holden Commodores and 5.8-litre Ford Falcons.

Las Vegas: maybe it's not so bad . .

The organisers of the Caesar's Palace Grand Prix recently held a press conference in celebration of the Las Vegas track's competition.

After all the adverse speculation about 'a track in a car park,' most people seem to have come away surprisingly impressed. Al Unser drove round several times, and reckoned it was a very great better than we had expected.

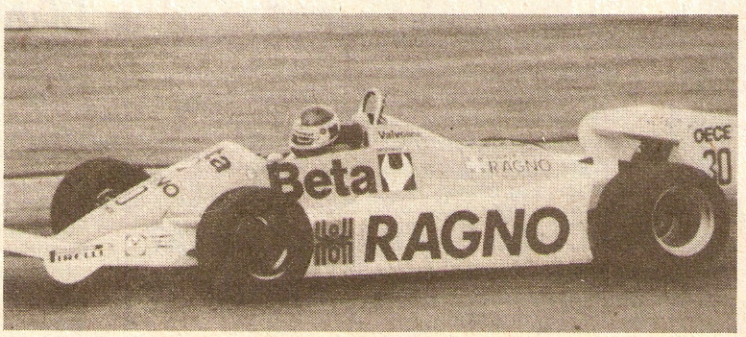
The biggest surprise is the width of the track, which is anything between 40 and 50 feet wide, and our American Editor says that there are two excellent overtaking spots. The surface is considered first-class. Most corners, we learn, will have sand run-off areas, rather than the tyre walls used at Long Beach.

Remember that rule about new World Championship circuits — how there had to be a race meeting *before* the inaugural Grand Prix to 'qualify' the track, to prove its suitability as an F1 venue? Seems to have been overlooked here. Originally, a SuperVee race was scheduled for the weekend before the Grand Prix. It has now been cancelled . . .



Jacques's F1 Arrows trial

Jacques Villeneuve was at Donington last week, testing an Arrows A3B in preparation for his forthcoming drives for Jack Oliver's team in Montreal and Las Vegas. It was not, by all accounts, a very distinguished debut, Jacques spinning the car several times, and not getting within 3secs of the 59.6s lap set by Riccardo Patrese on the same day. However, it is worth bearing in mind that he also started that way in Formula Atlantic . . .



Eagle: not for Ensign

Perhaps finally putting to rest the rumours of a joint Eagle Ensign Formula 1 venture next year, Dan Gurney said at Riverside last weekend that he had never spoken to Mo Nunn about the project and, anyway, he was not really interested at the moment.

After a number of years in the doldrums, Eagle are really back in business now with a good, competitive chassis. A number of teams are expected to buy Eagles next year, and Gurney hopes to be able to field a two-car team in the CART series.

Bignotti's new team

George Bignotti is expecting to run a two-car March team in the remaining five CART championship events this year and for the whole of 1982.

Kevin Cogan, who has been very impressive with the unwieldy Phoenix so far, is to join the team for Michigan on September 20, when the March 81Cs will carry the identification of a new major sponsor.

Basil Tye's election platform

Following his announcement that he will stand against Jean-Marie Balestre in the FISA Presidential elections in Paris October 6, RAC Motor Sports Association Managing Director Basil Tye has begun to canvass for votes among the titular members of FISA from the other 58 national sporting suthorities. The following is the text of the letter with which Mr Tye has advised the various ASNs of his reasons for opposing the current President.

Currently there are three things lacking in international motor sport: stability, continuity and consultation.

At present confusion is caused for constituent National Sporting Authorities and other participants in the sport by a lack of firm dates for meetings; changes to dates that have been agreed; seemingly arbitrary changes to regulations and a lack of consultation with those who have a strong and legitimate interest in the healthy future of our sport — the circuit owners and the manufacturers.

It is in the belief that I can bring these three qualities to the management of our sport and provide it with a stable platform for continuing growth and development that I have agreed to stand for the Presidency of FISA.

I do not intend to publish a long and detailed list of every minute change that should be made in the management of motor sport. What I am prepared to state publicly, and then stand by, are the principles which I believe should govern the future operation of FISA and its relations with National Sporting Authorities and other representative bodies. Formula 1 is undeniably the flagship that attracts the crowds and money for those fortunate enough to stage such races, but it is only one section of an infinitely varied sport.



Tye — drawing up campaign.

Consultation

i) There should be greater consultation with the National Sporting Authorities regarding their own domestic affairs in relation to international events.

ii) The manufacturers should be consulted about technical changes before they are instituted. Manufacturers have to make substantial investments and these investments should be respected.

iii) The circuit owners should be provided with a representative voice within the appropriate commissions of FISA.

Continuity

The technical and sporting regulations when agreed and finalised should remain in effect for a sufficient period to allow for reasonable development by manufacturers and familiarity by competitors, organisers and spectators.

Stability

i) All meeting dates should be settled well in advance and then adhered to.

ii) Financial arrangements for the running of events should be settled between the competitors, circuit owners and other relevant interests.

And finally, a word about money. Regrettably, motor sport is one of the most expensive of all forms of recreation and entertainment, and in the 1980s money is always in short supply. As President of FISA, I would seek to institute a much tighter system of financial control on the central administration and a far greater degree of accountability to the constituent National Sporting Authorities.

The RAC Motor Sports Association Limited, the United Kingdom's National Sporting Authority is run successfully on these lines and I am convinced that they would benefit the sport internationally.

These are the principles I believe in. I hope you do too.

BASIL TYÉ

Toleman run 'Monobloc'

The Toleman Formula 1 team continued its battle towards its goal of becoming a winning Grand Prix team by experimenting with Brian Hart's innovative 'Monobloc' engine at Zandvoort. Unfortunately, the team has only one such engine at the moment — it is hoped to have a second ready for Monza — and that lasted for only three laps until a circlip fell off and severed the camshaft drive belt. Toleman therefore notched up their ninth non-qualification.

Hopes of a change in fortunes lie mainly in Hart's new engine, which first appeared in the German Grand Prix, Two units were tried at Hockenheim with encouraging results, both drivers remarking that it gave a substantial gain in power, but teething problems prevented extensive evaluation. At Zandvoort, however, the engine gave a better indication of its potential.

The 'Monobloc', as its name suggests, is cast in one piece, there being no cylinder head gasket. Although it is very difficult to manufacture, the 'Monobloc' offers many advantages, one being that it disperses heat more efficiently through the engine. And rapid overheating has been a major problem for the team so far this season . . .

Lighter weight is also claimed to be an advantage, the total weight of 300lbs (including turbo housing, clutch and exhaust system, but excluding intercooler) being significantly lighter than a convential 415T. Power is higher, with a useable 580bhp available at 9,500rpm: that is enough to approach the Renault/Ferrari league, but 620bhp has apparently been seen on the dynamometer . . .

Combined with encouraging chassis developments in recent tests, the 'Monobloc' should ensure that Toleman qualify comfortably very soon. An optimistic Brian Henton said: "Monza showed us that the car is good in the corners but lacks acceleration. The 'Monobloc' should solve the last problem when it is installed in our revised chassis — 05 — which is 40kgs lighter."

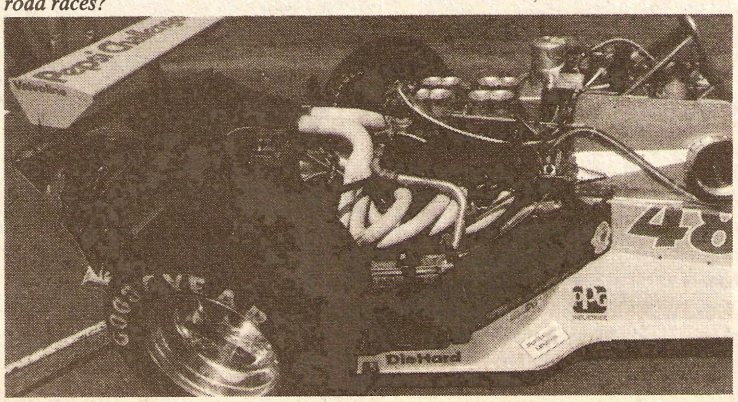
New F3 team for 1982

The Hope Scott Racing Formula 3 Ralt used by David Leslie in the early part of this year, before the team ran out of money, has been bought by Northamptonshire businessman Mike Reed, who has ambtious plans for running a team in next year's championship.

"We will run the car in two or three races this year", says Reed, "in order to get ourselves properly organised for a attack on the championship next year. Obviously I need to find some sponsorship but money is not the prime object. I must have a driver who can do the job."

The Ralt will run under Reed's Ivans Lumar Group banner and prepared by Bill Wooldridge of Magnum Engineering from Reed's industrial estate in Litchborough. The Docking-Spitzley team, who have received support from Reed in F2 this year, have offered their assistance.

The sensation of last Sunday's California 500 at Riverside was the speed of the 1981 Eagle Indycar, in the hands of CanAm driver Geoff Brabham. The Australian watched by father Sir Jack qualified on pole position with a lap in 1m 31.695s, 127.60mph, which was 1½secs clear of his nearest opposition. In the race, Brabham led comfortably before problem with a rear wheel intervened (see Sportcard*). The '81 Eagle, orginally designed by John Ward but modified by his successor, Trevor Harris, is powered by a stock-block Chevrolet V8 for which the Eagle team is now quoting an output of 645bhp, compared with the 720bhp of the best Cosworth DFX full-race motors. By using a stock-block, the team can run the car close to a 1420lbs weight limit, while the DFX cars must weigh at least 1500lbs. The way to go for the road races?*



McLaren Indycar?

Rumours in America suggest that McLaren International will be building an Indycar for 1982, and that Mario Andretti will drive it. However, McLaren director Creighton Brown told us recently that there was "almost no chance" of them going to Indy next year, despite several tempting offers.

More cash for Palmer

Although Marlboro British Formula 3 Championship leader Jonathan Palmer has still not attracted a major sponsor for his racing, some more valuable assistance has been received from the Tricentrol Car Group. "They are backing me for the two remaining rounds at Silverstone," said the talented Englishman last Monday, "and I hope I can drum up a good bit of publicity for them." Certainly his storming drive through the field in Monday's round drew comment from all who witnessed it.

Nierop's backing

Canadian-based Dutchman Kees Nierop, who currently resides in London while he is contesting the Marlboro British Formula 3 Championship, has received some support for his programme with Tim Schenken's Eurosports Management team in the form of Davico's Wine Bar of Fulham Road, London SW10.

Whiting's G1 dramas

A sad non-starter at the Brands Hatch Tricentrol Grour 1 round on Monday was previous Br ds victor Nick Whiting. Nick had t testing his Richard Grant Racing 3 Capri on the Brands club circuit ednesday when a throttle stuck itching him into the barriers.

"I was comi und very fast to the approach to Cle ways and when I tried to brake the car just didn't slow down. It hit the barrier, ran along the top of the Armco for a while before coming down on its roof. I had to get out through the rear hatch," said Nick, who was miraculously unhurt in the accident.

It later transpired that a bar on the pedal box had broken and caught the throttle pedal, so that when Nick started braking he was actually accelerating even more. The car — an ex-Jeff Allam shell — has been declared a write-off. To add to his misery, the similar car run by Whiting's team-mate Mike Kimpton was badly damaged at Donington two weeks ago, so there was no spare for Nick to use on Monday.

At first it looked as if Nick might scratch from the remaining two Tricentrol rounds as well as the Silverstone TT. But while the TT is definitely off, the offer of a loaned Capri shell from Tom Walkinshaw might be taken up.

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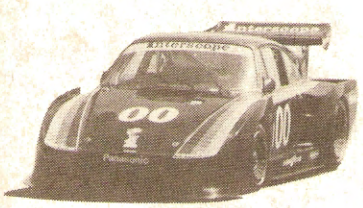
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Bobby Unser plans semi-retirement

The biggest surprise of last weekend's CART meeting at Riverside was the announcement by Bobby Unser that he is planning to go into semi-retirement at the end of the season.

Unser told our American Editor last week that the controversy over this year's Indy 500 result had left him feeling empty and vacant, and that Indy might be his only race next year. Unser's plans are to manage top rookie Josele Garza in next year's CART series.

The argument over who has won Indy, Unser or Mario Andretti, is still unresolved, and it is ironic that the two men currently lie joint third in the all-time winners list in Indycar races (they have 34 wins apiece compared to AJ Foyt's 67 and Al Unser's 46).

Unser, twice (or three) times Indy winner, will continue with the Penske team, for whom he has driven for the past three years, until the end of this season. Roger Penske said of the 48-year-old veteran's decision, "He's the best driver I've ever had, but I've known for some time that he wanted to do something else."

Unser and Garza have already laid plans to buy a pair of new Eagle chassis for next year (even though Garza recently paid of £40,000 downpayment on AJ Foyt's March). Garza will do the whole CART series, while Unser will do Indy and maybe another couple of events.

The vacancy with Penske is obviously one of the most sought after seats in American racing. Rick Mears will stay with the team, but Penske is said to be looking for a young star to replace Unser. Current favourites are Geoff Brabham and Kevin Cogan.

Moss cries off

In an emotional and controversial move Stirling Moss decided not to race his Group 1 Audi at Brands Hatch on Monday. He drove the BP sponsored car on the warm-up lap but peeled off down the pit lane as the rest of the field lined up on the grid.

Throughout the weekend Moss considered his car to be both down on power and handling badly, and no match for the similar car of team-mate Martin Brundle.

"It took a lot of soul searching to withdraw from the race," he said afterwards." It is the first time in my entire career I have made a decision like that and I am still not sure if it was the right move to make.

"It was a Catch 22 situation. By racing a car that was 2, maybe 3secs off the pace I was likely to damage my reputation, but by withdrawing from the race I may have done the same thing."



Moss — Catch 22.

Moss's second season with the Audi team has been marked with controversy. After a poor team showing at the Grand Prix supporting event Moss criticised the TWR preparation and subsequent internal politics have threatened to spill out in public. Moss will, however, be at Thruxton for the next Tricentrol round though whether he takes part . . . "depends on how competitive the car is."

Briefly . . .

● Californian gearbox wizard Pete Weissman has been commissioned to build a gearbox for the Renault F1 cars. The slimline box will be completed early next year but is not destined to be raced until 1983.

● The latest issue of the *FIA Bulletin* formally confirms that the controversial flat-bottom regulation for Formula 2 and Formula 3 cars has been dropped. At least, we think that is what it means when it states, "The imposition of a grat bottom in F2 and 3 has been done away with." The same bulletin informs us that, in Group A, "The suspension of geometry must remain waltered . . ."

● Drivers taking part in the Racing for Britain Sunbeam celebrity thrash at Brands Hatch on Monday were once again able to 'buy' their grid positions. The more money raised in sponsorship, the higher they started. Pole position went to kart man Martin Hines who brought along £450, while the second slot went to Malcolm Folley of the *Daily Express* with £360 backing . . . though as this was his first ever race he wisely elected to start from the back. The other drivers were Patrick Head (£250); Alex Hawkridge (£200); Brian Henton £200); eventual winner Tim Lee-Davey (£200); Ian Taylor (£200); Peter Hunt (£100); Martin Colvill (£100); Gordon Spice (£100); Roger Williams (£100), with late entries Tiff Needell and Phil Dowsett making up the field. In all £2,845 was raised for the appeal.

● A new name to Group 1 racing appeared at Brands Hatch over the weekend, that of Mini 1000 expert Stewart Fowler who has bought Colin Hawker's 1300 Fiesta. His first G1 outing was less than successful, the car retiring shortly after half distance, but it was only intended as a taster for next season.

● Stefan Johansson was testing Japanese Dunlops on his Docking-Spitzley F2 Toleman at Donington last week. However, because of a defective shock absorber, the tests were inconclusive, and he will use Pirellis for the rest of the F2 series.

● Porsche 934 driver John Latham has clinched the Australian national production sports car series following his recent victory at Winton.



Alain Prost's conclusive victory in the Dutch Grand Prix means that a magnum of *Moët et Chandon* will soon be on the way to Andrew Meakin, of Twyford, Derby. Mr Meakin forecast a winning average speed of 113.62mph for Prost, whose true average was 113.7mph. Congratulations.

We now have a difficult one for you. On Sunday week the Italian Grand Prix returns to Monza, after a two year absence. Jody Scheckter's Ferrari T4 won the last race at Monza, at 131.486mph. Can the Ferraris return to winning form this year?

Let us have you postcards please, at AUTOSPORT Editorial, Haymarket Publishing Ltd., 38-42 Hampton Road, Teddington, Middx., TW11 0JB.

● Tom Klausler will drive the Herb Caplan Racing CanAm Frissbee in the remaining championship races. Klausler, who is replacing the deposed David Kennedy, put the car on pole for the non-championship IMSA allcomers Lumberman's 500 race at Mid-Ohio last weekend.

● Jan Lammers was testing the Ford powered Brabham BT49 at Silverstone last week for a Dutch TV film. The diminutive Dutchman recorded a very respectable time in the 1m 14s bracket. despite having had no regular drive since May.

● Among the hopeful drivers lurking in the Zandvoort paddock last weekend were Jonathan Palmer, Stefan Johansson, Thierry Boutsen, Mauro Baldi, Bruce Allison, Mike Thackwell, Roberto Guerrero and Huub Rothengatter.

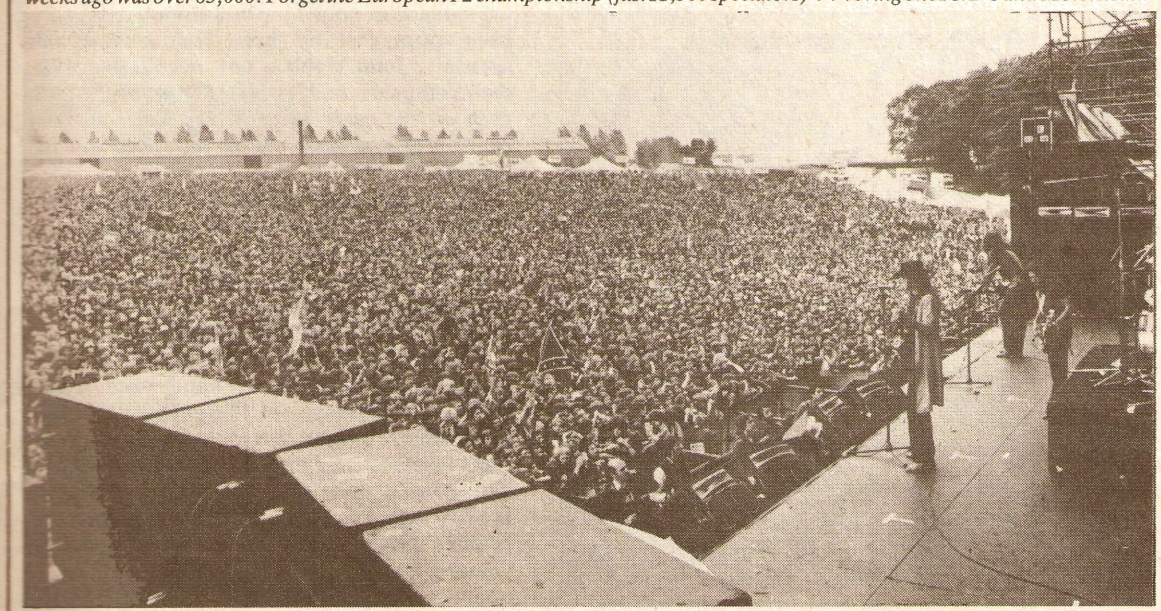
● Carl Haas, the longest supporter of the SCCA's CanAm series, has apparently finally decided that there is no future in supporting it any longer. He is hoping to run a two-car Indy team next year.

● Last weekend at Riverside, Johnny Rutherford destroyed the only two Chaparral 2K Indycars in existence, leaving Jim Hall's team with a problem to get him into the rained-out race at Milwaukee next Saturday. The team left California on Sunday evening to drive 2000 miles back to their base at Midland, Texas, where the mechanics will attempt to build up a new car so that JR can claim his pole position at Milwaukee.

● Major Bob Tennant-Reid, Chief Executive of the Royal Scottish Automobile Club, retired last Monday (August 31). His successor is the RSAC's Secretary, Hugh Dewer.

● The Tiff Needell approach — have helmet and overalls, might race — has worked once again. At Brands Hatch Tiff was not only co-opted onto the commentary team (where he performed very well) but also into the seat of a Sunbeam celebrity race replacing a late non starter. From the back of the grid he eventually finished seventh.

Eat your heart out race promoters! Want to know the secret of filling your circuit to the brim . . . forget motor racing and become rock concert promoters instead. An official estimate of the numbers who witnessed Donington's Monsters of Rock festival two weeks ago was over 65,000. Forget the European F2 championship (just 11,500 spectators) . . . bring on AC/DC and Motorhead!



Learn the lessons

The tragic accident on the 1000 Lakes Rally, which claimed the life of the President of the Finish Motor Sport Federation, Raul Falin, should be a lesson from which all rally organisers can learn. The fact that on the same weekend here in Britain there was another accident on a special stage, fortunately with less serious consequences, should serve as a sharp reminder to us all that 'motorsport is dangerous'. That is a principle which we must never forget.

The full circumstances of both accidents are fully explained in *Special Stage*. Our role here is to examine the questions which arise from the accidents and to suggest solutions to some of the problems. That there are problems is an inescapable fact. Safety on special stages is a matter of concern to rally crews and rally organisers. As speeds increase, the problems grow.

The death of a colleague must be an emotional occasion. Many of the senior organisers of the 1000 Lakes Rally knew Mr Falin as a personal friend. And yet, in emotional moments such as these, organisers must show their greatest restraint. Hasty reaction, and accusation, does nothing for the cause of rallying, nor for the family of the dead man.

So, it must be said that the Finnish rally authorities reacted emotionally, and that the accusations which were made in the hours following the accident were ill-considered and unfounded. It is plainly foolish to accuse a driver who has had an accident on a special stage of 'dangerous driving'.

Legally, there are many questions which must be answered, and which are now the subject of Finnish police enquiries. How many of the legal answers are relevant to British law is a question which must be examined by our own RAC Motor Sports Association. Since the accident happened on the stop line of a special stage — technically after the end of the stage — does the standard rally organiser's insurance apply, or is the driver's own third part cover relevant?

Speeds on special stages continue to increase, not because of the new rally regulations, as some administrators seem to fear but simply because of the continuing development of tyres, cars and suspensions. The fact that rally cars can now *average* over 70mph through special stages should not be ignored. Organisers, and their insurance companies, are only deceiving themselves if they try to claim otherwise.

There is a very strong case for examining the regulations which govern the finish areas of special stages. These areas, between the flying finish control and the 'stop' control, have often been the source of problems on events. With speeds of up to 120mph now common, distances between controls must be increased and warning signs must be made more prominent. Spectators must be kept well clear of such areas. Officials must be made aware of the potential danger and numbers should be kept to a minimum. Above all, there must be space to escape from an out-of-control car.

Franz Wittmann, the driver of the car in Finland, clearly did not know that he had passed the flying finish of the special stage. For some reason, possibly because spectators walking out of the stage obscured the warning signs, he did not see the flying finish board; because of a curve between the flying finish and the stop control, he did not see the marshals until it was too late to brake; because of another car already on the stop line, he had to brake hard and lost control.

Our own Lombard RAC Rally will take place in November. It will attract approximately twice the number of spectators as the 1000 Lakes Rally. Perhaps over a million people will see the cars through the special stages and along the road sections. For an organiser, these uncontrolled people, many of them unaware of the speeds and dangers, are a major headache.

A fatal accident is a serious matter in any country. The political climate in Scandanavia is such that fatal accidents are taken more seriously there than in countries of more Latin temperament. A fatal accident of this nature in Britain would have extremely serious consequences for the future of all motor sport. Let us hope that the lessons can be learned in time and that some positive good can come from this.

British F1: welcome back!

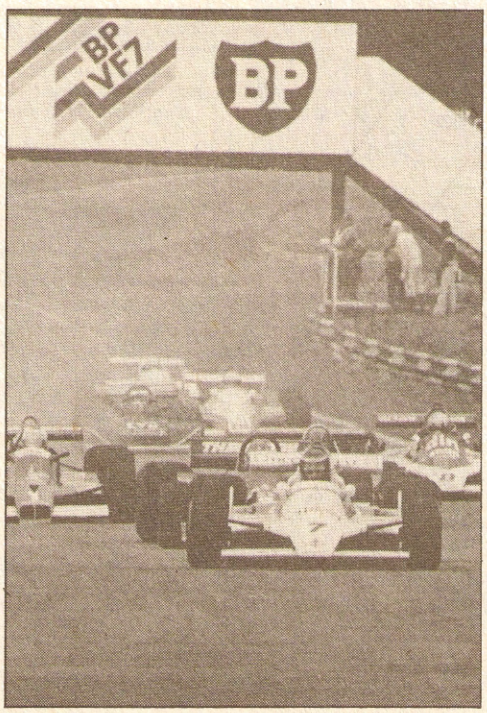
AUTOSPORT wholeheartedly approves of the decision of Motor Circuit Developments, under Managing Director John Webb, to revive the British Formula 1 Championship.

Although the cessation of the Aurora sponsored series at the end of 1980 made common sense at the time, this season of British national racing in 1981 has revealed the extent of the gap caused by its demise. While the rise in the stature of Group 1 racing has continued, it has not been sufficient to attract the sort of crowds which the Aurora championship did and, as expected, neither has the appeal of Formula 3 and Atlantic. The reasons are many and varied, as much to do with the gut appeal of F1 cars as with the fact that, wisely, Britain's circuit promoters have not over-promoted the lesser categories. In brief, everyone — spectators, promoters, competitors — has missed the British F1 series.

In re-establishing it, the organisers have been particularly conscious of the financial needs of the teams. The feeling of recent meetings among the promoters has been that one of the reasons the Aurora failed fully to succeed was that there were too many races (especially on the smaller circuits), causing teams to struggle to find sufficient finance. The early response from teams has been very encouraging: John Webb reports that interest in the 1982 series is higher than at any time during the life of the Aurora.

By having fewer events, and only at the major circuits, the series will tend to gain greater prestige. The organisers are also willing to take the risk of restricting the championship to F1 only, thus inevitably reducing the size of the starting grids, in order to enhance this prestige further yet, and a third of the races will be abroad.

Emilio de Villota, the last British F1 champion.



Prize money will be more or less where the Aurora left off, with the scale starting at £5,000 for a win. The feeling here is that, at this level, relatively small increases in the prize fund have little effect on a team's ability to compete.

This week's announcement of the 1982 series commits MCD to going ahead with or without sponsorship, but it is a sure sign of the championship's potential that already MCD has been approached by three likely commercial sponsors. John Webb is now negotiating with these companies and for television coverage, and even at this early stage he has been able to confirm that at least one of the races will be televised.

MCD and their partners in the project are putting together a package which could produce a dramatically more viable series than the Aurora, and we look forward to a well attended and fruitful discussion at the meeting of interested parties later in the month.

It might also be mentioned that the revival of the series might gain extra importance in the long term. At the moment, there appear to be the beginnings of a trend to stage more Grand Prix races in the north American money market, at the expense of the traditional European fixtures. Is MCD laying down the groundwork here for a possible future European Formula 1 championship?

Correspondence

the editor is not bound to agree with readers' opinions

Down-under shafts

Anyone who pays the considerable cost of having AUTOSPORT airmailed to the other side of the world likes what he reads. If you'll accept that praise, I trust you'll allow me to fire a few shafts of criticism, inspired by your issue of August 6.

Two stories concerned me. One announced that Alan Jones was going to drive an Opel Commodore in the 1000kms touring car race at Bathurst next October. The other was a review of the latest Toyota Land Cruiser.

First, the Commodore. Jones is driving a *Holden* Commodore, not an Opel, and the difference between the models is real chalk and cheese stuff. The Holden, made down-under with 85% Australian components, looks like the German car, but that's about the end of the comparison.

The Holden Commodore, introduced two years ago and now the country's best selling model, uses a body shell which is a development of the Opel Rekord. In fact, several of the men who designed the Rekord headed the Australian design team. They include C. S. Chapman, the American who used to be Director of Engineering for GM in Europe and is now Managing Director of General Motors-Holden.

As he puts it, the team had the chance to design the same car twice, and made a better job of it the second time.

The Rekord couldn't be transplanted on to Australian soil for two reasons. It wasn't strong enough (the first test model broke in half on its initial outback test run) and the bonnet wasn't long enough to take the Australian engines that had to be used, to meet government regulations regarding local content.

So Chapman and his team took the bonnet, and matching bits of bodywork from the Opel Senator, and created, in effect, a long-nosed Rekord. The Germans were so impressed that they did the same, and presto: the latest Opel Commodore. The German car actually hit the market before the Australian model, which may have caused some of the confusion.

Alan Jones will be driving one of the 5.0-litre versions. In racing trim (to the peculiar Australian rules, which are, roughly, Group 1½, they do more than 160mph down Bathurst's long straight.

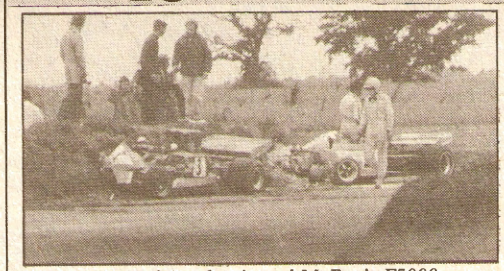
The review of the Toyota Land Cruiser annoyed me because it seemed to reflect the same insular, blind-to-the-world attitude of British-must-be-best which cost Britain its market in Australia years ago.

Your reviewer wrote, "As a serious go-anywhere off-roader, the Land Cruiser is soundly beaten by the British". That's as sensible as me claiming that Australia really won the third and fourth Tests! Or maybe your writer really isn't aware that the Land Cruiser is by far the best selling 4WD in the world—and in a market with far tougher terrain than you're likely to encounter in the UK.

Flag waving may be admirable, but not if the furls blind the bearer.

VICTORIA, AUSTRALIA — EVAN GREEN.

10 Then as now? 25



The remains of Gardner's and McRae's F5000 cars.

Ten years ago this week (AUTOSPORT, September 2, 1971) Formula 2 racing returned to Brands Hatch for the first time in four years, Ronnie Peterson winning a typical thriller in his March. From the start of practice the atmosphere was electric, the quickest drivers setting times in the F1 league: in the end, Peterson's pole time of 1m 25.6s was an incredible 0.2sec quicker than the F1 outright record. After a slow start, SuperSwede took the lead on lap 4 and held it to the end ahead of the dicing Graham Hill and Carlos Reutemann (Brabhams). James Hunt made a very promising debut at the wheel of a March to finish 12th.

Both Frank Gardner and Brian Redman took home mangled cars after colliding while battling for the lead of the Rothmans F5000 race at Snetterton. After the departure of this pair, there was no one to touch Graham McRae, the Kiwi bringing his much-modified McLaren M10B home miles ahead of Mike Walker's Lola and Teddy Pilette's McLaren. Redman and Gardner jointly set a new lap record at 120.44mph thus pushing Snetterton into the 120mph bracket for the first time—in those days the circuit was the second fastest in the country . . .

The unpredictability of the CanAm continued. McLaren regained their supremacy, but in a dramatic way, as Peter Revson clawed his way up from the back of the grid to take over the lead after team-mate Denny Hulme stopped with a broken engine. Jo Siffert brought his Porsche into second place, one lap behind. Two cars had promised to offer a challenge to the McLarens, but both suffered early setbacks: Jackie Stewart's Lola retired with an overheating engine, while Jack Oliver's Shadow — the second fastest qualifier — dropped to the back of the field after two punctures.

Two other British meetings on this Bank Holiday weekend saw wins for Alan Jones and Peter Wardle. The present World Champion drove well to win the washed-out F3 race at Castle Combe, while Peter Wardle took Atlantic honours at Oulton Park.

The latest rumours suggested that Ron Tauranac would be selling Motor Racing Developments, the company he had taken over from Jack Brabham. Who, we wondered, would be the new buyer?



David Piper's battered Lotus-Climax.

Twenty-five years ago this week (AUTOSPORT, August 31, 1956) a welcome win went the way of Harry Schell in the Caen Grand Prix, held over 70 laps of the Circuit de la Prairie. Driving a Maserati instead of his usual Vanwall, the Franco-American finished comfortably ahead of André Simon's Gordini and Roy Salvadori's Maserati. The race was ruined by a violent rainstorm, which caught out many drivers: Salvadori was leading at the time, having broken Stirling Moss's circuit record, but spun helplessly and stalled his engine. Two Britons met misfortune, Bruce Halford damaging his car when he clouted a straw bale and Horace Gould suffering a broken arm when he was thrown out of his Maserati.

Meanwhile, the cream of Formula 1 was turning its attention to the final round of the World Championship, the Italian GP at Monza. Maranello would be sparing no effort with a strong five car entry for Fangio, Colins, Castellotti, Musso and de Portago. Lined up against the Ferraris were three cars each from Maserati (for Moss, Behra and Villoresi), Vanwall (Schell, Trintignant, Taruffi) and Connaught (Scott-Brown, Leston, Fairman). All the odds favoured Fangio to score his fourth successive win at Monza to clinch the World Championship, although Collins had an outside chance of the title . . . he had to win and take the fastest lap, with Fangio failing to score . . .

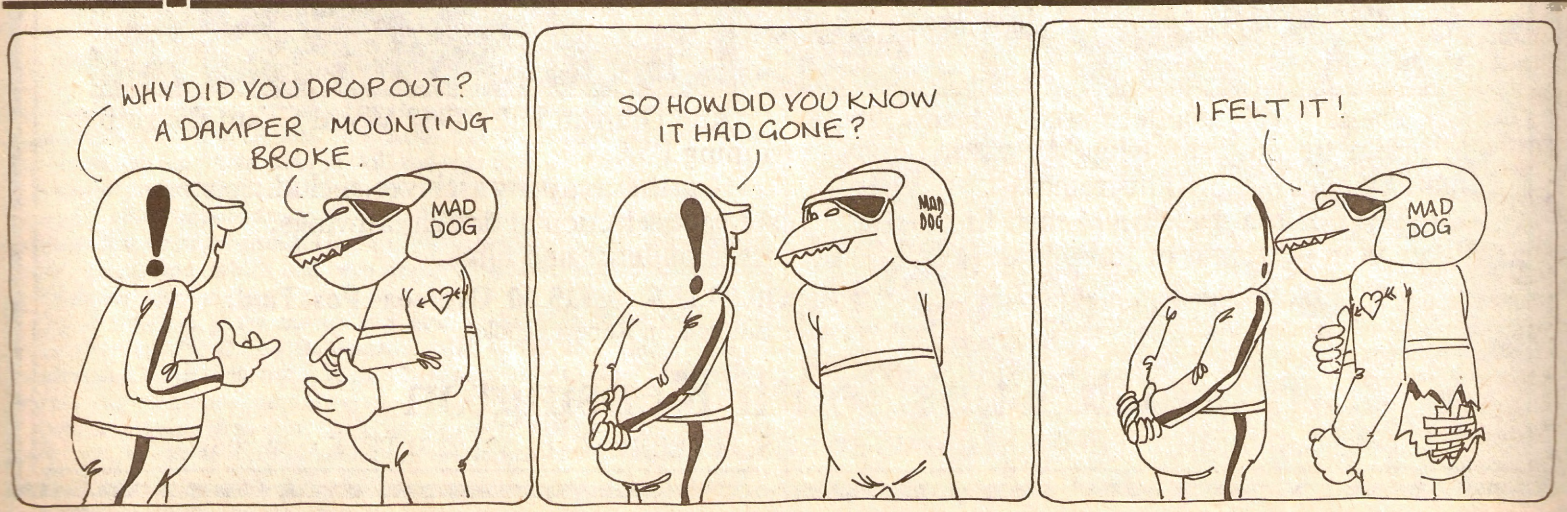
The English summer ran true to form at Shelsley Walsh. A bright morning dissolved into heavy rain in the middle of the afternoon runs, leaving Tony Marsh a convincing winner of the BTD award. He broke his own class record in his unblown Cooper twin to set a new mark of 36.02s. Half a second behind came that old hand, Ken Wharton, in ERA R4D, followed by Michael Christie's Cooper twin.

Carroll Shelby had been building up an enviable record in the United States that season, and at Montgomery airport brought his Ferrari over the line first for his 19th win of the year.

Robert Manzon brought joy to Amedée Gordini by winning the sports car GP at Pescara from Piero Taruffi's Maserati. Last of the 18 finishers was David Piper's Lotus-Climax.

Catchpole

by Barry Foley



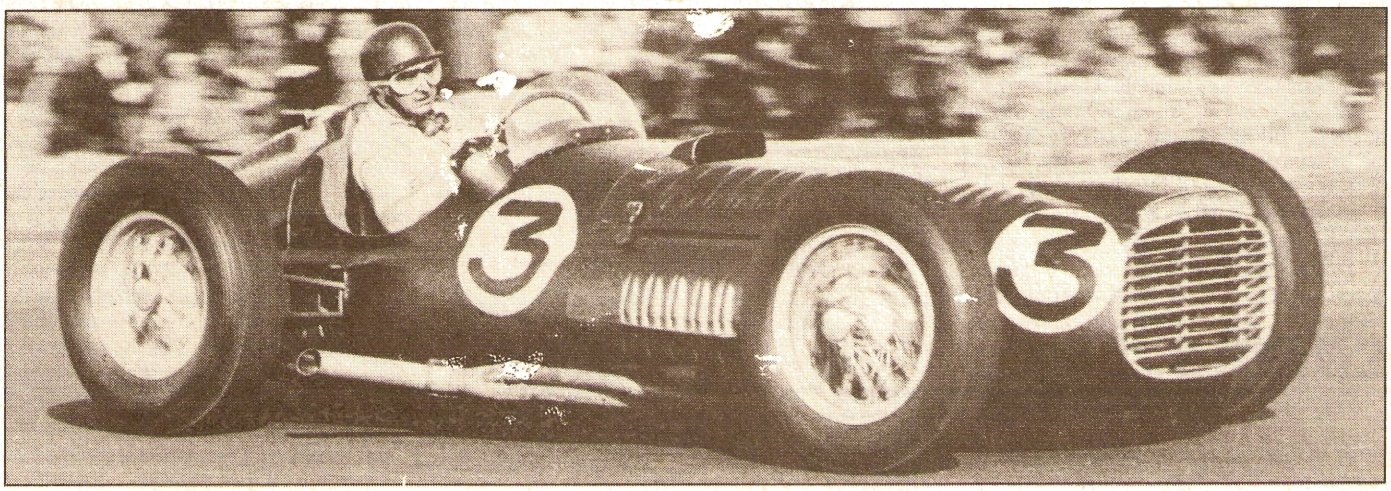
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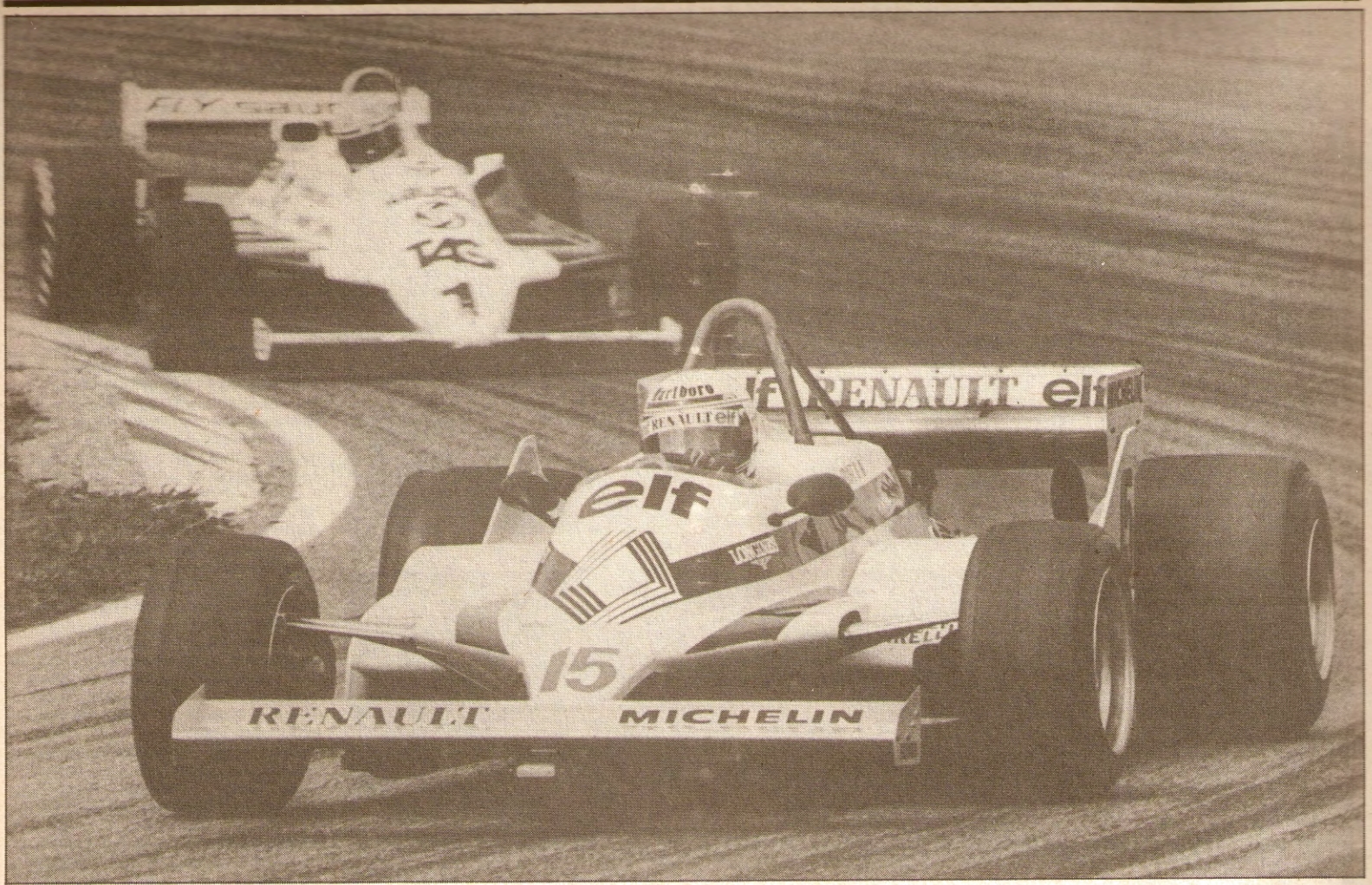
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Alain Prost dominated the Dutch Grand Prix after starting from the pole. His only threat came from Alan Jones, who eventually finished third after severe tyre problems.

The battle is on

Conclusive victory for Prost and Renault — Tremendous Jones challenge fades with tyre problems — Piquet draws level with Reutemann in F1 series — Laffite and Reutemann crash out — Ferraris fail again — Alfa's accidents — Arnoux retires once more — Report: NIGEL ROEBUCK — Photography: JEFF BLOXHAM.

Alain Prost could have asked for nothing more from the last couple of weeks. Since the Austrian Grand Prix, his wife has presented him with a son, and Renault have given him a new contract for 1982. Add in that he took the pole at Zandvoort last Saturday, then won the Dutch Grand Prix on Sunday, and the picture is complete.

Moreover, there was nothing flukey about this victory. Prost led all but half a mile of the race, and drove throughout with maturity and enormous confidence.

Only Alan Jones threatened to rain on the Renault parade. This was the World Champion at his best. For many laps the Williams chased the Renault, caught it finally, even briefly made it by. But Prost immediately repassed, and was never headed again.

The two made an interesting contrast out on the circuit. Prost's turbocharged horsepower enabled him to run an enormous rear wing, and the Renault never had a wheel out of line. Jones, by contrast, had very little wing, and was doing the whole thing on skill and aggression.

It was settled long before half-distance, when Alan's tyres began to go off. Thereafter the Williams dropped steadily back, and Prost was home free. The extent of Jones's problem could be clearly seen in the late stages, when Nelson Piquet's Brabham, which had been nearly 20 seconds behind, caught and easily passed him for second place.

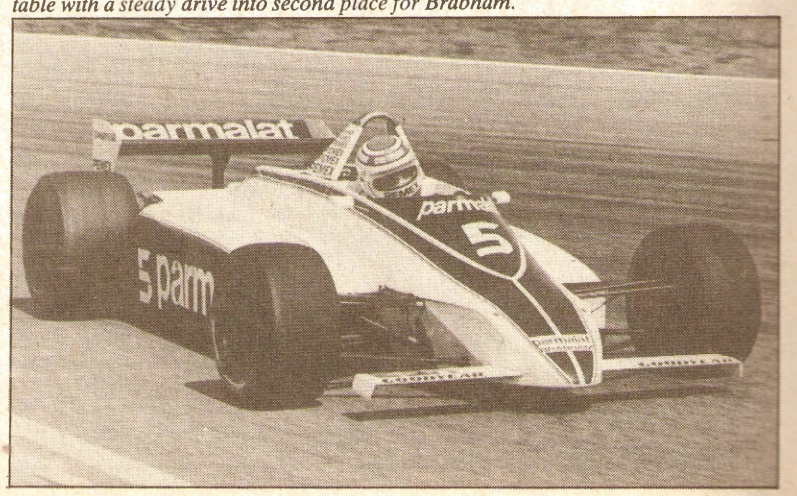
Piquet's second place moves him into a shared lead of the World Championship, for Carlos Reutemann's day ended disastrously with an accident at Tarzan while trying to pass Jacques Laffite's Talbot-Ligier. Both drivers — strong contenders always — were out there and then.

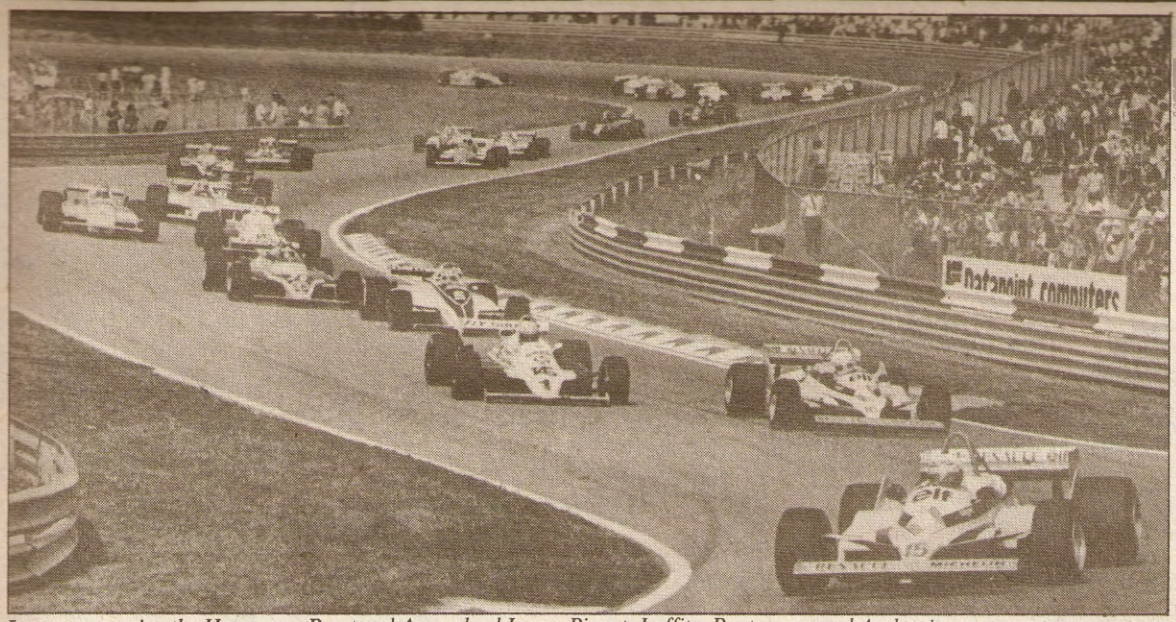
The remaining places went to Hector Rebaque, who drove his Brabham really well, to Elio de Angelis, the only Lotus finisher, and to Eliseo Salazar, who impressed once more in the Ensign.

Traditionally Zandvoort gives an exciting race, but this Dutch Grand Prix was far from a classic, the Prost-Jones battle apart. There was an unusually high number of retirements, many of them early in the race, and a lot of accidents. The most serious of these befell Mario Andretti, whose Alfa Romeo left the road at 140mph when a front tyre exploded. Andretti, trapped in the car for five minutes, was more than fortunate to escape with a bruised leg.

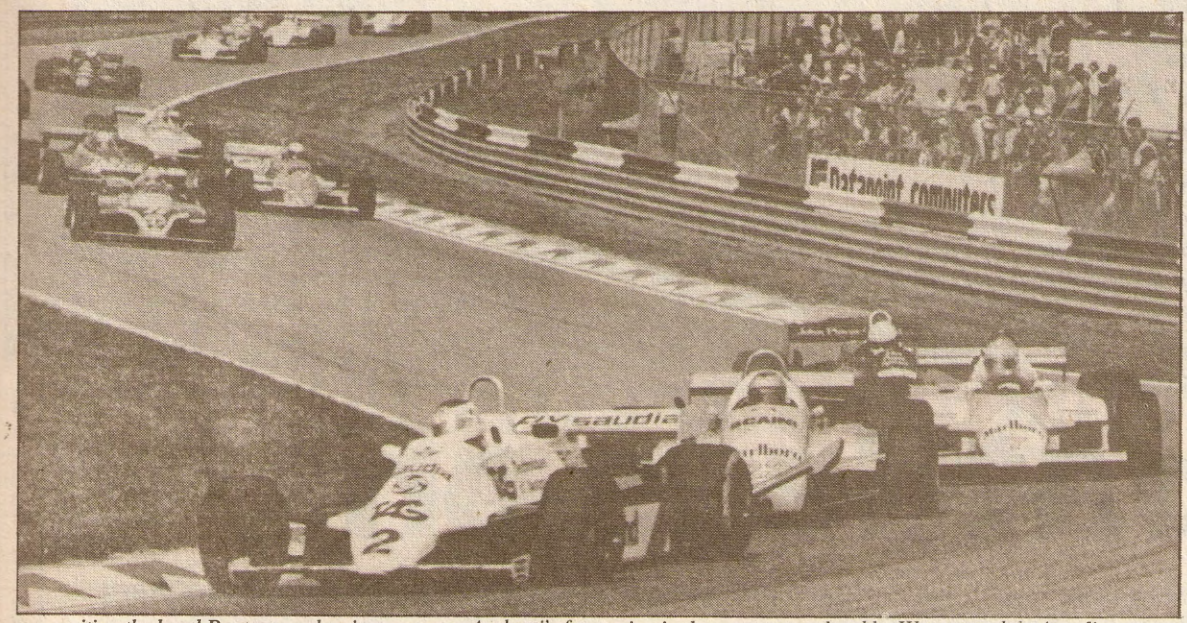
The race started dramatically, with Gilles Villeneuve's Ferrari pitched into the air (and out of the race. . .) after being nudged by Giacomelli's Alfa. ►

Nelson Piquet drew level with Carlos Reutemann at the top of the World Championship table with a steady drive into second place for Brabham.





Lap one, entering the Hunzerug: Prost and Arnox lead Jones, Piquet, Laffite, Reutemann and Andretti . . .



. . . exiting the bend Reutemann has just run over Andretti's front wing in the group completed by Watson and de Angelis.

F1 WORLD CHAMPIONSHIP **12**
DUTCH GP

continued

ENTRY & PRACTICE

By Saturday evening the familiar pattern had fallen into place. The Renaults (it was Prost's turn to take the pole) were at the front, and then came the two Williams, the single Brabham, the single Ligier. Thereafter, the script went a little awry. Logically, a Ferrari should have been thereabouts, but the Italian forces were led, in Holland, by Mario Andretti's rejuvenated Alfa Romeo, seventh fastest, ahead of John Watson's McLaren.

Elio de Angelis and Riccardo Patrese were approximately where you would expect to find them, but Patrick Tambay was a little higher than usual, Didier Pironi and Gilles Villeneuve considerably lower. The Fittipaldis and Tolemans failed to make the show, and Andrea de Cesaris had an accident. Jarier qualified his Osella comfortably, and Gabbiani missed out with his. There was no sign of the word 'Essex' on the Lotuses during practice. In other words, the bill of fare, with cosmetic changes, was much as usual.

I know the Renaults were on the front row because the timekeepers' lists told me so, but still it is difficult to believe. The yellow cars are among the most undramatic racing cars ever built, steady through the corners, smooth and efficient out of them, with ne'er a hint of opposite lock or tyre smoking. Fastest in practice for the fifth race on the trot, they were impressive rather than exciting to watch. I watched the final session from the left-hand hairpin behind the pits, and reasoned that Arnoux and Prost, confident of their front row positions, were merely going through the motions, tooling round. I looked at the sound and fury of Jones and Laffite and Villeneuve, and admired it as usual. But the quiet yellow cars were beyond their reach, Prost eventually stealing the pole from his team mate with a time of 1m 18.176s — just three-quarters of a second slower than Arnoux's 1980 mark. Oh yes, Jean-Marie, you really slowed those cars down, didn't you? When they dared to ignore your new rules, you came down on them like a ton of feathers.

Not only, Jean-Marie, are these absurd devices virtually as quick as those (whisper it) skirted cars of last year. They are also more likely to fly off the road (Didier Pironi can tell you all about that), jar your spine (speak to Jacques Laffite), wrench your neck (ask Carlos Reutemann) and give the spectators a giggle when they lift their skirts to come into the pits. Oh yes, say it again, Jean-Marie, you've done a hell of a job, you and your people in Paris. You've made it slower *and* more dangerous. *Bravo!* The FISA Job Creation Board. On your feet and applaud, all masseurs, physiotherapists and catch fencing manufacturers. New cottage industries are springing up in Formula 1.

When a news magazine with the circulation of *Time* devotes its cover story to a not very attractive portrait of modern Grand Prix racing, we should worry. The word is getting out. And so, if the rules don't change, Jean-Marie, is the World Champion. Think on these things as you lay claim to another three years in office.

Renault, of course, were among Balestre's supporters last winter, in the sense that they felt obliged to follow the FISA line. Now, however, team personnel do not trouble to hide their contempt for the man. Before the season began, they wasted time developing the RE30 as a car to run without skirts and with a sensible amount of ground clearance. In May, FISA gave the green light to hydraulic suspension and skirts. Most felt this an idiotic move; all were obliged to follow suit, simply to stay on the pace. Renault, like their colleagues, set to work.

For Zandvoort, Alain Prost had a new car, outwardly similar to its predecessors. But this one, RE34, is the first to be built specifically with hydraulic suspension in mind. "We have been changing things all the time," said Alain, "and the new car incorporates all the modifications. It is lighter than the others, also."

Prost and Arnoux had two serene days of practice. On Friday morning, René was hampered by a misfire, but this was put to rights before the afternoon session, and he duly set the best time. In the final hour Alain pipped him by a tenth, robbing him of a hat-trick of Zandvoort pole positions, but it was only a matter of finding a clear lap in the traffic. It could have gone either way. Altitude plays no part in the proceedings at Zandvoort. The Renaults were able to run much more rear wing than any other team — and still maintain a straightline advantage. They gave a very impressive demonstration.

For all that, few looked upon the French turbos as likely winners. For the last five races they have dominated qualifying, but only once have they won. When you speak of race tyres and full tanks and reliability, you think of Williams, Brabham and Ligier, and practice for them was also uncannily trouble-free. Piquet and Jones were two-hundredths of a second apart when it was all over, and people began to envisage a classic battle between them, such as that between Hunt and Watson in '76, or Ickx and Rodriguez 10 years ago.

Nelson, running with 13ins front wheels and without nose fins, sneaked ahead of Alan (15ins fronts, *with* front wings) in the last session. He had been fifth fastest on Friday afternoon, but knew there was more to come. Throughout that session he had been dissatisfied with his engine, which eventually blew up shortly before the end.

As ever, though, Nelson was well aware that he was up against it. Not only did he have Jones, starved of victory for so long, right behind him, but also Carlos Reutemann, fifth fastest. With a World Championship lead drastically reduced of late (and four races left), Carlos could no longer think of 'driving for points', particularly as he alone stands to shed low scores in the future. Equally, he could realistically expect no help from Alan.

The World Champion was happy with his car throughout practice, especially since the Goodyear runners qualified on what they hoped would be a race tyre. Reutemann, with a brand new FW07C for Holland, was dissatisfied with the handling on Friday, and also suffering from a jarred neck (indeed, he slept with

Villeneuve did go round corners during practice . . .



a brace on it that night). On Saturday morning, however, while Alan concentrated on a race day set-up, Carlos flew round in 1m 18.35s, a time he was unable to equal in the afternoon.

There was a lot of support for Reutemann at Zandvoort, for Holland has a sizeable Argentine population. Opposite the pits was a large banner — 'Carlos you will do it' — and the Saturday morning session had to be delayed for 20 minutes while marshals at the Panoramabocht worked to remove large, slippery, areas of overnight daubing, all of them urging Reutemann on to the title.

Another man with a claim to that, of course, is Jacques Laffite, and he, too, had an uneventful time in practice. If the Talbot-Ligier needed anything, he said, it was a little more top-end speed. The balance of the JS17 was perfect, and it was remarkable how deeply Jacques and Patrick Tambay could drive their cars into the corners. At Tarzan they took a completely different line from the rest, going in tight, brakes hard on, with no suggestion of running wide.

Unable quite to match the top five, Laffite devoted much of Friday and Saturday to the old-fashioned business of 'practising for the race' in a literal sense, experimenting with lines, working out possible overtaking ploys, seeing what the Ligier might allow him to get away with in a scrap. He has been in his element at Zandvoort, and we looked to him for a strong race performance.

After qualifying, there was no doubt that we expected the same from Mario Andretti. The great American's last Grand Prix victory was at Zandvoort three years ago, and he has always been strong there. Twelve months ago, when most people considered him finished as a Formula 1 driver, he drove a magnificent race in Holland. During practice this year, he was his old buoyant self.

Earlier in the week, Mario had been testing a revised Alfa Romeo at Monza, and found the car transformed. "We've got new, wider, sidepods on the car, plus different front suspension geometry and wider front wheels, and I can tell ya there's a difference!" Gerard Ducarouge — revelling in a new challenge — is already making his presence felt. "I was always impressed with the guy," continued Andretti, "and the last few days have confirmed that. The car feels beautiful now, something else again. I'm feeling *very* good about the race, better than in a long time."

In Saturday morning's untimed session, Mario was third quickest, but any hopes of a really high grid position were dashed in the afternoon when the left sidepod began to break away. "One decent lap I got in, and that was it . . ." Still, that lap gave him seventh on the grid, and it was set on race tyres. Andretti was disappointed, but still bullish about his prospects. Bruno Giacomelli was seven places behind in the other Alfa, which did not have the latest sidepods.

McLaren had two different sets of problems. The 'bumping' phenomenon which has so troubled John Watson recently was still in evidence, but John's main difficulty was persuading the MP4 into the slow corners. The car looks beautifully balanced through fast turns, but was noticeably more clumsy than other front runners at the entry to Tarzan, for example. Sixth in the first session, Watson did not improve his time on Saturday afternoon, and slipped to eighth.

At that point in the proceedings, however, the men of McLaren International had more pressing things on their minds. If Watson had had troubles at the entry to Tarzan, they were as nothing compared with those of Andrea de Cesaris. The Italian put in a very respectable performance on Friday, but his final session ended, as it did in Austria, with de Cesaris climbing unhurt from a heap of red and white wreckage.

Into Tarzan, Andrea had been braking as late as anyone, and this time the car sailed straight off the road, head on into the tyre barrier, finally coming to rest with the front of the car on top of it. As usual, the driver was miraculously unhurt, returning to the pits to say that the brake pedal had gone hard, leaving him with no powers of deceleration. It must be said, however, that observers of the shunt report that the McLaren left the road wreathed in locked tyre smoke . . .

This time, it was clear, enough was enough. The carbon fibre monocoque was too badly damaged to allow on-circuit repairs, and the team wisely decided not to make their T-car available to de Cesaris for the race. I walked into the McLaren pit, and perceived a great many angry expressions. "Don't say it . . ." muttered someone.

At Lotus, the saga of The Incredible Disappearing Sponsor continued. Acres of black tape were in evidence during practice once more, obscuring any mention of Essex on car or transporter. Would it reappear for race day? Watch this space, folks. The John Player people surely cannot be impressed by all these goings-on.

The 87s, which ran with new Williams-type twin air scoops, were a handful round Zandvoort, but Elio de Angelis wrestled very aggressively with his car, and did well to qualify ninth. Nigel Mansell had a more difficult time, missing half Friday's timed session while an engine change was completed. "I had really bad understeer into the corners," he said on Saturday evening, "and then instant oversteer as soon as I touched the throttle. And, in fact, it turned out that we wasted a lot of the time, anyway. My front roll bar had flipped over-centre — we don't know exactly when that happened — so that was a reference point for the other settings which was up the creek . . ." Mansell wound up a disappointed 17th.

Riccardo Patrese, going into his last few races with Arrows after four years with the team, was the best-placed Pirelli runner on the grid, tenth, with Siegfried Stohr 21st, nearly two seconds slower. The two Arrows drivers were, in fact, the only Pirelli runners in the race, for the Tolemans failed to qualify yet again, and so also did the Fittipaldis, using the Italian tyres for the first time.

Ferrari were in awful trouble at Zandvoort, and for a most unusual reason. "The chassis is not that bad here," said Gilles Villeneuve. "Of course, it could be a lot better, but it was worse in, say, Austria. The problem here for me is power! For some reason we don't understand properly, the engines in my car and the spare are very slow. My race engine at Zeltweg was the best I've ever had, and these are the worst." There was all the customary Villeneuve flourish and dash in the final session — and it brought him 16th position on the grid.

Didier Pironi was in slightly better shape, 12th. "For sure, my engine is the best of the three here. I tried the spare car, and preferred the feel of it, but the engine was so poor I decided to stick with my own car."

Pironi had a terrifying accident during the first session on Friday morning, flying off the road at Scheivlak, the terrifying downhill right-hander with a bad bump at its apex. "The car was 'pumping' so much that the front wheels simply came off the ground! Then I was in the grass, through the catch fencing. A pole tore the screen away and hit my helmet. Fortunately, I have a very good helmet . . ."

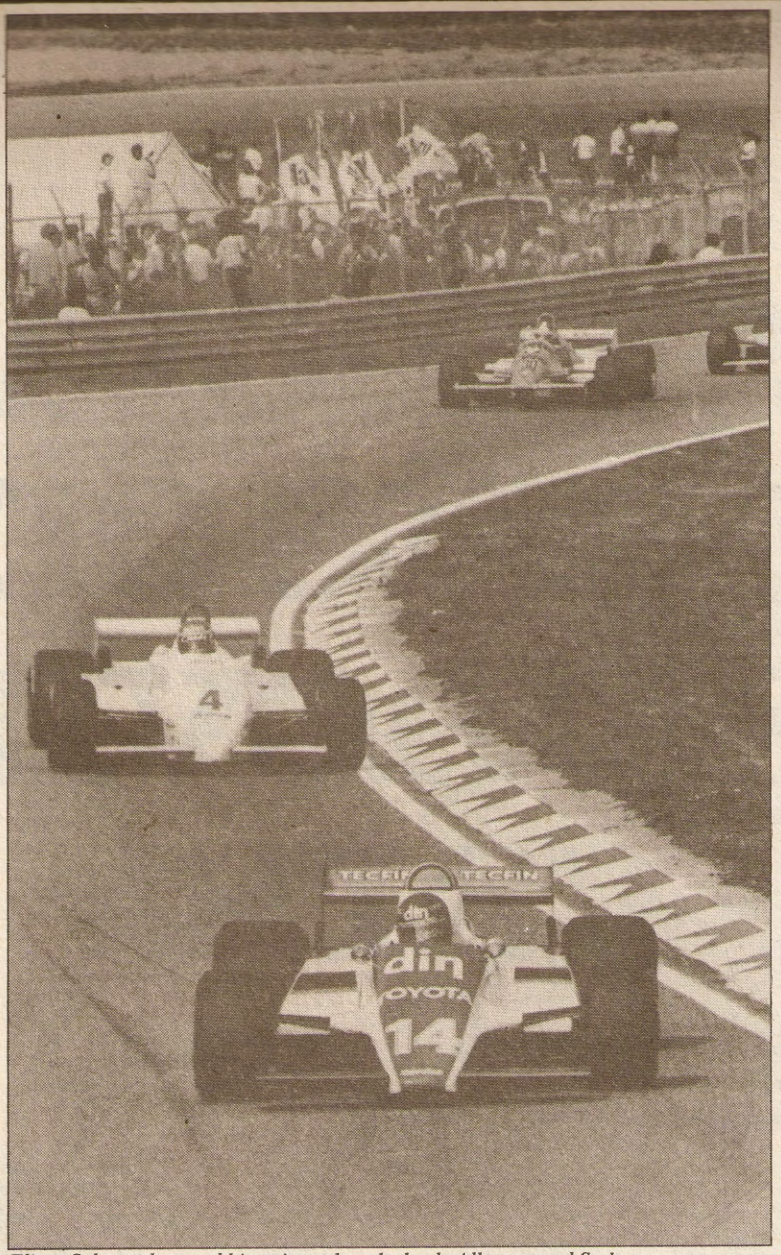
As usual, Jean-Pierre Jarier comfortably qualified his Osella, and, as usual, Beppe Gabbiani did not. The Italian crashed his car on Friday morning, and missed the whole of the first timed session.

Derek Daly had wretched luck with his Marches during practice. On Friday his race chassis, which he much prefers to the T-car, was in trouble with its hydraulic suspension system, and during the final session a valve spring broke after only seven laps. Fortunately, Derek had already set a time good enough to get him into the race, in 19th spot, immediately ahead of Marc Surer's Theodore.

Michele Alboreto had a Tyrrell 011 for Zandvoort, but it was in constant 'new car' trouble, with a recalcitrant fuel system, and at one stage he fell back on the old 010 spare car. The Italian's time was only 25th fastest, but he made the race eventually, when de Cesaris's entry was formally withdrawn on Saturday afternoon. Ken Tyrrell had two runners, therefore, with Alboreto on Avons and Eddie Cheever on Goodyears. There was but half a second between them.

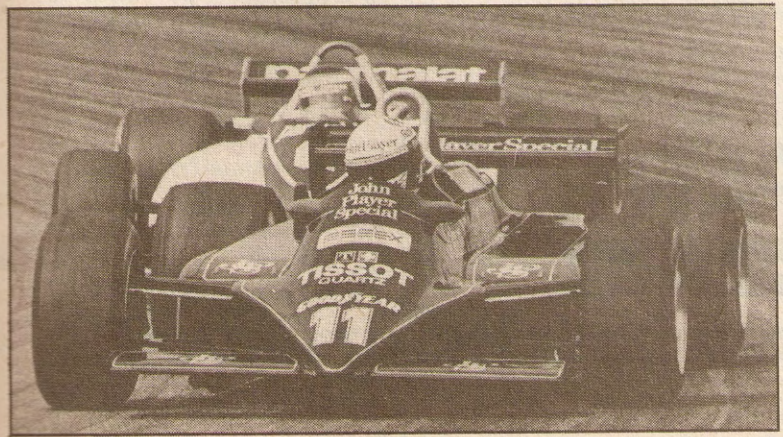
The back row (excluding Alboreto) was made up of Slim Borgudd's ATS and Eliseo Salazar's Ensign. The Chilean had a light accident on Friday, glancing a guardrail at Gerlachbocht (behind the paddock) when the throttle stuck open, but there was little damage.

Brian Henton really did look likely to qualify this time, his Toleman 22nd after the first timed session. "You'll be hoping for more of this later on," I said to him on Saturday morning, pointing to the gathering clouds. "Yes, right!" he agreed, then adding "But I reckon I've a ▶

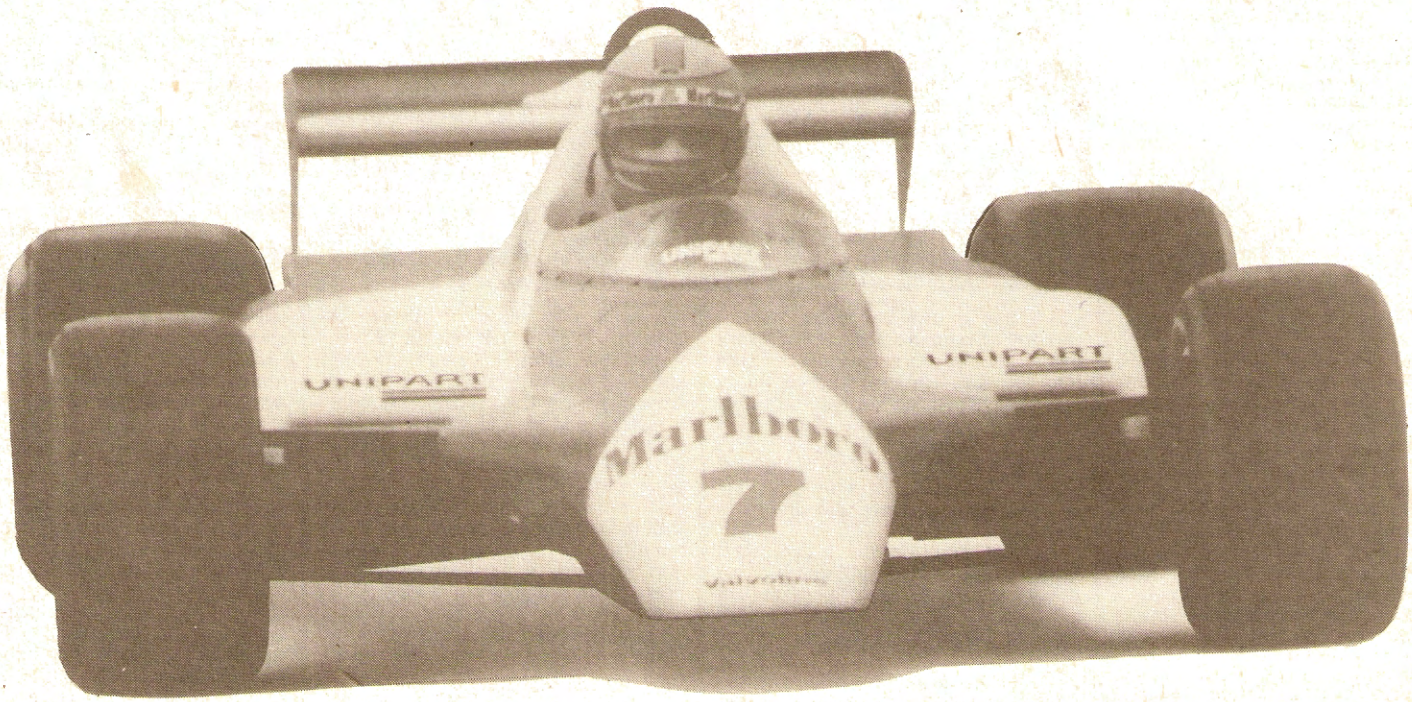


Eliseo Salazar deserved his point — here he leads Alboreto and Stohr.

Elio de Angelis and Hector Rebaque fought a brief but hectic duel.



Fast moving parts on fast moving cars.



UNIPART

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

continued

good chance of getting in this time even if the last session is dry."

Late in the morning session, a jubilee clip fell into the valve-gear drivebelt. That immediately broke, and so, by domino effect, did the team's new Hart monobloc engine (see *Pit & Paddock*). In the afternoon, Henton, with an older motor, was two seconds slower than before, and Salazar and Alboreto both beat his Friday time. Sadly, the team packed up early again.

THE GRAND PRIX

The town of Zandvoort is a windswept place, prone to squalls and sudden deluges. The weather can change very swiftly here, and you can anticipate race conditions with no confidence at all. Last year, for instance, we had heavy showers in the morning giving way to a beautiful afternoon. But it can just as easily go the other way. A glorious morning in Amsterdam was no guarantee of a dry Dutch Grand Prix a few miles down the road.

But we had it. The blue skies remained, and that North Sea freshness kept everyone comfortable in the sun.

Local law in Zandvoort says that thou shalt not make any noise on a Sunday until the afternoon, so the race day warm-up is always a time of particular anxiety. It finishes at 1.30, and the race begins at three — little time indeed to perform any major repair work. Happily, there was no call for it on this occasion.

The times followed a predictable pattern. With the cars on full tanks and race tyres, Williams and Brabham moved to centre stage, with Reutemann fastest, from Piquet and Jones, Prost and Watson. Mansell was an encouraging eighth.

The start at Zandvoort is always among the most dramatic of the season, with a long run down to a tight first corner, giving plenty of opportunity for gaining places. Twelve months ago, Jones got the jump on the Renaults, brilliantly driving round the outside of Arnoux at Tarzan to snatch the lead, but this time the yellow turbos got away with much more snap, Prost and Arnoux beyond threat by the time they reached the braking area.

Down at Tarzan, however, I confess to being temporarily diverted by the swift approach of something large and red, and momentarily I was grateful for the guardrail in front of me. Villeneuve's Ferrari finally slithered to a smokey stop, the driver immediately hopping out, his race over after but 300 yards.

Gilles had made his habitually strong getaway, moving through the traffic, looking for gaps. And he found one between Patrese's Arrows (on his right) and Giacomelli's Alfa. Bruno appears not to have seen the Ferrari, for he suddenly moved to the right to go inside Tambay's Ligier. Instantly, Villeneuve was pincered, and a second later his car was in the air, bouncing into several spins as it landed. Giacomelli now moved to the left to avoid the careering Ferrari, put two wheels off the road and showered it with dirt.

The rescue crew handled the situation very efficiently, craning the damaged 126C over the crash barrier before the field arrived to begin their first lap. Thereafter a series of spaced-out fans climbed the fence, hopped aboard number 27 and had their photographs taken. It was good that all this was out of Forghieri's sight. . .

Villeneuve's accident, therefore, drew eyes away from what was actually happening at the front. Prost and Arnoux were through in the lead, followed by Jones, Piquet, Laffite, Reutemann and Andretti. Mario was already an angry man, his Alfa's front wing completely askew. "I was alongside Reutemann going into Hunserug. I really didn't want to screw him up, going for points and all that, so I backed off. I coulda stayed there, but I backed off — and he drove straight over my wing . . ."

Already it was a bad day for the Italians, with Villeneuve out and Andretti in trouble. And, at the end of lap one, Pironi brought the second Ferrari into the pits, its steering damaged by a collision with Tambay's Ligier, which also stopped. Later Pironi briefly rejoined, but the car was veering all over the place, and soon he stopped for the day. On lap two we also lost Mansell, whose Lotus ground to a halt near the Marlboro chicane: "I couldn't believe it. The engine just cut dead, and that was that."

At the front Prost was starting to open up a clear lead over Arnoux, and it was obvious that the charging Jones would soon be past the second Renault. But no one quite expected it to happen where it did. Overtaking a Renault at Zandvoort has always meant scrabbling by under braking for Tarzan, but as René and Alan came through "Bos uit" (the quick right-hander onto the pit straight), the Williams was close to the Renault's gearbox. And long before they reached the start line, Jones had calmly pulled out and taken second place — not even troubling Arnoux for a bit of a tow!

Once past, the World Champion swiftly went away to the task of catching Prost, while Piquet, having seen that the Renault could be passed in a straight line, blew by Arnoux in exactly the same way as Jones had done. What was wrong with the French car? "I had a terrible engine," said René, "so there was nothing I could do to keep them back."

The prospects now were fascinating. Jones was catching Prost, but was likely to have a much more difficult time getting past him. And that, presumably, would allow Piquet to close.

In fact, it did not. Certainly Alan was moving in, little by little, but Nelson was not quite on the same pace, and began to fall away slightly.

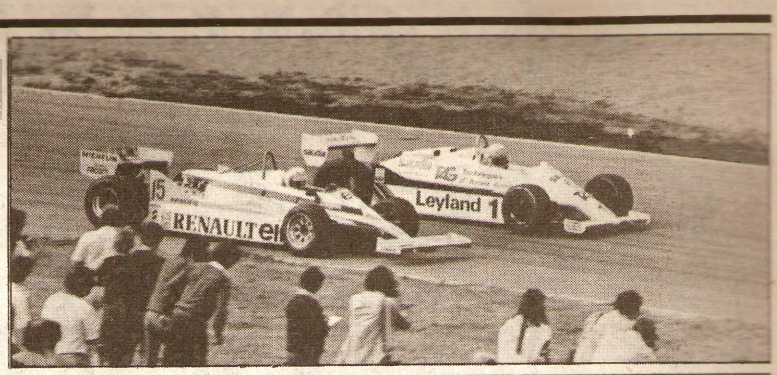
The go-kart syndrome claimed its first victim of the day after only five laps when Daly's March came in to retire with a very worrying breakage. "It was a sandwich plate," mused Adrian Reynard, "which just sheared. Incredible, really. I can only suppose that the loads going through these cars are really getting naughty. . ." More disappointment for Derek.

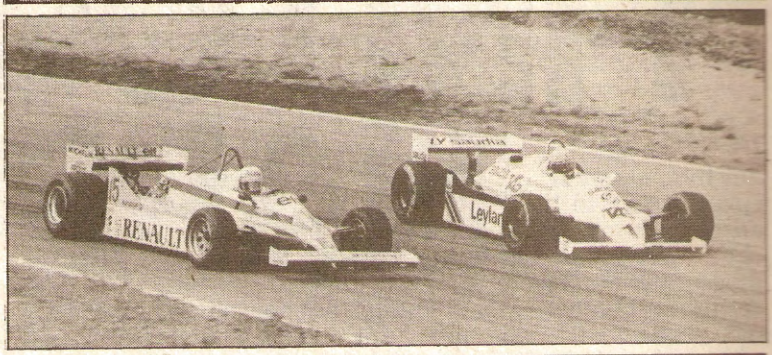
Ten laps: Prost—2.2—Jones—3.2—Piquet — Laffite — Reutemann — Arnoux — Watson — de Angelis — Patrese — Rebaque. A lap earlier, Andretti had given up the unequal struggle with his useless front wing. After a four-minute stop for a new one, he rejoined at the tail of the field.

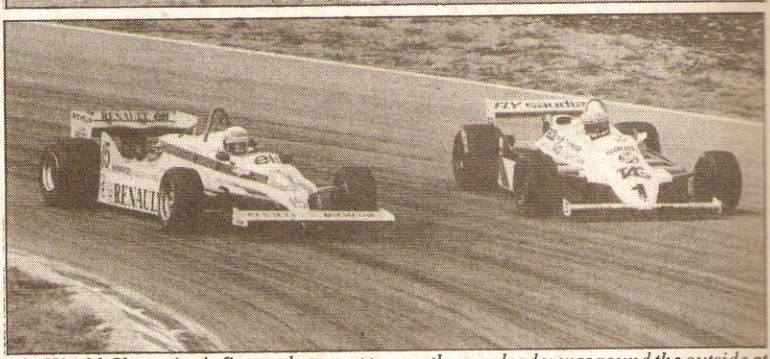
On lap 12 we had the most breathtaking passing manoeuvre of the afternoon when Watson, tired of being baulked by Arnoux's Renault, forced his way by at Tarzan, taking the long outside route. It was a perfectly executed move, and put John's McLaren up into sixth place.

For some laps Patrese had been part of a lurid battling trio (other members: de Angelis and Rebaque), but after 16 laps the Arrows came in to retire with damaged suspension, a legacy of the startline fracas with Villeneuve and Giacomelli. Riccardo therefore left Elio and Hector to it, and there were some anxious moments as the Italian worked to keep the faster Brabham back. Soon Rebaque found a way through at Tarzan. As a fighter, he is to be taken seriously these days.

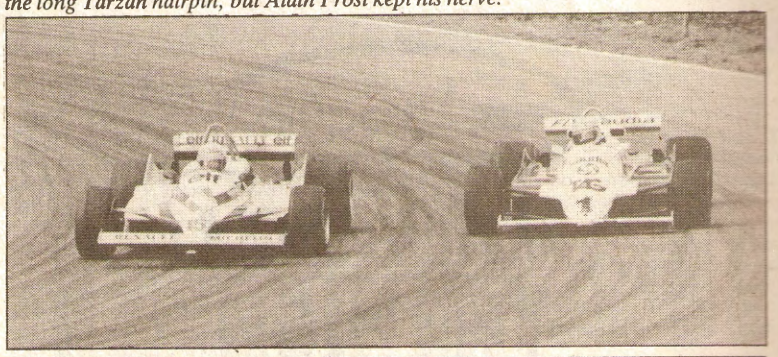
The fight for the lead now had the attention of everyone, for the inspired Jones had caught right up with Prost, finding him an altogether tougher proposition than Arnoux. A couple of times ▶

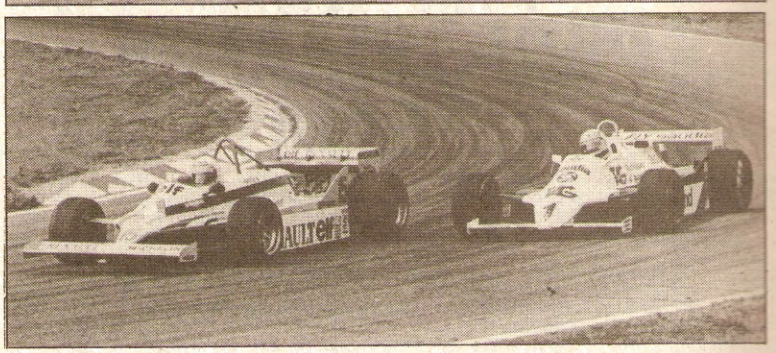


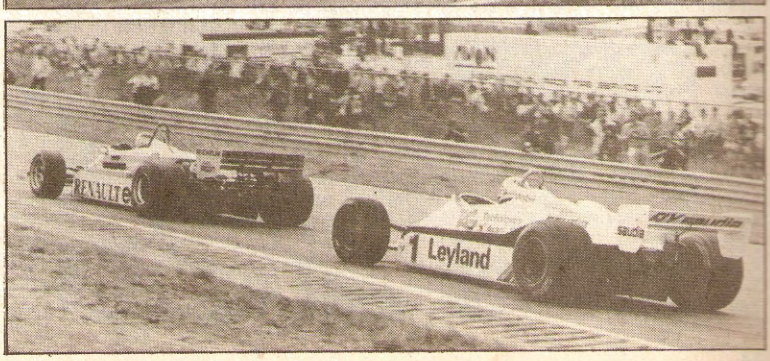




The World Champion's first real attempt to pass the race leader was round the outside at the long Tarzan hairpin, but Alain Prost kept his nerve.







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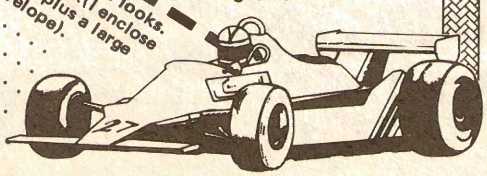
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continued

Alan took a run at the Renault on the approach to Tarzan, but his French namesake resolutely sat it out with him under braking, holding his line, moving a little wide and forcing the Williams driver out towards the dusty part of the track, where he had to correct a slide. It was all perfectly legitimate, precisely the kind of tactic of which Jones would approve.

"Oh, he's good all right," said the Australian afterwards. "He's tough and he drives well. He's learned a lot in a short time."

While this was in progress, a similar duel was being fought by Laffite and Reutemann, both very serious World Championship contenders, for fourth place. Carlos had started cautiously, but was now intent on moving up. At this stage of the season, low point scores are no use to him. On lap 19 he tried to pass Jacques at Tarzan.

Now Laffite's habitual line, you will recall from practice, is tight into Tarzan, this being one of the Ligier's great strengths. At no stage did he ever leave the door open there, and so it was a surprise to see Reutemann go for the *inside* line. Jacques steered his usual course, and still Carlos kept coming — to the point that he eventually had all four wheels on the grass. Thereafter the Williams bounded over the kerbing and hit the Ligier, launching it briefly into the air. It was the end of the race for both men — and quite possibly it will have been the end of their World Championship aspirations. Neither was around for comment after the race, but Laffite left word that he was not best pleased. . .

Nor did the attrition finish there. A lap later Giacomelli flew off the road at the fifth gear uphill right-hander after Hunzerug, badly damaging the Alfa but not himself. And two laps later, Arnoux's miserable afternoon ended the same way: "Understeer, oversteer, understeer — and I spin. Forget it."

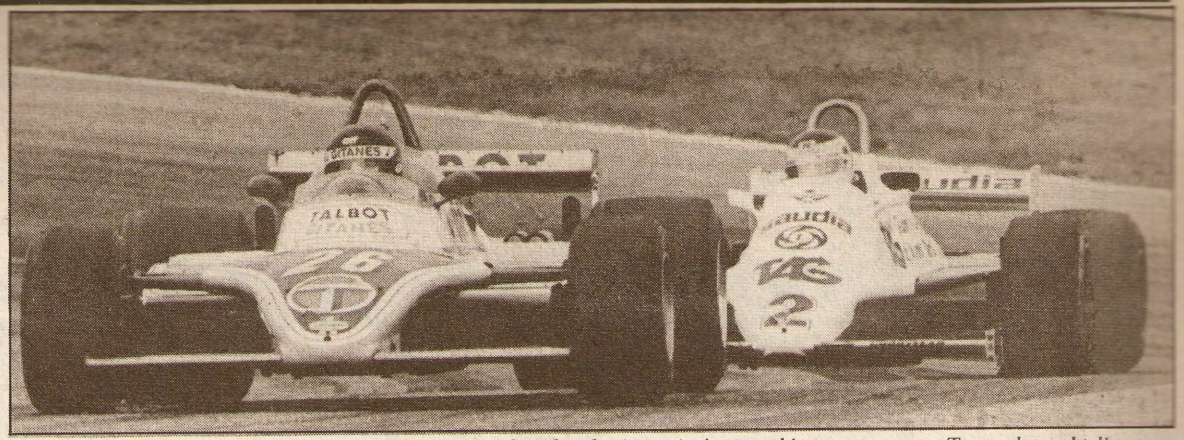
At one-third distance, therefore, we had lost 10 of the 24 starters, seven as the result of accidents.

On lap 22 Jones looked to have made it at last. As the two leaders came up to lap Alboreto's Tyrrell, they were badly baulked at the Panoramabocht, Prost hesitating and coming off the throttle. Without hesitation, Alan put his head down and went for the gap, taking the lead towards "Bos uit", which simply isn't done.

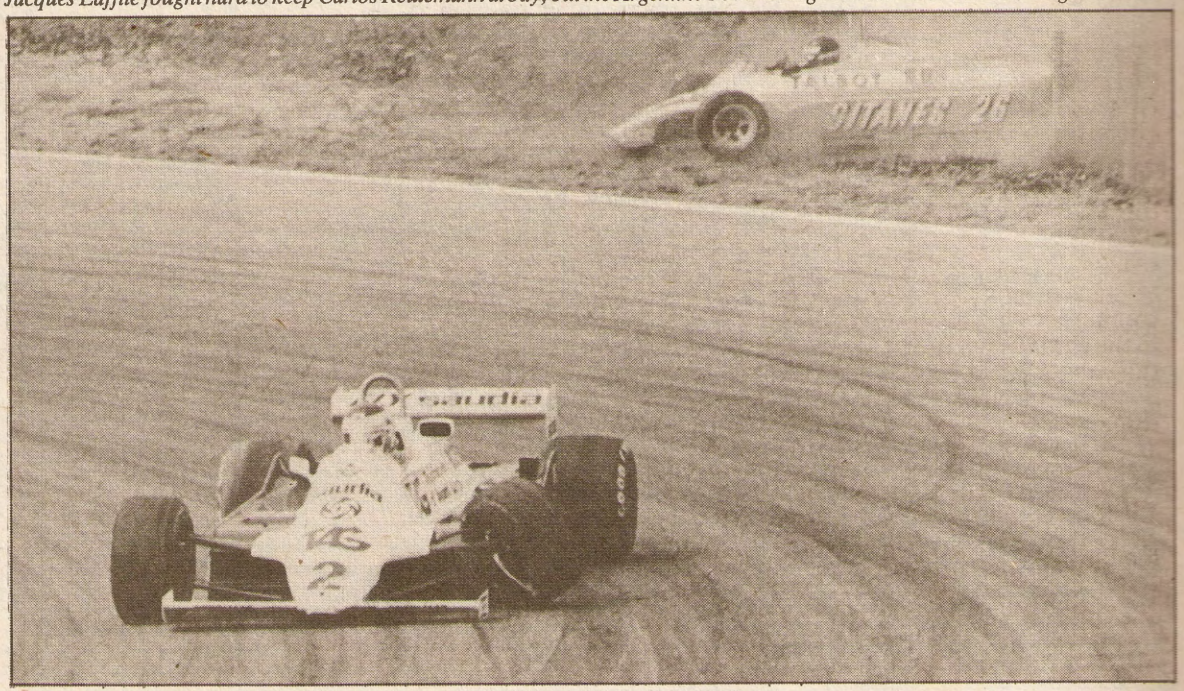
As they emerged at the beginning of the pit straight, Alboreto was still in front of them, and Jones looked to have the perfect opportunity to make a break, to get an additional tow from the Tyrrell. The plan was working to perfection, it seemed, the Williams slingshotting past as they went by the pits. But Prost was well and truly on the boost by now, and as Jones flicked out of Alboreto's slipstream, so Prost did the same. As they came down to Tarzan, the Renault held the inside line and was nosing ahead. Horsepower advantage or not, it was an impressive move.

For the next eight or nine laps Jones maintained the pressure on Prost, but already the Williams driver had cause to despair. In practice the team had used a tyre which, said Frank Williams, they *hoped* would be capable of doing a race. But there was a danger that the compound might be a little soft for 72 laps. And now, before half-distance, Jones knew that the fears were well grounded. In sum, his challenge was over. The big worry now was simply getting to the flag.

Piquet, in the meantime, had settled for third place. He was also on Goodyears, of course, and there was little point in hustling when so far back. As late as lap 50, he was 18 seconds adrift of Jones, but Alan was now in desperate trouble, his car sliding at the merest touch of throttle. Nelson, whose race had been far less hectic, began to close.



Jacques Laffite fought hard to keep Carlos Reutemann at bay, but the Argentine's overtaking manoeuvre at Tarzan brought disaster.



Retirement and problems continued. For many laps Watson, though under no threat in fourth place, had been hampered by a misfire, and on lap 51 the engine cut altogether, leaving John to park the McLaren and walk in. It would have been his sixth consecutive finish in the points. We were now down to 11 cars. Stohr and Borgudd had both been in to have exploded tyres replaced, and Cheever was out with broken front suspension.

A highlight of the late stages was the *Time for the Marseillaise . . .*



performance of Salazar, highly impressive yet again in the Ensign. In very confident style, he had disposed of both Tyrrells on the approach to Tarzan (on different laps!), and now he found himself running behind Alan Jones — and feeling a little embarrassed. "He was running very slowly by that time," he recounted, "but I thought 'No, I can't pass him. He is the World Champion!' During all this time Alboreto caught me again, and went past." With three laps left, Salazar forced his way by once more into sixth place, scoring Chile's first World Championship point — and a very important one for Morris Nunn.

After his lengthy pit stop early in the race, Andretti had run consistently in the Alfa, but was nursing a badly worn nearside front Michelin in the closing stages: "They put a new front wing on, and there's never time to set these things precisely in a pit stop. My fronts wore more quickly than they should have done. . ."

As the red and white car shot up the hill after Hunserug — precisely where Giacomelli had gone off earlier — the tyre exploded. Afterwards a very quiet and obviously shaken Andretti recounted how the Alfa had hit the guardrail very hard, the impact tearing off the left sidepod. "I was trapped in there for a little bit, a few minutes, by my foot. I got a knock on the leg, but that's all. I'm okay. I tell you, I thought I was going to see stars this time. . ."

In the last few laps Piquet duly caught the hapless Jones, passing him into Tarzan with less than 10 miles to the flag, at the same time moving himself into a share of the World Championship lead with Reutemann. "The tyres were fine," said Alan ruefully, "for as long as they lasted. . ." By the end of the race, a third of his nearside rear was down to the canvas.

The circumstances which led to Prost's victory at Dijon inevitably detracted somewhat from its worth, but in Holland there could be no complaints. If he had the fastest car in the race, he drove it with great intelligence, precision and courage. And the most significant part of his drive was the manner in which he repassed Jones, quickly, incisively, while still angry at being caught napping. Prost has become a topliner in a very short time.

Rebaque took a very fine fourth place for Brabham, and de Angelis's brio deserved better than fifth. Salazar, a worthy sixth, just beamed at everyone.

After three days at Zandvoort, watching, talking and listening, my overriding sense at the end of the race was one of relief that no one had been hurt. Drivers and designers had voiced their fears of releasing these rock-hard lunatic projectiles around the high-speed bumps of Zandvoort, and I had seen the frightening behaviour of the cars through corners like the downhill Scheivlak. At present this is a barmy sport. Up on the rostrum, Alan Jones grasped a magnum of *Moët et Chandon*, shook it violently, then directed it, like a fire hydrant, at the head of Jean-Marie Balestre. That said it all.

Actually, it is not quite true to say that no one was hurt at Zandvoort. After the race a Williams mechanic had his nose broken by a policeman's truncheon. Holland is a charming country, but the police on duty at Zandvoort are unspeakable: brash, rude and arrogant. "Timid bloody Nazis is what they are," muttered Alan Jones, far more angry about the mechanic's face than the fact that yet another possible victory had slipped away. ▶

Autosport

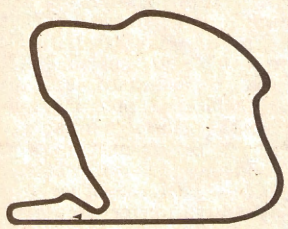
Dutch Grand Prix, August 30, 1981
Circuit: Zandvoort. World championship, round 12
Race data: Alan Phillips. Lap chart: Michele Dubosc

WINNER	A. PROST	in	RENAULT RE				average speed	113.712 mph
FASTEST LAP	A. JONES	in	WILLIAMS FW 07C	on lap 15	in	1	m. 21.83 s.	116.234 mph
EXISTING RECORD	R. ARNOUX	in	RENAULT RE		in	1	m. 19.35 s.	119.867 mph
PREVIOUS RESULT	N. PIQUET	in	BRABHAM BT 49				average speed	116.193 mph

WEATHER SUNNY. WARM. DRY. LENGTH 72 laps of 2.642 mile circuit, 190.229 miles

ENTRIES

No.	DRIVER	CAR	ENTRANT	FUEL/OIL	TYRES	CHASSIS	ENGINE	
1	A. JONES	WILLIAMS FW 07C	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 07C-16	DFV	RACE CAR.
1T	A. JONES	WILLIAMS FW 07C	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 07C-15	DFV	
2	C. REUTEMANN	WILLIAMS FW 07C	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 07C-17	DFV	NEW CAR.
3	E. CHEEVER	TYRRELL 011	TEAM TYRRELL	" VALVOLINE	GOOD	011-1	DFV	
4	M. ALBORETO	TYRRELL 011	TEAM TYRRELL	" VALVOLINE	AVON	011-2	DFV	RACE CAR.
4T	M. ALBORETO	TYRRELL 010	TEAM TYRRELL	" VALVOLINE	AVON	010-2	DFV	
5	N. PIQUET	BRABHAM BT 49C	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 49C/14	DFV	
6	H. REBAQUE	BRABHAM BT 49C	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 49C/12	DFV	
7	J. WATSON	McLAREN MP4	MARLBORO TEAM McLAREN	VALVOLINE	MICH	MP4/3	DFV	
8	A. DE CESARIS	McLAREN MP4	MARLBORO TEAM McLAREN	" VALVOLINE	MICH	MP4/1	DFV	DNS WITHDRAWN.
9	S. BORGUDD	ATS D7	ATS WHEELS	" -	AVON	HGS-02	DFV	
11	E. DE ANGELIS	JPS-LOTUS 87	JOHN PLAYER TEAM LOTUS	ESSEX VALVOLINE	GOOD	87-3	DFV	RACE CAR.
11T	E. DE ANGELIS	JPS-LOTUS 87	JOHN PLAYER TEAM LOTUS	ESSEX VALVOLINE	GOOD	87-2	DFV	
12	N. MANSELL	JPS-LOTUS 87	JOHN PLAYER TEAM LOTUS	ESSEX VALVOLINE	GOOD	87-4	DFV	
14	E. SALAZAR	ENSIGN N180 B	ENSIGN RACING	" VALVOLINE	AVON	N180B/MN-15	DFV	
15	A. PROST	RENAULT RE	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE-34	1.5 TURBO V6 RENAULT	NEW CAR.
16	R. ARNOUX	RENAULT RE	EQUIPE RENAULT-ELF	ELF ELF	MICH	RE-33	1.5 TURBO V6 RENAULT	
17	D. DALY	MARCH 811	MARCH GRAND PRIX RACING	" VALVOLINE	AVON	811-RM 06	DFV	RACE CAR.
17T	D. DALY	MARCH 811	MARCH GRAND PRIX RACING	" VALVOLINE	AVON	811-RM 05	DFV	
20	K. ROSBERG	FITTIPALDI F8C	FITTIPALDI AUTOMOTIVE	" VALVOLINE	PIR	F8C-3	DFV	DNQ. DNS.
21	C. SERRA	FITTIPALDI F8C	FITTIPALDI AUTOMOTIVE	" VALVOLINE	PIR	F8C-4	DFV	DNQ. DNS.
22	M. ANDRETTI	ALFA ROMEO 179D	AUTODELTA	" -	MICH	179D-01	ALFA V12	
23	B. GIACOMELLI	ALFA ROMEO 179C	AUTODELTA	" -	MICH	179C-04	ALFA V12	
25	P. TAMBAY	TALBOT-LIGIER JS 17	EQUIPE TALBOT-GITANES	ELF ELF	MICH	JS 17-05	MATRA V12	NEW CAR.
26	J. LAFFITE	TALBOT-LIGIER JS 17	EQUIPE TALBOT-GITANES	ELF ELF	MICH	JS 17-04	MATRA V12	
27	G. VILLENEUVE	FERRARI 126C	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	MICH	126CK-50B	FERRARI V6 TURBO KKK	
28	D. PIRONI	FERRARI 126C	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	MICH	126CK-51B	FERRARI V6 TURBO KKK	RACE CAR.
28T	D. PIRONI	FERRARI 126C	S.p.a. FERRARI S.E.F.A.C.	AGIP AGIP	MICH	126CK-54	FERRARI V6 TURBO KKK	
29	R. PATRESE	ARROWS A3B	TEAM BETA ARROWS WITH RAGNO	" VALVOLINE	PIR	A3B-5	DFV	
30	S. STOHR	ARROWS A3B	TEAM BETA ARROWS WITH RAGNO	" VALVOLINE	PIR	A3B-3	DFV	
31	B. GABBIANI	OSELLA FA 1B	OSELLA AUTOMOBILI	" VALVOLINE	MICH	FA 1B-003	DFV	DNQ. DNS.
32	J-P. JARIER	OSELLA FA 1B	OSELLA AUTOMOBILI	" VALVOLINE	MICH	FA 1B-004	DFV	
33	M. SURER	THEODORE TY	THEODORE RACING	" VALVOLINE	AVON	TY-01	DFV	
35	B. HENTON	TOLEMAN TG 181	CANDY TOLEMAN MOTORSPORT	BP BP	PIR	TG 181-01	DFV	DNQ. DNS.
36	D. WARWICK	TOLEMAN TG 181	CANDY TOLEMAN MOTORSPORT	BP BP	PIR	TG 181-04	DFV	DNQ. DNS.



PRACTICE 1

DATE FRIDAY p.m. AUGUST 28

WEATHER SUNNY. WARM. DRY.

16	R. ARNOUX	1m. 18.255s.
15	A. PROST	1m. 18.279s.
1	A. JONES	1m. 18.672s.
2	C. REUTEMANN	1m. 19.067s.
5	N. PIQUET	1m. 19.236s.
7	J. WATSON	1m. 19.312s.
26	J. LAFFITE	1m. 19.386s.
22	M. ANDRETTI	1m. 19.896s.
23	B. GIACOMELLI	1m. 20.384s.
6	H. REBAQUE	1m. 20.547s.
8	A. DE CESARIS	1m. 20.651s.
25	P. TAMBAY	1m. 20.802s.
29	R. PATRESE	1m. 21.010s.
27	G. VILLENEUVE	1m. 21.048s.
32	J-P. JARIER	1m. 21.086s.
12	N. MANSELL	1m. 21.106s.
28	D. PIRONI	1m. 21.293s.
30	S. STOHR	1m. 21.568s.
11	E. DE ANGELIS	1m. 21.662s.
9	S. BORGUDD	1m. 21.760s.
3	E. CHEEVER	1m. 21.849s.
35	B. HENTON	1m. 22.226s.
17	D. DALY	1m. 22.274s.
14	E. SALAZAR	1m. 22.382s.
33	M. SURER	1m. 22.389s.
20	K. ROSBERG	1m. 23.518s.
21	C. SERRA	1m. 23.677s.
36	D. WARWICK	1m. 25.104s.
4	M. ALBORETO	1m. 25.976s.



PRACTICE 2

DATE SATURDAY p.m. AUGUST 29

WEATHER SUNNY. WARM. DRY.

15	A. PROST	1m. 18.176s.
16	R. ARNOUX	1m. 18.301s.
5	N. PIQUET	1m. 18.652s.
2	C. REUTEMANN	1m. 18.844s.
26	J. LAFFITE	1m. 19.018s.
22	M. ANDRETTI	1m. 19.040s.
1	A. JONES	1m. 19.133s.
7	J. WATSON	1m. 19.651s.
11	E. DE ANGELIS	1m. 19.738s.
29	R. PATRESE	1m. 19.864s.
25	P. TAMBAY	1m. 19.979s.
28	D. PIRONI	1m. 20.248s.
8	A. DE CESARIS	1m. 20.377s.
23	B. GIACOMELLI	1m. 20.495s.
27	G. VILLENEUVE	1m. 20.595s.
12	N. MANSELL	1m. 20.663s.
6	H. REBAQUE	1m. 20.872s.
32	J-P. JARIER	1m. 21.294s.
17	D. DALY	1m. 21.391s.
33	M. SURER	1m. 21.454s.
3	E. CHEEVER	1m. 21.698s.
30	S. STOHR	1m. 21.713s.
14	E. SALAZAR	1m. 22.024s.
4	M. ALBORETO	1m. 22.030s.
9	S. BORGUDD	1m. 22.302s.
21	C. SERRA	1m. 23.613s.
31	B. GABBIANI	1m. 23.898s.
36	D. WARWICK	1m. 24.028s.
35	B. HENTON	1m. 24.167s.
20	K. ROSBERG	6m. 09.795s.

STARTING GRID

8, DE CESARIS, WITHDRAWN. 4, ALBORETO, STARTED AT BACK OF GRID.



A. PROST 1m. 18.176s.	15		
R. ARNOUX 1m. 18.255s.			16
N. PIQUET 1m. 18.652s.	5		
A. JONES 1m. 18.672s.			1
C. REUTEMANN 1m. 18.844s.	2		
J. LAFFITE 1m. 19.018s.			26
M. ANDRETTI 1m. 19.040s.	22		
J. WATSON 1m. 19.312s.			7
E. DE ANGELIS 1m. 19.738s.	11		
R. PATRESE 1m. 19.864s.			29
P. TAMBAY 1m. 19.979s.	25		
D. PIRONI 1m. 20.248s.			28
(A. DE CESARIS 1m. 20.377s.)		(8)	
B. GIACOMELLI 1m. 20.384s.			23
H. REBAQUE 1m. 20.547s.	6		
G. VILLENEUVE 1m. 20.595s.			27
N. MANSELL 1m. 20.663s.	12		
J-P. JARIER 1m. 21.086s.			32
D. DALY 1m. 21.391s.	17		
M. SURER 1m. 21.454s.			33
S. STOHR 1m. 21.568s.	30		
E. CHEEVER 1m. 21.698s.			3
S. BORGUDD 1m. 21.760s.	9		
E. SALAZAR 1m. 22.024s.			14
M. ALBORETO 1m. 22.030s.	4		

LAP CHART

GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
15	A. PROST	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	1	15	15	15	15	1	15	15	15	15	15	15	15	15	15	15	15	15	15	15
16	R. ARNOUX	16	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	1	1	1	1	15	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	N. PIQUET	1	1	16	16	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
1	A. JONES	5	5	5	5	16	16	26	26	26	26	26	26	26	26	26	26	26	26	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
2	C. REUTEMANN	26	26	26	26	26	26	16	16	2	2	2	2	2	2	2	2	2	2	16	16	16	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
26	J. LAFFITE	2	2	2	2	2	2	2	2	16	16	16	16	7	7	7	7	7	7	6	6	6	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
22	M. ANDRETTI	22	22	7	7	7	7	7	7	7	7	7	7	16	16	16	16	16	16	11	11	11	32	32	32	32	32	32	32	32	33	33	33	33	33	33	33	33
7	J. WATSON	7	7	22	22	22	22	22	11	11	11	29	29	29	11	11	11	6	6	23	32	32	33	33	33	33	33	33	33	33	3	3	3	3	3	3	3	3
11	E. DE ANGELIS	11	11	11	11	11	11	11	22	29	29	11	11	11	6	6	6	11	11	32	33	33	3	3	3	3	3	3	3	4	4	4	4	14	14	14	14	14
29	R. PATRESE	29	29	29	29	29	29	29	29	23	23	6	6	6	29	29	23	23	23	33	3	3	4	4	4	4	4	4	4	14	14	14	14	4	4	4	4	4
25	P. TAMBAY	23	23	23	23	23	23	23	23	6	6	23	23	23	23	23	32	32	32	3	4	4	9	9	9	14	14	14	14	30	30	30	30	30	30	30	30	30
28	D. PIRONI	6	6	6	6	6	6	6	6	(22)	32	32	32	32	32	32	33	33	33	30	14	9	14	14	14	9	9	9	9	9	9	9	9	9	9	9	9	9
23	B. GIACOMELLI	17	17	17	17	32	32	32	32	32	33	33	33	33	33	33	3	3	3	14	9	14	30	30	30	30	30	30	30	(32)	22	22	22	22	22	22	22	22
6	H. REBAQUE	32	32	32	32	33	33	33	33	33	3	3	3	3	3	3	30	30	30	4	30	30	22	22	22	22	22	22	22	22								
27	G. VILLENEUVE	12	33	33	33	3	3	3	3	3	14	14	14	14	14	30	14	14	14	9	22	22																
12	N. MANSELL	33	3	3	3	14	14	14	14	14	4	30	30	30	30	14	4	4	4	22																		
32	J-P. JARIER	3	14	14	14	30	4	4	4	4	30	4	4	4	4	4	9	9	9																			
17	D. DALY	30	30	30	30	4	30	30	30	30	9	9	9	9	9	9	(29)	22	22																			
33	M. SURER	14	4	4	4	9	9	9	9	9	22	22	22	22	22	22	22																					
30	S. STOHR	4	9	9	9	(17)																																
3	E. CHEEVER	9	28	28	(28)																																	
9	S. BORGUDD	(28)																																				
14	E. SALAZAR																																					
4	M. ALBORETO																																					
			-1 LAP																																			

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
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4	4	4	4	4	4	4	4	4	30	9	30	30	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9				
30	30	30	30	30	30	30	30	30	9	(30)	(9)	9	22	22	22	22	22	22	22	22	22	22	22	22										
9	9	9	9	9	9	9	9	9	22	22	22	22																						
22	22	22	22	22	22	22	22	22																										

RESULTS

	No.	DRIVER	CAR	LAPS	TIME	SPEED (MPH)	BRAKES		SUSP.	G/BOX	PLUGS	INJECT.	ELECS.
1	15	A. PROST	RENAULT RE	72	1h. 40m. 22.43s.	113.712	LOCK	FER	KONI	REN-HEW FG 400	CHAMPION	LUCAS	LUCAS
2	5	N. PIQUET	BRABHAM BT 49C	72	1h. 40m. 30.67s.	113.557	GIRL	FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	1	A. JONES	WILLIAMS FW07C	72	1h. 40m. 57.93s.	113.046	LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
4	6	H. REBAQUE	BRABHAM BT 49C	71			GIRL	FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
5	11	E. DE ANGELIS	JPS-LOTUS 87	71			LOCK	FER	KONI	HEW FG 400	NGK	LUCAS	LUCAS
6	14	E. SALAZAR	ENSIGN N180 B	70			LOCK	FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
7	30	S. STOHR	ARROWS A3B	69			LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
8	33	M. SURER	THEODORE TY	69			LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
9	4	M. ALBORETO	TYRRELL 011	68			LOCK	FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
10	9	S. BORGUDD	ATS D7	68			LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS

RETIREMENTS

No.	DRIVER	LAPS	REASON
27	G. VILLENEUVE	0	ACCIDENT.
25	P. TAMBAY	0	ACCIDENT WITH PIRONI.
12	N. MANSELL	1	ELECTRICS.
28	D. PIRONI	4	ACCIDENT DAMAGE.
17	D. DALY	5	BROKEN SUSPENSION.
29	R. PATRESE	16	BROKEN SUSPENSION.
2	C. REUTEMANN	18	ACCIDENT WITH LAFFITE.
26	J. LAFFITE	18	ACCIDENT WITH REUTEMANN.
23	B. GIACOMELLI	19	ACCIDENT.
16	R. ARNOUX	21	ACCIDENT.
32	J-P. JARIER	29	ENGINE.
3	E. CHEEVER	46	BROKEN SUSPENSION.
7	J. WATSON	50	ELECTRICS.
22	M. ANDRETTI	62	ACCIDENT.

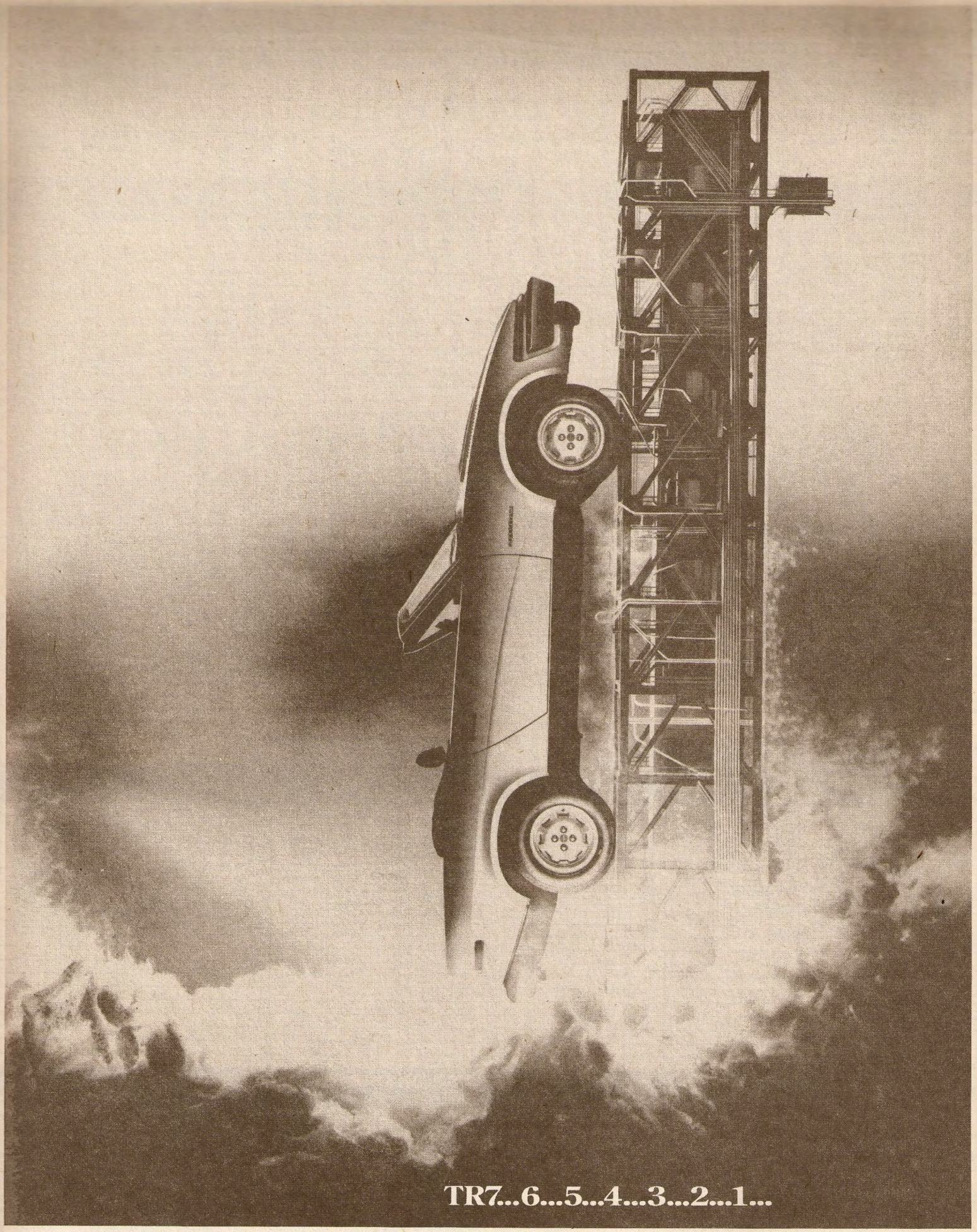
CHAMPIONSHIP POINTS

DRIVER

1=	N. PIQUET	45	17=	A. DE CESARIS	1
1=	C. REUTEMANN	45	17=	S. BORGUDD	1
3	J. LAFFITE	34	17=	E. SALAZAR	1
4	A. JONES	31			
5	A. PROST	28			
6=	G. VILLENEUVE	21			
6=	J. WATSON	21			
8=	R. ARNOUX	11			
8=	H. REBAQUE	11			
10=	R. PATRESE	10			
10=	E. CHEEVER	10			
10=	E. DE ANGELIS	10			
13	D. PIRONI	7			
14	N. MANSELL	5			
15	M. SURER	4			
16	M. ANDRETTI	3			
17=	P. TAMBAY	1			

CONSTRUCTOR

1	WILLIAMS-FORD	76
2	BRABHAM-FORD	56
3	RENAULT	39
4	LIGIER-MATRA	34
5	FERRARI	28
6	McLAREN-FORD	22
7	LOTUS-FORD	15
8=	ARROWS-FORD	10
8=	TYRRELL-FORD	10
10	ENSIGN-FORD	4
11	ALFA ROMEO	3
12=	THEODORE-FORD	1
12=	ATS-FORD	1
12=	ENSIGN-FORD	1



0-60 in 9.6 seconds. 114 mph 5 speed box. Breathtaking mid-range acceleration. Superb handling and roadholding.

Driving a TR7 is like going into orbit.

Sadly though, it will soon be a blast off from the past. Because after this Autumn, the TR7 will no longer be made.

So it's already a collector's item and the countdown has started. For availability see your local Triumph dealer today, or telephone the TR7 hotline on 021-779 2296.

And right now your dealer could offer you an exceptional trade-in deal. Plus, if you buy a TR7 before September 30th, 1981, he'll give you details of a TR7 competition that's out of this world.

You could win a fortnight's holiday for two in Florida, USA, flying by Concorde, staying in a first class hotel and including a trip to Cape Canaveral.

So take off in a TR7 and by the time you come down to earth again, you could be at the most famous launch pad in the world.

TRIUMPH TR7

Performance figures: Manufacturers data.

Mikkola to stay at Audi

Now questions about Rothmans future plans.

Hannu Mikkola has agreed to stay with the Audi factory team for next season. Although a final decision about the team's programme for 1982 has yet to be made, Mikkola confirmed to us that he will drive the Audi Quattro, and it will be a car based at the factory.

"We have already agreed terms for next year," he said, speaking just after bringing his Quattro home in third place on the 1000 Lakes Rally. "My contract was due to run out at the end of this year, but I would be very silly to do all the development work on the car and then let somebody else step in to get the results."

The Audi board is to meet next week to decide on the rally programme for next year and, despite the tragedy which befell the team in Finland with Wittmann's accident, it does seem that the go-ahead for a full World Championship season will be given. The engineers with the team are confident that they have overcome most of the development problems which have affected the car and that they are now in a position to take full advantage of the performance.

The 1000 Lakes Rally was the first outing for the team under the new Competitions Manager, Reinhard Rode, who gave some indication of his plans for the future. He spoke of a more compact team, concentrating on the World Championship, rather than getting involved in the French and Italian National series, as Audi have done this year. A new development engineer, Roland Gumpert, has joined the Competition Department.



Hannu Mikkola and Reinhard Rode, the nucleus of a new, compact Audi team.

The fact that Rode seems to be anti the principle of running private teams, at least until the factory team have sorted out all their problems, seems to put paid to the theory of a Rothmans/David Sutton Audi 'B' team being set up in this country. Rothmans executives on the 1000 Lakes Rally spoke with Mikkola but insisted that this was only social chit-chat.

Undoubtedly the sudden launch of Ford's new Escort RS1700T has opened the number of options open to the sport's major sponsor, but the company has always insisted that it wants to run a team, not just fix its stickers to a car carrying corporate identity. Besides which, the new Ford is unlikely to see the light of day before the middle of next season, at the earliest.

The team doing the winning at the moment is Talbot — and Rothmans like to run with the winners. Could it be that a Rothmans Talbot team could be set up to back the factory in the World Championship next year? The Little brothers have a very similar operation to David Sutton, established in Carlisle and already building cars for the World series. We shall see . . .



Guy Verrier — Citroën boss.

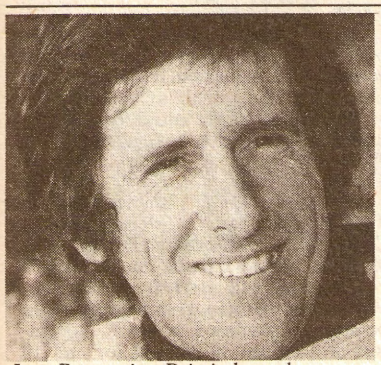
Visa plans

The Citroen factory rally team made a rare appearance outside France on the 1000 Lakes Rally, preparing a Citroen Reflex for Jean-Paul Luc. Unfortunately, the car only managed 13 stages before the engine blew. Heading the service network was Citroen Competitions boss, Guy Verrier, who gave details of the company's plans for next season.

"We will be building up at least 200 Visa cars for Group B next year, but they will be front engined, club cars for young drivers to use. There is no car in France for the young drivers and we think that this car will be particularly good for the redesigned French championship. This now has stages on both tarmac and gravel."

The mid-engined Visa, which was debuted on the Mille Pistes Rally, will be developed further next season, and may be built for 1983 if testing goes well. If so, 200 specials will be built and the car homologated into Group B for a full World Championship programme. It is important to remember that Citroen competitions operates independently of both Peugeot and Talbot.

"We will continue to work on the Reflex engine," commented Verrier. "If we think we are making progress then we will run a car in the RAC Rally at the end of the year."



Jean Ragnotti — Britain bound.

Renault for RAC

The Renault factory rally team has cancelled its plans to compete on the Ivory Coast rally and will, instead, bring one or two Renault 5 Turbos to the Lombard RAC Rally at the end of November. The change of plan, and Renault's continued withdrawal from World Championship rallying, seems to be a direct result of the current F1 programme.

At the beginning of the year the team had planned to compete on at least five rounds of the series; so far they have only run in two. After their win on the Monte Carlo Rally there was an unsuccessful outing in Corsica and a test session in Greece. The RAC Rally will be only the third outing this year.

Jean Ragnotti will drive the R5 Turbo and the second driver is likely to be Bruno Saby. The Turbo has yet to show its pace on gravel special stages. We await the results with interest.

Wittmann accused after fatal crash

An accident on the fourth stage of the 1000 Lakes Rally claimed the life of the President of the Finnish Auto Sport Federation, Raul Falin. He was standing on the stop line of the special stage, with the two FISA observers to the event, when he was struck by the Audi Quattro of the Austrian crew, Franz Wittmann and Kurt Nestinger. Three other people, also hit by the car, were not seriously injured.

Some facts of the accident are clear enough. Wittmann was not aware that he had reached the end of the special stage and, when he did see the stop line, there was already another car within the control area. He had to brake very hard and the Quattro started to slide, eventually ending up sideways in the control. It was fortunate that the 1000 Lakes organisers are very particular about keeping spectators out of control areas. The only people injured were rally officials.

However, there are other facts about the incident which are open to some confusion. Immediately after the accident happened the rally organisers sprang to their own defence, although nobody had accused them of anything. The special stage was set up according to all FISA regulations they claimed. No other car had had trouble stopping. Wittmann, they argued, was guilty of 'dangerous driving' and was excluded from the event. The Audi management had, in fact, already decided to withdraw the car.

Matters came to a head at a press conference on the morning after the accident. Both Wittmann and Nestinger were present and allowed to state their case, giving the facts as they saw them. However, the organisers, and the Finnish Steward, Boris Rung, then refuted most of those 'facts' and launched into a particularly ill-conceived personal attack on the rally crew.

The organisers claimed that the flying finish signs and the stop signs were clearly visible. They claimed that the stop line was visible from the flying finish line. They claimed that there was 220 metres from the flying finish to the stop line. They claimed that Wittmann should not have continued in the rally, knowing that he had caused the accident.

On the other hand, Wittmann claimed that he had not seen the flying finish boards, suggesting that spectators walking out of the stage might have momentarily obscured them. He, and other drivers, remembered a slight crest and a slight bend between the flying finish and the stop control. He claimed that the police had measured the distance between the two controls as only 150 metres. His co-driver, Nestinger, claimed to have run back to the accident, only to be waved away by the gathered marshals and officials. Remember that it was pitch dark, and raining.

A police inquest is being held into the death and the police will then decide if any further action is necessary. The 1000 Lakes organisers had clearly already made up their own minds.

Kiwis congregate

New Zealand representation in this year's Lombard RAC Rally is likely to be much stronger than it has ever been in the past. US-based Rod Millen will be competing in a Mazda RX7, London-based Allan Carter in an Escort (possibly) and direct from New Zealand, the Napier-based London Wool Brokers' Rally Team of two drivers, Bruce McKenzie and Malcolm Stewart, with their Escorts.

Actually the arrival of the team will constitute the strongest invasion New Zealand has ever made on the European rally scene. The drivers, the service crew and families will make up a contingent of 17 adults and six children. This group is taking over three houses in Grassington which is an hour's drive from the Bradford headquarters of London Wool Brokers, where the team will service the Escorts and store its spare parts.

Prior to the RAC the team plans to do the Pirelli Tour of Cumbria and the Pace National Rally. Although Stewart and four other team members left New Zealand early in August, the main group will not arrive until a week before the Pirelli Tour of Cumbria, so both cars have been fully prepared in New Zealand.

Accident at Lampton Park destroys two rally cars

A freak accident at the Lampton Park Supersprint, involving the cars of Willie Rutherford and Derek Boyd, left both machines badly damaged and the drivers' plans for the future in doubt. The accident happened at a part of the two-mile course where the circuit looped back on itself and cars could pass close together, travelling in opposite directions.

Boyd's Talbot Sunbeam failed to negotiate a fast right hand bend, opting to miss the large post guarding the entrance to the lion enclosure and spinning across the grass to finish in the middle of the track being used for the return journey through the lion park. Rutherford was totally committed to the fast, blind right-hand bend and did not see the Talbot until too late, hitting the front of Boyd's car with the nearside front quarter of his Escort.

Both cars were severely damaged but the Escort took the blow very badly, with



Willie Rutherford — now broke.

the front leg of the roll cage bent at 90 degrees and the bulkhead on the co-driver's side of the car pushed far back. Co-driver for the day was Brian Tilley, from Rutherford's local paper, the *Hexham Courant*. He was taken to hospital suffering from concussion and an injured leg. He was detained overnight.

For Rutherford it was a terrible end to the weekend because, in practice the previous day, he went off backwards bouncing over rocks and ripping off the Escort's tarmac suspension. His service crew worked till 2am to repair the car, but now there is no chance of him appearing on the Tour of Cumbria Rally later this month.

"I wouldn't be surprised if you never see Willie Rutherford in a rally car again," commented a dispirited Willie on Monday evening. "It must be about £7000 worth and I simply cannot afford it."

Boyd has also cancelled plans for a couple of tarmac outings and, although his car was not so badly damaged, it may be sometime before he is back in action.

Close National series

Malcolm Patrick's retirement on the Lindisfarne Rally, his Opel Ascona 400 blowing its head gasket, has left the Castrol/AUTOSPORT National Championship race wide open again.

With only 15 competitive miles remaining, Patrick seemed to be steaming to another rally win, and about to emerge as the clear favourite to follow Terry Kaby as the National champion. But then the motor failed, giving victory (eventually) to George Hill, with the Bill Bodie Jeff Churchill and Reg Mullenger following on. All these drivers still have a chance to take the title: only eight points cover the top four men, while Mullenger is only another 10 points in arrears.

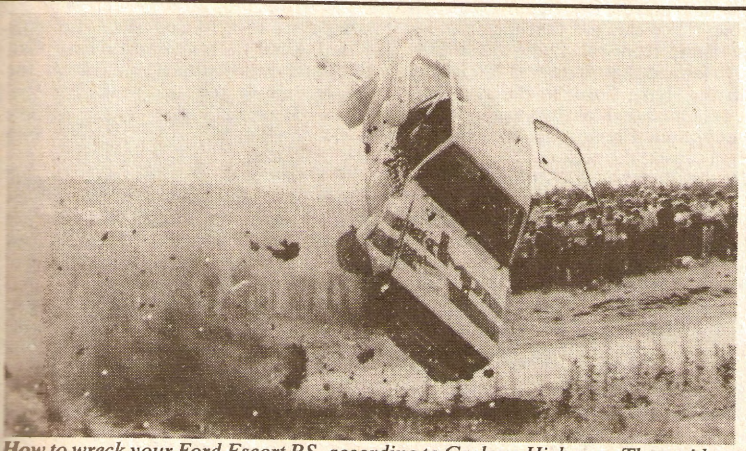
Patrick will remain the favourite, but his effort is costing a lot of money. It is often presumed that the Dealer Opel Team commitment includes a great deal of financial support, but Patrick actually owns the car and is responsible for all maintenance costs.

Immediately after the Lindisfarne Rally, the motor was sent back to Cosworth for a rebuild, and the damage was greater than had been at first suspected. The pistons and valvegear were damaged, although there will be no problem preparing the unit for the next round of the National series, the Pirelli Tour of Cumbria.

Castrol Autosport NATIONAL RALLY CHAMPIONSHIP 1981 RAC

"It might have been my trip to London which weakened the head gasket, that day," Patrick commented. "I only hope that Germany are going to take a bit more interest in the effort now."

Whatever the result, he was still very pleased with his progress through the forests, setting times regularly ahead of Malcolm Wilson, himself twice the National champion. For the Tour of Cumbria, much of the stage mileage tackled in the morning will be through four stages in the same vast Kielder complex and, whatever the opposition on that event, Patrick will be sure to set a furious pace, but still with an eye on championship points. He cannot afford another non-finish.



How to wreck your Ford Escort RS, according to Graham Hickman. The accident happened at Deer's Leap on the recent Fordrace Epynt Stages, and both Hickman and co-driver Marc Rowley were hospitalised, although released later that day. A. Howells's picture actually shows a crash helmet flying out of the driver's window, but it does not show the car's sponsor's name — Dudley Motor Panels. Presumably, they are now fully employed . . .

Stuart at speed

With Mike Stuart's Escort RS2000 not due back in this country until next week, and still crumpled following its accident on Madeira, Stuart is glad of the Group 4 drive on the Manx Trophy Rally. He will drive Paul Windsor's Escort which will be turned out in the colours of his Open Championship sponsors, Quicks and BankAmerica.

"We are going to the island to update the pace notes," he said on Monday, "I don't think there will be any problems, but in a Group 1 car there are a lot of 'Flat' bends. We will have to think about those type of corners again, but I think it will be a matter of my interpretation of whatever note is called.

"I hope to have a steady run and get the miles under my belt, I am sure there is the potential for a top ten place — I feel I am capable of doing it."

Camera club

The battle for the lead in the Esso/Scottish Rally Championship continues this Saturday with the Tom Dickson Cameras Stages, held in the forests of Argyll. Donald Heggie and Ken Wood will fight for major honours although Dom Buckley, Allan Arneil and Wilson Girvan will shadow them.

Top names in Div 2 are Alister MacSkimming, Kenny Stewart, Andrew Wood and Malloch Nicoll and the action takes place over 65 stage miles including two trips up the Rest and be Thankful hillclimb course. The rally starts at 11am on Saturday, at the Strathford Motor Garage, with Jim McRae flagging away the cars. It finishes at Stag Hotel, Lochilphead later in the afternoon.

Spectator information

SS2 & 3, Rest and Be Thankful, 11.57am. Off A83 north of Arrochar. Two stages, run uphill

SS14, Knapdale, 4.45pm, B841, Park at Cairbaan Hotel.

Two hopes for Smith

Trevor Smith has another chance to sew up the Esso/BTRDA Rally Championship this weekend on the Telford Forestry Stages, the penultimate round of the championship. Only one man can deny Smith of taking Malcolm Patrick's current title, and that is Phil Collins, who started the season late, so must finish in winning style by taking maximum points on both the Telford event and the final round in October.

Smith has two chances to take the minimum of 10 points needed to win. His Escort starts at number 2 on Saturday, just after 9.00am, followed by the Chevette of Derek Evans, who is a three-times winner of this rally and the meat of an Escort sandwich which is completed by Phil Collins. While the battle for the championship continues apace, however, Andy Dawson could well be stroking home ahead of the crowd in his Datsun Violet GT.

Dawson won the last round of the series, the Halewood Rally, and, assuming that he can return from the 1000 Lakes Rally on time, he should make the start two days later. He missed the Lindisfarne a week ago because of a slight back injury he received completing the tarmac stages of the Halewood.

Opposition to all these men will come from young Ian Tilke in his Silkolene Escort, Dennis Moody, Phil Lilley, and Steve Benton. The dark horse of the occasion could well be Robin Farrington in an ex-Heggie Escort, although he had a disappointing run on the recent Lindisfarne Rally and retired.

A total of 118 cars should start the event, the best entry for an Esso/BTRDA round for some time, and all will be looking forward to a hard competition. In particular, drivers in the Esso/BTRDA Clubmans Championship are assured of a real battle, because no fewer than nine men have a theoretical chance of scooping the main award. Trevor Prew and Jim Carty currently head the points table, but the Triumph TR7 V8 of Charles Golding and the Chevette of George Marshall will be out to prove that the Escorts can be beaten.

The rally will start from Newton, Powys, and contain over 50 stage miles on forestry commission roads. Spectators will be amply catered for and 10 venues have been nominated allowing excellent viewing. Arrangements have been made for parking, and the organisers request the full co-operation of all attending.

Spectator information

SS1 and SS15 Cerl 9.17am and 3.27pm: Park on forestry drive and walk; good hairpins (136/185869/).

SS2 Cerl 9.25am: Spectator entrance via (195870). Good viewing.

SS3 and SS4 Red Lion Hill 10.20am: Split stage ran at 30sec intervals. Parking at the quarry (136/050772).

SS9 and SS11 Waunmarteg 1/2 1.16pm: Stage will be run twice at 30secs intervals with parking at the quarry (136/010770). Do NOT go via Bwlch-y-Sarnau.

SS10 Clwydau 1.23pm: Park on forest drive (005781).

SS16 and SS17 Cerl 3.35pm: Park as for SS2.

Finish, 4.00pm: The Anchor Inn, Anchor (136/176851). Food and drink available.

● Apparently, it was an oil pump union which broke on Graham Elsmore's Ford Escort on the Peter Russek Rally, and not the engine itself which failed. The return side from the tank to the pump shook loose, and the resultant oil loss left Elsmore's National championship hopes in the middle of the rally's opening stage.



Pure, green success!

The 1000 Lakes Rally

World Championship Round 9

1st Overall

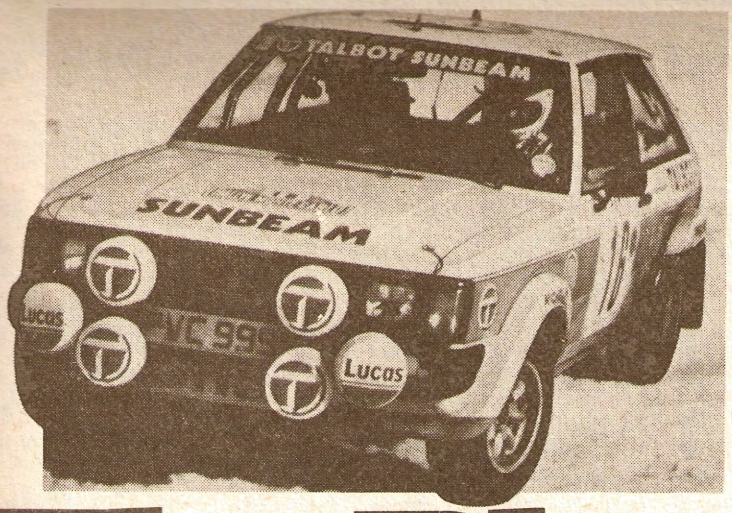
Ari Vatanen/David Richards

Duckhams/Rothmans
Ford Escort RS



Result subject to official confirmation.

Duckhams.
Pure, green protection.



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*Motor Magazine Road Test Figures.

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Ari Vatanen and David Richards celebrate victory, after two years second place.

Roles reversed

Ari Vatanen wins 1000 Lakes — Markku Alen takes second — Tragic accident kills official — Hannu Mikkola still fastest — Report: RUPERT SAUNDERS — Photography: CTP.

Over the last three years, two men have made the 1000 Lakes Rally their own. Both are Finns. Both are determined to win this, the fastest and most intensive rally in the World Championship. For the last two years Ari Vatanen has had to concede defeat at the hands of Markku Alen. This year, he got his own back.

The two men must be the most closely matched drivers in the history of the event. This year, Vatanen pushed his Escort in front after Alen made a rare mistake in his Fiat and, from then on, there was no looking back. Vatanen, co-driven by David Richards, went on to win by just 59secs.

But, neither man could claim to be the fastest driver on the rally. Once again, Hannu Mikkola in the Audi Quattro set the pace, fastest on 29 of the 46 special stages. Once again, mechanical problems prevented him from winning, though, this time, he brought the car to the finish in third place.

The rally was fast, and wet, but retirements were few. One major upset was a mechanical failure for the Talbot Sunbeam Lotus of Henri Toivonen while in third place, the first such failure on a Talbot since the Portugal Rally last year. However, the team picked up sufficient championship points, thanks to Stig Blomqvist, to keep them at the head of the World series. Talbot now have 95pts, against Datsun on 88pts, Ford 73pts and Fiat 58pts.

Ari Vatanen's win puts him within striking distance of Guy Frequelin in the World Rally Championship for Drivers. Frequelin remains on 81pts with Vatanen on 75pts, Alen on 54pts and Shekhar Mehta on 43pts.

After the two poorly attended World Championship rounds in South America there was an air of reunion about the 1000 Lakes Rally. Those teams which had been to the Codasur and Brazil regaled those which had not with tales of the advantages and disadvantages of rallying in remote, and distant parts. But, for most of the World Championship circus, this was the first gathering since the Acropolis Rally in Greece back in June. There was a lot of catching up on gossip to do.

"We've had a very easy recce," commented Vatanen's co-driver David Richards before the start. "After the 170km stages that we had in Argentina, the 17km stages here don't seem too dificult."

But, while it must be admitted that the stages of the 1000 Lakes Rally are short, there is no doubting that the competition in Finland is intense. The Finns hate to be beaten — and there is no greater shame than to be beaten in front of the home crowd. So, of all the rallies in the world, the 1000 Lakes is the one event which every Finn wants most to win.

When it does start, the 1000 Lakes Rally is a sprint. It is the shortest rally in the World Championship, taking place within the space of just 39 hours and over a total stage distance of 446km. But, every second of the 39 hours and every centimetre of the 446km is crucial. Every year the speeds get faster and, this year, in the wet, the times were better than last year in the dry. Many of the stages were completed, in pouring rain, in the dark, at averages of over 120kph.

So, practice becomes essential and, in Finland, the drivers do more than just practice the special stages; they learn every bend and every crest of those 446km by heart." You have to be absolutely confident," says Hannu Mikkola. "You have to know that it is flat from here to the finish, or whatever. You can't rely on notes which you might have made wrongly."

For the two weeks before the rally starts the roads are open to the drivers for recce, in untuned road cars, at 50kph. There are strict penalties for anybody caught breaking the rules and the fact that a driver is unable to practice in his rally car makes the learning process all the more difficult. This year there were 19 new sections of route and 13 completely new special stages, sections not used since the early 1970s.

"I drive those new stages maybe 14 or 15 times," commented Mikkola. "The old, familiar stages I only go over a couple of times, just to refresh my memory."

From such a star studded entry list, it was impossible to pick any kind of pre-rally favourite. Finland is in the middle of its worst summer this century and the rain, which poured down during the two weeks of practice, showed no sign of letting up for the rally itself. The normally hard Finnish forestry tracks were soft and sticky, so that drivers compared conditions to those more usually found on the RAC Rally in November. Soft compound, wet weather tyres were the order of the day, but few teams had ordered any from the supply companies and it was evident that traction was going to be a problem. The four-wheel drive Audi was expected to have the edge.

The conditions were no better for the traditional 'testing' stage, held for the benefit of the TV cameras the day before the rally start. Over a sandy, short stage Markku Alen was reportedly the quickest but most drivers admitted that they weren't trying very hard. The true test would be the first stage of the rally. With a steep, uphill climb from the stage start, the Quattro was reckoned to be 2secs ahead within the first 400 metres.

RALLY

In fact, Mikkola was five seconds quicker than Alen over the 4km test, and although Alen managed to take a couple of seconds back on the second stage, the Quattro was through into the lead. Toivonen was slow over the second stage, with all its famous jumps, and Timo Salonen, in the G4 Datsun, was an unexpected intruder into the fast times, but there was no doubt that the favourites were going to have it all their own way.

"The front three are going bloody fast," commented Toivonen, as he and Talbot team-mate Stig Blomqvist discussed the problem of not having the right tyres. "We are always on oversteer, from one ditch to another."

Talbot had brought only dry compound Michelins and there was no sign of the weather letting up. At the front of the field Mikkola had opened out a slight lead, with Alen and Vatanen on each other's tails. Then came Salonen, Toivonen and Bjorn Johansson, in the Opel Sweden Ascona 400.

Despite the wet conditions, times were faster than they had been the year before as crews headed south over familiar stages towards the midnight regrouping points at Aulanko. Retirements were few and far between, even among the lower numbers, though a couple of factory cars did come to premature ends. Claude Laurent's unlikely factory supported Diesel Peugeot 505 blew its engine on the fifth stage and Teemu Tahko crashed his Polonez on the sixth. Some drivers just lacked the confidence in their cars to stay with the front runners. Pennti Airikkala complained of an ▶

A high speed roll on the first night lost time for Markku Alen.





Henri Toivonen was lying third until the distributor failed on his Sunbeam.

NOTES ON THE CARS

Fiat
The Fiat factory rally team sent just one 131 Abarth to the 1000 Lakes Rally, the car for last year's winning crew, Markku Alen/Ilkka Kivimaki (R 92448 TO). Despite stories of a more powerful engine, the car was built to exactly the same specification as last year with just 235 bhp and a weight of 1066kg. Only the spring rates had been changed.

For the two week practice time before the rally start, Alen had used a supercharged version of the Fiat 131. This was the same type of car as is now sold for the road in Italy, giving about 135bhp from a very flexible engine.

The Fiat importers to Finland ran a team separately from the factory, with a 131 Abarth for Kalevi Aho/Carl-Johann Wolff which was Turin registered (N 94415 TO) and a Fiat Ritmo for Mikael Sundstrom/Voitto Silander (A 2058).

Ford
Two Rothmans Rally Team Escorts were prepared for the event by David Sutton Cars, one of them for Ari Vatanen/David Richards (DKP 191T) and the other for Pentti Airikkala/Risto Virtanen (UYY 256S). Both cars were fitted with Lucas fuel injected engines, giving between 265bhp and 270bhp. Engine builder Terry Hoyle was on hand to sort out any problems that might arise.

The night before the rally start Airikkala crashed his car while testing and the mechanics worked through the night to get it presentable for a late scrutineering session on the Friday morning. Fortunately damage was not serious, confined mainly to body panels and to Airikkala's pride.

The only other competitive Escort RS on the rally was also a David Sutton Motorsport Car, hired for the occasion by Lasse Lampi/Pentti Kuukala.

Toyota
Toyota Team Europe made the decision to miss the two rounds of the World Championship in South America in order to work on the reliability of the Celica and two cars were entered in Finland. The first car was for Bjorn Waldegaard/Hans Thorszelius (K-YL 149) and the secondfor Tapio Rainio/Erkki Nyman (K-XA 848).

Both cars were fitted with more powerful engines, at 250 bhp, some 20 bhp more than before and the most powerful that Toyota have ever had for this car, and also with revised back axles, based on a Salisbury axle and built in England. This axle had been tested in Greece one month before the rally and proved very satisfactory.

The team were testing suspension right up until the night before the start, eventually finding a compromise between soft springs for traction, and long travel to absorb the shock of the jumps.

Audi
The 'new-look' Audi rally team arrived at the start of the rally with three Quattros entered for the same crews who had driven on the ill-fated Acropolis Rally. There were cars in factory colours for Hannu Mikkola/Arne Hertz (IN-NL 88) and Frans Wittmann/Kurt Nestinger (IN-NL 77). The third car was the BP France-sponsored car of Michele Mouton/Fabrizia Pons (IN-NV 66).

The main changes in the team have been at management level, with Reinhard Rode taking over as Competitions Manager and a new development engineer being appointed, Roland Gumpert. They promised a quieter, more efficient team.

The cars themselves also looked different, with a new front grill homologated to avoid the problems caused by the cooling flaps in Greece. The grill was attached to the bonnet and lifted up with it, giving more space for working in the engine compartment. In order to check the new system, the team had been to the middle of the Sahara desert for two weeks but, despite this work, engine problems persisted in practice for the rally, Hannu Mikkola having at least two, and possibly three, engine failures.

The Quattros were giving some 320 bhp and weighed about 1170kg. The suspension was a compromise between the settings for gravel and for asphalt.

Datsun
Team Datsun Europe were servicing for three Datsuns on the event, two of them built up by Dawson Auto Developments. There was one G4 Violet GT for Timo Salonen/Seppo Harjanne (TKS 57 NI 444) and one G2 Violet 160J for Erkki Pitkanen/Juhani Paalama (KNY 58 TE 1231). The third car was the Datsun Finland car for Peter Geitel.

New Dunlop Japan tyres were being tried on the event but Salonen still felt that the team had a problem with traction, probably due to the weight of the G4 engine.

Talbot
The World Championship leaders, Talbot, continue to build cars which are simple and reliable. For that reason there were no new mechanical parts at all on the two Sunbeam Lotus entered, one for the factory team of Henri Toivonen/Fred Gallagher (NYC 444W) and the other for the Talbot Sweden Team of Stig Blomqvist/Bjorn Cederberg. (LAC 999 V).

Blomqvist's car was the one which he has been using since mid-season but it was rebuilt by the factory mechanics in the days before the rally. Talbot Sweden bought a new engine, gearbox and axle for the event, these being fitted just before the start.

Stig Blomqvist was the last non-Finn to win this rally, back in 1971.

Mitsubishi
The Mitsubishi factory team made its second appearance with the new Lancer Turbo, three cars being entered under the name of Team Ralliart, the Austrian based workshops. The cars were for Anders Kullang/Bruno Berglund (ST944-191), Kyosti Hamalainen/Tapio Vanhala (ST944-703) and Antero Laine/Juha Piironen (ST944-192).

Since the Acropolis Rally the team have been working mainly to reduce the working temperature of the engine, even though this was not likely to be a problem in Finland. There has been no loss of power, and all three cars developed between 275 and 280 bhp for a weight of about 1070kg.

Stronger suspension was developed for this rally with special shock absorbers and there were also many other minor detail changes to the cars to make them more reliable.

Citroën
The Citroën factory rally team made one of its rare appearances outside France, with a Citroën CX Reflex for Jean-Paul Luc/Daniel Brichot (245 DDG 75). This G2 car uses a two-litre engine, fitted with fuel injection and developing about 190 bhp. Although the car is still very heavy, at 1200kg, Luc said that it was easier to drive than the old 2.4-litre version.

The Competition Manager of Citroen, Guy Verrier, was in Finland to watch over service.

Polonez
The FSO factory sent three Polonez cars to Finland, one for the Polish crew of Maciej Stawowiak/Richard Zyszkowski and the other two for Finnish crews, Teemu Tahko/Erkki Tahko and the ladies Marja-Lisa Korpi/Eija Heinio. Despite the present troubles in Poland the team continue to develop their cars and the engine of Tahko was fitted with fuel injection, the first time that this has been used.

Others
With Finland being so close to the Russian border there is considerable trade between the two countries. The Russian factory team of Lada entered three cars for the rally and there were also teams of Trabants and Wartburgs from Eastern Germany.

Timo Salonen drove incredibly well to take fourth in the Datsun Violet GT.



continued

unusual noise from the back of the car — "they can feel something loose, but can't find it" — and Stig Blomqvist admitted that he wasn't yet fully happy with his Sunbeam.

"Even this car is sliding, so it must be slippery," commented a calm and relaxed Mikkola, as he sat in the Quattro after eight special stages. "With Markku only two seconds in front of Ari, somebody must be working very hard. I have only 14secs in the lead."

And clearly, it was Markku Alen who was working too hard. On the next stage he flipped the Fiat at high speed, the car landing back on its wheels in the middle of the track, bodily bent but apparently mechanically undamaged. It was simply a matter of too much speed, too soon and he was lucky to get away with losing only 18secs to Mikkola, but Vatanen was now past into second place and it didn't seem that Alen would get a second chance.

The Audi team may have been happy with their number one driver in the lead, but, as crews arrived for the regrouping halt, the full magnitude of tragedy that was to overshadow the whole event became apparent. Franz Wittmann, driving the third team car, had failed to see the flying finish boards at the end of the fourth stage. As he arrived within sight of the stop control another car was pulling away from the line and Wittmann had to brake sharply. The Quattro slid sideways, and ploughed into a group of people standing in the control area.

At first reports were grossly exaggerated, as they always are. But the truth was unpleasant enough. The President of the Finnish Automobile Federation, Raul Falin, was gravelyinjured in the accident and died later that night in hospital. Three other people were not seriously injured.

It was dark by now, and, needless to say, there was confusion at the control. Wittmann's co-driver, Kurt Nestinger ran back to check that everything was all right but was waved away by officials and marshals. Unaware of the true nature of the tragedy, Witmann continued on the rally until the regrouping point, six stages later. There, faced with a stewards decision ordering him to stop anyway because "of dangerous driving" the Audi team took the sensible decision to withdraw him from the event.

From then on there was accusation and counter accusation. The organisers immediately sprang onto the defensive, even though nobody had attacked them. The control, they claimed, was set up entirely in accordance with the regulations. Therefore, the accident was Wittmann's fault. The unfortunate Austrian, already visibly upset by the incident, was brought to a press conference the next morning where there was little doubt that the assumption had been made that he was guilty before being proven innocent.

Fortunately, for those still on the rally, these were all still events of the future and most drivers left the regrouping unaware of the full implications of the crash. Mikkola led, with Vatanen second, Alen third and Toivonen now up to fourth having slipped passed Salonen on the last stage into the halt.

Although the stages were still wet, it had at least stopped raining by now and drivers could look forward to clearer conditions. Vatanen, having overcome some engine tuning problems, was determined to stay in front of Alen, who was uncertain whether his Fiat would handle properly after the accident. As it was, the car drove perfectly; the problem was in the electrical circuits. Somewhere, within the battered bodywork, a wire was shorting out to earth. Suddenly, in the

middle of a special stage, all the lights would go dim and the alternator would blow. Ten stages, and three alternators, later Vatanen had eased out a lead of 44secs to look secure in second place.

Again, retirements were few and far between. Erkki Pitkanen, having admitted to changing down from fifth to second in the G2 Datsun, found himself stranded in the middle of the sixteenth stage when the clutch centre pulled out. Jean-Paul Luc, now in an official factory Citroën, had the engine blow in a big way in the middle of the fourteenth stage.

Up at the front the rally was beginning to look remarkably stable and, as Mikkola continued on his way, it was Michele Mouton who was giving the Audi mechanics the most work. Firstly a drive-shaft retaining nut was overtightened in a service area, stripping the thread, and secondly she hit a big rock in the middle of a stage and broke the steering on the Quattro. With a minute lost on the test, and then road penalties as well, the girls were not going to feature in the leading positions again.

"We found it very tough," an exhausted Fabrizia Pons, Mouton's co-driver explained the next morning. "After that first night we were more tired than after the whole of the Portugal Rally. It's incredible. They go so fast."

It should have been plain sailing for Mikkola out in front, although he couldn't really afford to relax with Vatanen just 23secs behind after those first 20 stages. And there were other problems to worry about as he tried to sleep on Saturday morning. On the way in to the rest halt from the last special stage, the leading Quattro had started to misfire badly and there were visions of yet another engine failure. With only 15mins service time available, the mechanics tried desperately to find the fault.

"Just try to get it going, please," begged Mikkola, the strain showing on his face. But it was to no avail, and he had to start the second leg of the rally with the car running on only four of its five cylinders.

The afternoon section of the rally started with a special stage through the town of Jyvaskyla, and Mikkola's Audi spluttered round it but was just as fast as Vatanen's Escort. In the intervening five hours the Audi engineers reckoned that they had found the problem but it meant changing a camshaft and replacing a broken cam follower. It was a now or never decision and they decided to risk the road penalties in order to get the engine running properly again. Mikkola took a long service after the first stage, dropped 26mins on the road, a penalty of 4m 20s, and was back in fifth place. Ari Vatanen was the new leader of the 1000 Lakes Rally.

As if in celebration, the sun had come out and the roads were drying fast. Henri Toivonen found himself on the right tyres at last and immediately began to set competitive times but, his engine now sounding better than ever, it was Mikkola who was clearly the fastest over the stages. It didn't take him long to haul in Salonen and climb up to fourth. The question now was whether Toivonen had the speed to hold on to third place.

Up at the front there was absolutely nothing in it. Over three stages Vatanen managed to ease out a couple of seconds, only to have Alen take them back again on a stage which suited the Fiat. As the rally route ran out to the east of Jyvaskyla and then turned back towards the rally town for a short halt at 9pm, it was obvious that only mechanical failure or driver error was going to decide the winner. Neither man was faster than the other.

The speed of the pacemakers was leaving the rest of the field far behind though. Positions in the lower part of the top ten were stable also with Airikkala, Johansson, Lasse Lampi, Stig Blomqvist and Bjorn Waldegaard making up the remaining places. Waldegaard admitted afterwards to trying "as hard as I could" in the Toyota but was unable to make any impression despite the fact that he was pleased with his own stage times.

Just outside the top ten, the three Mitsubishi Lancer Turbos ran together, Antero Laine being only fractionally quicker than Anders Kullang until Kullang picked up road penalties a couple of stages out of the stop. A wastegate pipe on the turbo broke, letting hot air blow onto the alternator. The problem was spotted immediately but the right spares weren't available in one service car and Kullang squeezed in with just 3mins to spare having picked up an extra 4m 30s of road penalty.

There was just one hour of rest as darkness fell and the final section loomed ahead. Vatanen must have felt reasonably safe with his lead of 50secs and Alen didn't have to worry about Toivonen. But Toivonen did have a problem with Mikkola and it became a matter of personal pride to stay in front.

"We had got to within 37secs of Henri and I was just about to give up the chase, when he stopped," explained Mikkola. For Talbot, and for Toivonen, the 40th special stage, with just eight tests to go, was a tragedy. The Sunbeam Lotus stopped in the middle of the section with a broken distributor and, despite frantic instructions over the radio, Toivonen was unable to do anything about getting it going again.

The final battle of the rally was over; and from now on it was just a matter of getting the cars to the finish. As dawn approached for the second time on the event, the route turned back to Jyvaskyla and the victor's welcome that every Finn must dream about. Vatanen still couldn't afford to let up but, when Alen had a problem with the rev limiter on the Fiat and dropped a further 14secs on one stage, the Ford man must have known that the rally was his.

For his team-mate, Airikkala, the rally was to have a rather more dramatic ending. He had been complaining all night that the engine felt down on power and, on the last special stage, it suddenly went horribly sick. Suspecting a blown head-gasket, he didn't even stop at the final service point of the rally in case the car wouldn't start again. Instead, the Escort coughed its way to the finish ramp and fifth place.

Retirements in the last leg followed the pattern of previous sections and, of the front runners, only Per Eklund in his private Porsche and Mikael Sundstrom, in the Fiat Ritmo, failed to make the finish, both of them with engine failure. For Stig Blomqvist there was the reward of a G2 win and valuable points for Talbot (he was under instructions) but also the frustration of not being able to have a go at his natural enemy, Bjorn Johansson. Lasse Lampi also reckoned that he could have caught Johansson had he not been hindered by tyre choice, but it is as well to remember that the talented young Johansson also had problems, in the shape of a 1min penalty for a jump start.

The rally that every Finn wants to win could hardly have brought a better result for Ari Vatanen, David Richards and the Rothmans Rally Team. With three outright wins this year, Vatanen has now closed the gap in the World Championship to put himself just 6pts behind Guy Frequelin. It seems inevitable that the team must now go for the title.

For Talbot the 1000 Lakes Rally was a tactical success. By winning the G2 award they kept the gap between themselves and Datsun at seven points in the Makes' series. That must surely be enough to stand them in good stead on the San Remo and RAC rallies. Certainly, both championships are shaping up for a good fight.

And, of all the people caught up in the euphoria of victory, David Sutton was probably the man who most felt the impact of this win. His private team can now add the 1000 Lakes Rally to their record of wins on the RAC Rally, the Brazil Rally and two Acropolis events.

"Markku Alen is a hard man to beat," he told us. "Two hours after the rally has finished, I'm still shaking."



Michele Mouton in full flight; the Audi with its redesigned front grille.

1000 LAKES RALLY
Aug 28-30
World Rally Championship, round 9
World Rally Championship for Makes, round 7

1, Ari Vatanen/David Richards (Ford Escort RS), 4h 07m 27s;
2, Markku Alen/Ilkka Kivimaki (Fiat 131 Abarth), 4h 08m 26s;
3, Hannu Mikkola/Arne Hertz (Audi Quattro), 4h 10m 19s;
4, Timo Salonen/Seppo Harjanne (Datsun Violet GT), 4h 13m 26s;
5, Pentti Airikkala/Risto Virtanen (Ford Escort RS), 4h 15m 40s;
6, Bjorn Johansson/Sven-Erik Andersson (Opel Ascona 400), 4h 16m 18s;
7, Lasse Lampi/Pentti Kuukkala (Ford Escort RS), 4h 16m 41s; 8, Stig Blomqvist/Bjorn Cederberg (Talbot Sunbeam Lotus), 4h 19m 09s; 9, Bjorn Waldegaard/Hans Thorszelius (Toyota Celica GT), 4h 20m 27s; 10, Antero Laine/Juha Piironen (Mitsubishi Lancer Turbo), 4h 24m 00s.

Group 2
1, Blomqvist/Cederberg (Talbot Sunbeam Lotus)

Group 1
1, Erkki Pahkinen/Kauko Kaipainen (Opel Ascona), 4h 49m 45s; (22 o/a).

Starters/finishers: 146/67.

Rally leaders: Hannu Mikkola (Audi Quattro), SS1 to SS21; Ari Vatanen (Ford Escort RS), SS22 to SS48.

Route details: 48 special stages planned, 2 stages cancelled before start, 1 stage asphalt, all others gravel, 446.5km of special stage. Route divided into 5 legs: Laajavouri, 18.00, 28/8 — Aulanko, 24.00, 28/8, 10 stages, 102km of test; Aulanko, 01.30, 29/8 — Laajavouri, 07.30, 29/8, 10 stages, 91km of tests; Laajavouri, 14.00, 29/8 — Laajavouri, 21.30, 29/8, 12 stages, 92km of tests; Laajavouri, 22.30, 29/8 — Keurusselka, 05.00, 30/8, 11 stages, 117km of tests; Keurusselka, 06.30, 30/8 — Laajavouri, 09.30, 30/8, 5 stages, 44km of tests.

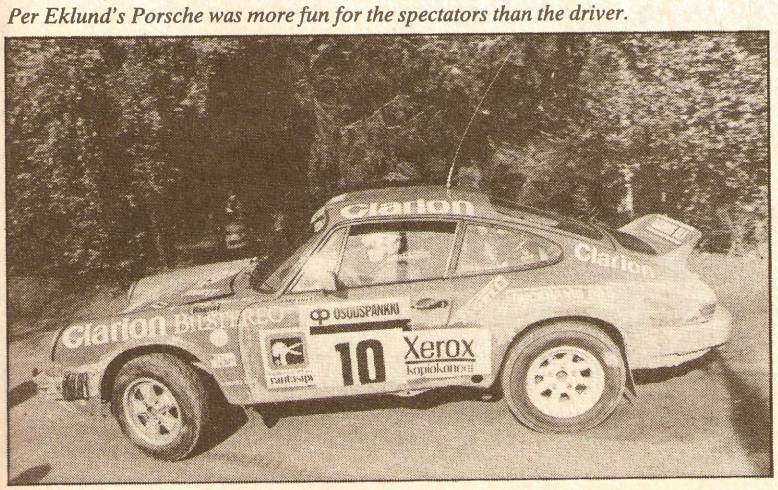
Leading retirements
Henri Toivonen/Fred Gallagher (Talbot Sunbeam Lotus), distributor, 39 special stages completed; Per Eklund/Ragnar Spjuth (Porsche 911SC), engine, 35 stages; Erkki Pitkanen/Juhani Paalama (Datsun 160J), clutch, 15 stages; Franz Wittman/Kurt Nestinger (Audi Quattro), withdrawn, 10 stages; Tapio Rainio/Erkki Nyman (Toyota Celica), accident, 29 stages; Jean-Paul Luc/Daniel Brichot, (Citroën CX Reflex), engine, 13 stages.

Analysis of fastest stage times

	1st	2nd	3rd	4th	5th	6th
Hannu Mikkola (46)	29	8	7	1	1	—
Ari Vatanen (46)	13	19	6	7	—	—
Markku Alen (46)	6	14	18	5	2	—
Anders Kullang (46)	1	—	—	—	2	1
Henri Toivonen (39)	—	10	6	11	6	2
Per Eklund (34)	—	2	1	—	—	1
Pentti Airikkala (46)	—	1	1	6	5	7
Bjorn Johansson (46)	—	1	1	5	6	11

Figures in brackets refer to number of stages completed.

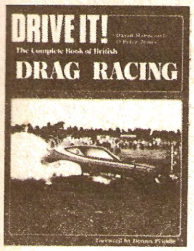
Per Eklund's Porsche was more fun for the spectators than the driver.



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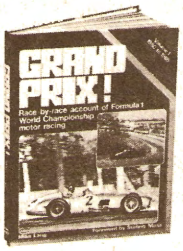
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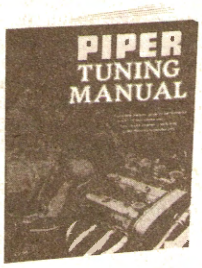
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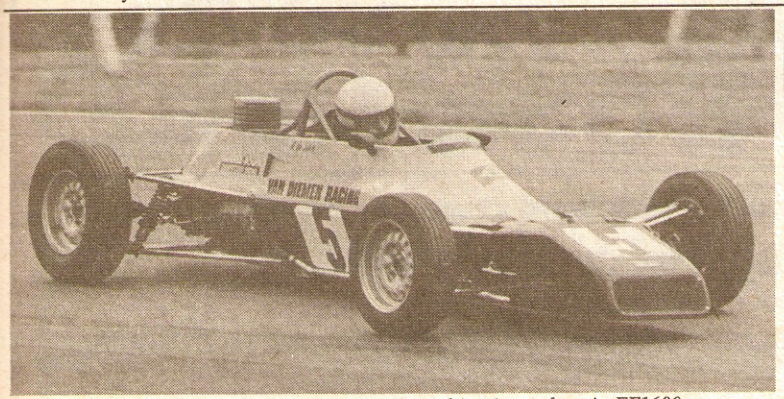
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FF2000: getting dangerous

The standard of driving in Monday's Pace British FF2000 round at Thruxton left a great deal to be desired — over a third of the 33-car field being involved in accidents in the 15-lap feature race. Most of the carnage occurred in the upper middle order where the 'lunatic fringe' was even more prevalent than usual.

Up front a good, clean scrap for major honours raged between Tim Davies, Simon Kirkby, Tommy Byrne and Mike 'Fulmar' Taylor but, behind them, all manner of occurrences marred a potentially excellent race. Not for the first time Julian Morley was at the centre of one avoidable incident. With yellow flags waving at the chicane after Frank Bradley had barged Dave Coyne out of the race, Morley tried a suicidal outbraking manoeuvre on his team-'mate' Roy Goff, causing both cars to spin. Although Goff — who had come back from an earlier gyration — was able to continue, Morley's car hit Martin Longmore's Reynard (which had been parked for some laps) damaging both cars.

The tale was the same further down the field too; the paddock being littered with expensively damaged cars at the meeting's conclusion. The sooner the sport's governing body takes a tougher line on reckless driving the better. Or will it take a tragedy in FF2000 before the RAC clamp down? Accidents will happen, of course, but the FF1600 race looked totally safe by comparison at Thruxton.



Ayrton da Silva's works Van Diemen — the combination to beat in FF1600.

Double da Silva

Ayrton da Silva clinched his second FF1600 title in as many weeks when he won the Townsend Thoresen qualifier at Thruxton on Monday. The brilliant young Brazilian driver was also confirmed as the RAC British champion last week following a string of phenomenal victories in his works-prepared Van Diemen-Minister RF81.

The former karter has a tremendous record in Formula Ford this season, his first in cars, having finished every race he has entered in the points. Ayrton's uncanny car control, as well as his sheer speed and consistency, must surely make him the hottest property on the F3 market for 1982.

Da Silva's success enhances still further Ralph Firman's list of British FF1600 championship wins, the Van Diemen works team having helped such drivers as Chico Serra, Roberto Moreno and Raul Boesel on their way up in motor racing. Ayrton da Silva's extraordinary talent can only take him to the very top of the sport . . .

Ferdotti back Minor graduate in Hawke

Currently enjoying his first season in single-seaters is Mike Jordan, the 23-year-old West Bromwich driver who campaigned a Morris Minor, of all things, in the Classic Saloon series last year Jordan won a course at Brands Hatch Racing through *The Sun*'s annual competition in 1980, a year after winning a similar programme of tuition with the Scorpion School at Thruxton.

The Minor provided very economical fun but, with backing from Ferdotti Motor Services in his home town Jordan was able to move into Pre '74 FF1600 this season with the 1980 championship-winning Hawke DL11 of Andy Wallace. Ferdotti specialises in all mechanical repairs to cars and commercial vehicles as well as MOT testing and vehicle recovery. Former Pre '57 saloon adversary Dave Burrows is lending further support to Jordan through his electrical firm.

Malkie's Chevron connections

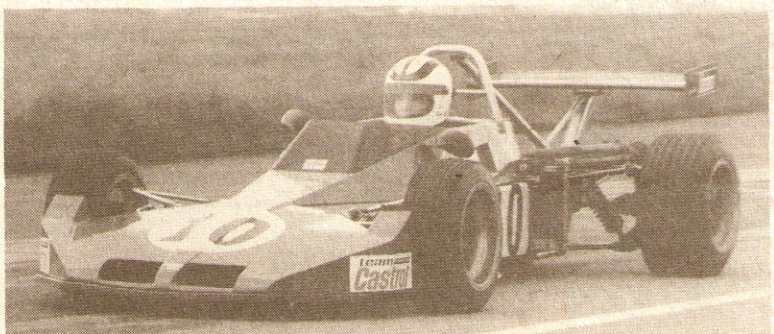
Vin Malkie, who has been putting in some very competent drives in the Plygrange Team's Chevron B45 which Jim Crawford used to such good effect in last year's Aurora F2 class, is currently involved with several other examples of the Bolton *marque*. The B19 sports car which he drove in Plygrange colours in *Libre* races in 1980 and in selected HSCC events the year before, will become eligible for historic races next year, and Vin is currently nearing completion of a complete rebuild of the car in readiness.

Helen Bashford, whose efforts at the wheel of the McNamara FF1600 in the Pre '74 series have had much assistance from Vin also, will probably be seen out again in the Chevron B1 which he owns. The B1, of course, is one of the late Derek Bennett's first cars and has been raced and developed by Malkie over several seasons but he is now talking of restoring it to its original design and appearance as it must surely be one of the most historic examples bearing the Chevron name.

Richard Budge is another Chevron driver to benefit from assistance from Malkie and Plygrange Racing's Neil Bailey, his B8 showing a consistent improvement in performance as the season progresses.

Monoposto expands into F3

The revival of the Monoposto Formula this season must be a source of delight to the Monoposto Club's hard-working committee and is in no small way due to the sponsorship from Berec (Varley Batteries) Ltd which extends also to the allied Formula Junior series. Earlier in the year it was mooted that the Club was hoping to introduce a class for the old 1-litre F3 cars which provided such marvellous racing in the late '60s and, it seems, that these machines will be catered for in Formula Junior events next year.



One of the most interesting Monoposto cars this season — Derek Watling's Brabham.

A full grid of Monoposto Formula cars assembled at Thruxton on Monday where club PRO Tony Broster extended his championship lead with the ex-John Nicholson/Mike Endean Lyncar FA001, but only after a good early battle with Kenny Stone's March and David Dudley's GRD. Elsewhere in the field Godfrey Hall's splendid Emberton, David Pullen's JBW March (which also raced in the Muraspec F4 event with John Brown himself at the wheel) and Derek Watling's magnificent Brabham BT41 also attracted a lot of attention.

Royale Racing Stateside

The second Royale S2000M sports car is due to be air-freighted to the USA in the next couple of weeks and interest is running in this exciting addition to the Royale Racing range since David Sears's promising shakedown race in Nick Ward's chassis at Snetterton recently. The first car to run Stateside has been ordered by Steve Ave who has previously campaigned a Lola in the category.

Royale's chief designer Bob Marston came from Lola where he was responsible for their S2000 chassis and Ave is obviously keen to race another Marston design. It is hoped that some S2000M models will also be seen in Europe within the next month or two. On the American FF1600 scene Grove Hoover's RP29 chassis has already qualified for the National run-offs at Road Atlanta in October, having gone well in the West Coast and Pro Series events.

Briefly . . .

● Castle Combe Circuit has this week announced two further fixtures this season in the light of Michael Heseltine's favourable Ministerial decision on the venue's permanent planning permission application. The BRSCC South Western centre's championship finals meeting will be held on Saturday, October 3 and the circuit's first bike meeting since 1971 will take place on October 17.

● Interesting entries in the Wendy Wools special saloon championship round at Silverstone on Sunday are the new Maguire Hornet of Welshman Viv Wallace and a 1-litre Imp for former Mazda and BMW dicer Wendy Markey. Michael McErlain is making one of his rare forays away from Donington in the same race with his smart Roger Lownsborough Designs Skoda-BDA.



John Davis — Van Diemen FF2000.

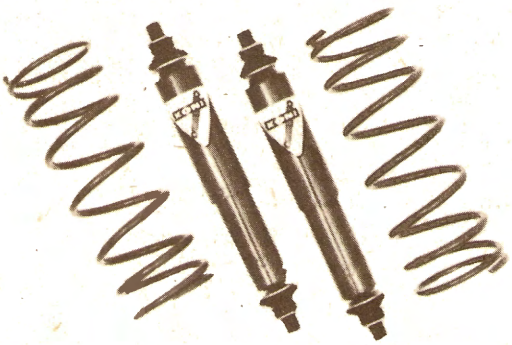
● Back on the Pace British FF2000 trail this weekend, having rebuilt his Van Diemen RF81, should be Londoner John Davis. The rapid Crosslé and Sark pilot has only raced the car a couple of times to date and could well show some good form at Silverstone.

● Tickets are now available for the BARC's annual Dinner Dance at The Dorchester, Park Lane, London on Friday, November 13. The Club championship award presentations will be the focal point of the evening. An excellent dinner and dancing to the Sessionaires has been arranged. The BARC's tickets are priced at £23 each (£21.50 if ordered before September 18) and are obtainable from the club at Thruxton.



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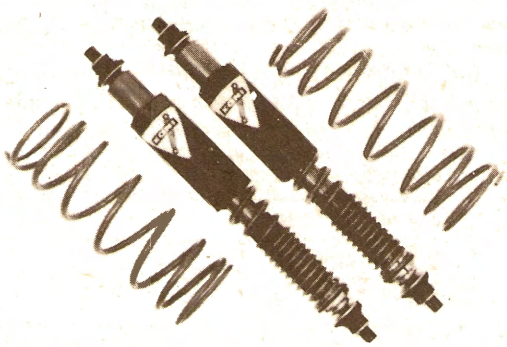
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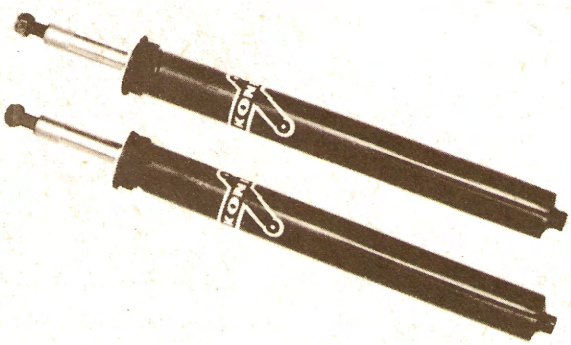
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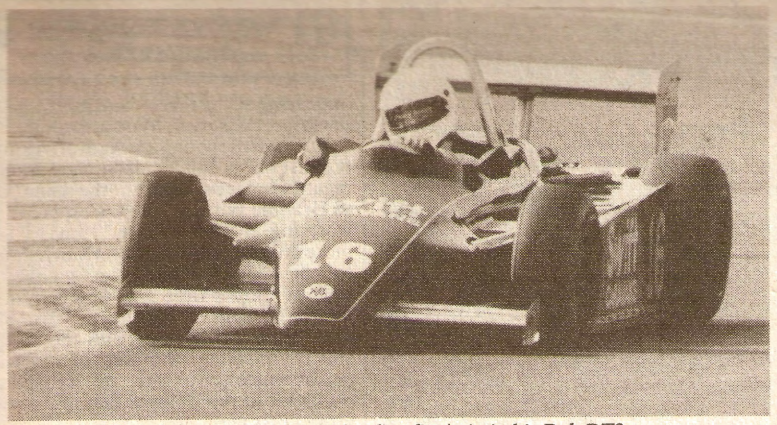
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Great stuff from Dave Scott, who took a fine first win in his Ralt RT3.

Great Scott

Maiden F3 victory for Dave Scott — Brilliant Palmer — Tassin and Boesel maintain challenge — Hard-charging White — Report: JEREMY SHAW — Photography: IAN DICKENS.

Everything came good for 19-year-old Dave Scott at a beautifully sunny Silverstone on Bank Holiday Monday. The young Sussex driver has promised great things in recent outings with his Swift Caravans/Intersport Racing Ralt RT3, and now his first win has come. Indeed, on paper, he dominated the proceedings, qualifying on pole position and then leading every lap with his British Racing Green-liveried car.

Without wishing to detract anything from Scott's day, however, the best drive of the race came from Marlboro series leader Jonathan Palmer, who was left on the line at the start but then drove majestically through the field to claim third place. His was a quite magnificent performance and one that surely quells any doubts anyone may have as to his fighting qualities. He was absolutely superb.

Other interesting dices all down the field combined to make this assuredly the most exciting F3 race of the season so far. It certainly provided excellent entertainment for the Bank Holiday crowd.

ENTRY & PRACTICE

Entering the final quarter of the 1981 Marlboro British Formula 3 Championship, Palmer held an advantage of 30 points over Tassin, while Boesel had closed up to within a couple of points of the Belgian. There was everything to play for. True, the Englishman had a handy advantage but he as much as anyone was aware that Kenny Acheson had been in a similar situation last year, and the prestigious crown had slipped away from him.

Dr Palmer, therefore, was determined to keep the pressure on his pursuers and intended to attack from the front. During mid-week testing, Jonathan underlined the effectiveness of his close-knit Dick Bennetts-run team and arrived on Monday morning in his usual confident mood.

Quickest of all during the week, however, had been young Dave Scott. The 'baby' of the field, Scott has shown impressive form in recent months and he also benefits from having an experienced team manager in Glenn Waters.

Palmer and Scott soon began lapping below the former's 54.1s lap record and at the end of the opening session they were separated by a mere 0.02sec. Scott turned in the best lap in 53.92s — good considering the warm conditions — and not surprisingly this was not bettered.

"We were quickest of all on Wednesday," affirmed Scott, "and the car felt very easy to drive then. Now, perhaps there is a lot more rubber down because it seems to be very slippery." His car sported a Tauranac-inspired modification to raise the roll centre on the rear suspension: "It didn't seem to make any difference but I must admit that we're going faster now!" This was Scott's second pole position: "This time I have to get away from the start properly!"

Palmer all but matched the youngster's time and was happy also with the fact that Silverstone Circuits and the Tricentrol Car Group have recently stepped in with much-needed and greatly appreciated financial assistance. "I think we're in with a good chance," he offered after practice.

Third fastest man in practice, and causing something of a surprise, was Toshio Suzuki with his works-run March. The Japanese driver has showed improved form of late, much of it no doubt brought on by stern opposition from fellow-countryman Shuroku Sasaki, who qualified only two places further back.

Sasaki, heading row 3 of the grid, once again used the distinctive delta-shaped rear wing on his Toda Racing Gallop-Ralt and maintained his form from Oulton Park.

Splitting them was Roberto Moreno, who ran strongly in the first session but was slowed in the second by a failed clutch slave cylinder.

Running a new chassis to replace that damaged during testing for Oulton Park, Raul Boesel completed the top six qualifiers with his Murray Taylor Racing RT3, although he felt that his Heini Mader engine was perhaps lacking slightly, and so asked Paul Thompson and his hard-working helpers to effect a change for the race.

On first session times, David Leslie had been next up with Eddie Jordan's Silverstone/Racing for Britain RT3, but the loss of a wheel at the beginning of the second period not only stranded him out on the track but also left him powerless to improve as two others bettered his time. Fastest of these was Richard Trott, who shone in setting third fastest time in the afternoon session. "There was nothing that I could really say was terrible this morning," commented the Londoner, "apart from some understeer at Woodcote, but we've changed a few things and the car's going a lot better now."

Tassin was the other man to improve significantly, his problem in the morning stemming from a lack of front brakes. The Belgian still had his work cut out though. Starting from row 4 he opted to set up his car with very little downforce in order to maximise straight-line speed in the hope that he may be able to outbrake his rivals at the end of Silverstone's long Club Straight.

Further down the healthy 23-car field, Kees Nierop showed his best form to date in one of Tim Schenken's Eurosports Ralts, as did Claus Schinkel in the second of Neil Trundle's cars, while Fred Krab was restricted badly with a severely over-heating engine. The Hesketh-built unit was replaced by a Novamotor engine for the race.

One is also happy to report that the works Argo reappeared for this race in the hands of American David Sturdy. The car has been greatly revised since its last outing and showed reasonably well in the hands of the relative novice. Also, former Clubmans driver Mike Dixon brought along Johnson & Bailey's latest acquisition, an ex-Andrea de Cesaris/Barron Racing March 793. He proceeded to lap far faster than he had ever done in his ageing Ralt.

QUALIFYING

Scott (GB)	Ralt RT3	**53.93**	54.14
Palmer (GB)	Ralt RT3	53.94	54.20
Suzuki (J)	March 813	**54.11**	54.29
Moreno (BR)	Ralt RT3	**54.19**	55.05
Sasaki (J)	Ralt RT3	**54.21**	54.34
Boesel (BR)	Ralt RT3	**54.28**	54.52
Trott (GB)	Ralt RT3	54.60	**54.28**
Tassin (B)	Ralt RT3	54.48	**54.44**
Leslie (GB)	Ralt RT3	**54.46**	NT
Nierop (NL)	Ralt RT3	**54.46**	54.60
White (ZA)	March 813	**54.49**	54.73
Schinkel (MEX)	Ralt RT3	**54.67**	54.84
Hansen (USA)	Ralt RT3	**54.77**	54.90
Rosso (RA)	March 813	55.32	**54.98**
Benamo (RA)	Ralt RT3	**55.02**	55.08
Krab (NL)	Ralt RT3	**55.03**	55.23
O'Brien (GB)	Ralt RT3	**55.34**	55.51
Sturdy (USA)	Argo JM8	56.29	**56.19**
Dixon (GB)	March 793	**56.48**	NT
Hutson (GB)	March 793	57.46	**56.90**
Norton (GB)	March 773	**57.45**	57.63
Amato (GB)	Chevron B47	58.45	**58.02**
Williams (GB)	Ralt RT1	**58.04**	58.05

RACE

Twenty-three cars came to the grid for round 16 of the Marlboro Championship, although that was very nearly depleted when Palmer failed to get away from his front-row position. "It must have jumped out of first gear," exclaimed Jonathan afterwards. "I did my usual dummy start and just dipped the clutch as I came up to the line, keeping it in first gear." When the green lights blinked on though Palmer found himself stranded: "I just couldn't get it into gear."

Fortunately he was missed by the entire field and able to continue after the rest were well on their way towards Copse. Scott, of course, was now out in the lead and he was aided still further when the two Japanese drivers collided at the first corner! Suzuki's March spun off into the catch-fencing while Sasaki just kept his black RT3 under control although he lost many places. Amid the tyre smoke, several others lost a lot of ground, while there was more confusion at Becketts, Schinkel colliding with Nierop.

Almost forgotten among all this, poor Leslie's miserable day continued when he pulled off the grid with an oiled plug. He joined the race a lap down. At the end of an eventful opening lap, Scott was 2.5secs clear of Trott — up from row 4 — and White — from row 6 — while Hansen and Krab (16th in practice) found themselves next up in the jumbled order.

The biggest surprise though was to see Palmer already up into 11th place and driving like never before: "I was mad!"

Trott found his early glory short-lived for he soon began to slip back down the order. "People rocketed past me in a straight line," commented Richard afterwards, legacy perhaps of some over-heating in the second session. As the order began to settle down, Tassin moved up into second place by lap 3 — "my car was very good in traffic" — while Palmer was still making tremendous progress; up to eighth now and working up to take fifth from Krab on lap 7.

Scott led handsomely by over 6secs, while Tassin seemed equally secure in second place. Behind, White jealously guarded his third place from the attentions of Boesel, while Palmer was now up on the Brazilian's tail and itching to find a way past.

"That was the most satisfying moment of all," reflected Palmer afterwards, referring to the move that saw him eventually find a way past Boesel in opportunist style at Woodcote on lap 15, these two having sped down the long straight almost side-by-side. Thereafter, the Englishman pulled rapidly away and was catching Tassin hand over fist when the chequered flag came out to herald the end of a fascinating 25 lap race. Victory, deservedly so, went to Scott, but Palmer certainly shared his glory after a drive that saw him overtake no fewer than 19 cars! He also bettered his own lap record.

Boesel took fourth place, despite a concerted effort from White towards the end, while Sasaki would have beaten them both but for a moment at Woodcote caused when he missed third gear under braking. Sixth place was poor reward for a good effort from him.

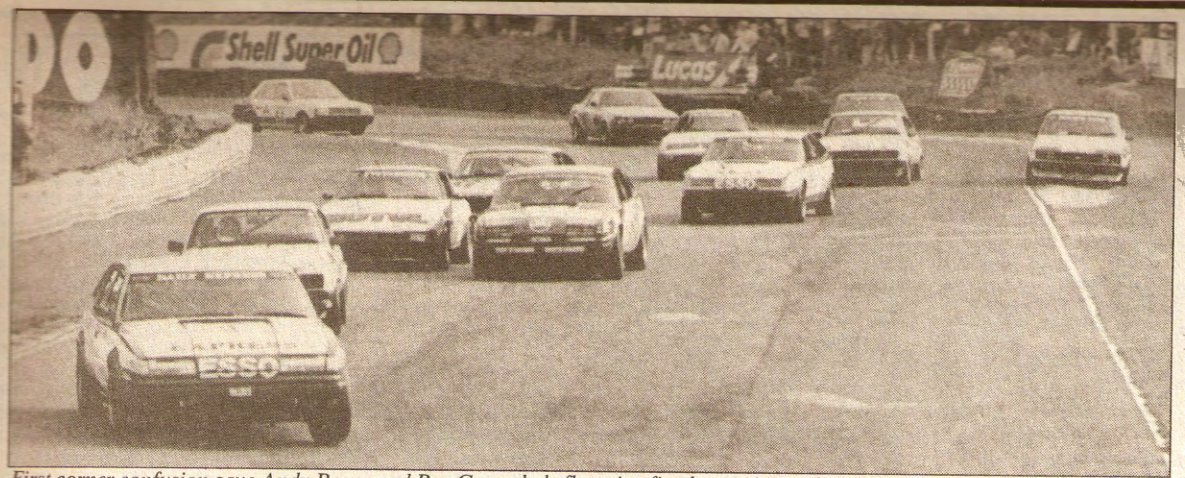
In his wake, Krab and Moreno finished in close formation, while the troubled Trott salvaged ninth place with a fine "do-or-die" effort to pass Hansen at Copse on the final lap. Argentine drivers Enrique Benamo (Ralt) and Victor Rosso (March) battled over 11th place before finally being split by Schinkel, recovering from his first lap error. These were the last unlapped runners.

SILVERSTONE (GB)
Aug 31
Marlboro British Formula 3 Championship, round 16
25 laps — 40.20 miles

1, Dave Scott (Ralt-Toyota/Anglia Cars RT3/81), 22m 44.37s, 106.07mph;
2, Thierry Tassin (Ralt-Toyota/Toda Racing RT3/81), 22m 53.76s;
3, Jonathan Palmer (Ralt-Toyota/Mader RT3, 22m 54.88s;
4, Raul Boesel (Ralt-Toyota/Mader RT3/81), 23m 02.02s;
5, Mike White (March-Alfa Romeo/Novamotor 813). 23m 02.74s;
6, Shuroku Sasaki (Ralt-Toyota/Novamotor RT3/81), 23m 05.85s;
7, Fred Krab (Ralt-Toyota/Novamotor RT3/81), 23m 06.51s; 8, Roberto Moreno (Ralt-Toyota/Neslon RT3/81), 23m 06.81s; 9, Richard Trott (Ralt-Toyota/ Nelson RT3/81), 23m 09.49s; 10, Cliff Hansen (Ralt-Toyota/Titan RT3/81), 23m 09.68s; 11, Enrique Benamo (Ralt-Toyota/Novamotor RT3/81), 23m 13.87s; 12, Claus Schinkel (Ralt-Toyota/Mader RT3/81), 23m 14.55s; 13, Victor Rosso (March-Toyota/ Racing Fabrications 973), 24 laps; 16, David Leslie (Ralt-Toyota/Ludd RT3/81), 24 laps; 17, Gerry Amato (Chevron-Toyota/Novamotor B47B), 24 laps; 18, Jeff Williams (Ralt-Toyota/Novamotor RT1), 24 laps, 19, Tony Norton (March-BL Dolomite 773), 24 laps; 20, Paul Hutson (March-Toyota/Novamotor 793), 23 laps.

Fastest laps: Palmer, 55.03s, 107.14mph (record).

Retirements: Mike O'Brien (Ralt-Toyota/Hesketh RT3/81), 16 laps, stripped fourth gear; Kees Nierop (Ralt-Toyota/Mader RT3/81), 8 laps, damaged suspension; Toshio Suzuki (March-Toyota/Novamotor 813), 0 laps, accident.



First corner confusion gave Andy Rouse and Rex Greenslade flattering first lap positions, but they all had to follow Jeff Allam.

Allam be praised!

Rover-Mazda-Rover give TWR 1-2-3 — Percy and Hodgetts move clear at top of table — Shunt eliminates Muir — Report: MATTHEW CARTER — Photography: PHIL BLUME.

At last the bad times are behind him. Allam was the star at Brands Hatch, judging his start to perfection and taking an immediate lead which was never headed.

Throughout his lonely 20 laps Allam and the Rover V8 performed perfectly, each lap as close as possible to its predecessor, each one breaking the 2-year-old lap record. But while he was a model of consistency, his followers had plenty of problems . . . a first lap, first corner spin by Brian Muir's Rover at the head of the pack, being the first of those.

In the classes Win Percy and Chris Hodgetts took their customary wins and move further ahead in the title fight as nearest challenger Jon Dooley could manage only third place behind the Metros of Richard Longman and Alan Curnow.

But the day belonged to Jeff who has got over early season difficulties and has restored confidence. His win, with Percy and Peter Lovett following, gives the Tom Walkinshaw Racing team their first 1-2-3.

ENTRY & PRACTICE

Brands Hatch. The Grand Prix circuit. And that meant a combined race with a full grid . . . unlike the split races around the club circuit earlier this year. It was to give the drivers a chance to stretch their legs, to combine performance with handling and torque.

Alas, a chance to star at his home circuit — where he won last time out — was denied Nick Whiting earlier in the week when a testing accident wiped out the team's last remaining car, the other having been destroyed at Donington two weeks previously (see *Pit & Paddock)*. Still maybe it was a good thing, for Nick — local knowledge or not — would no doubt have had to join the other Capris in following a Mazda/Rover train.

Once again the leading Capri exponents had to play second fiddle to the rotary and V8 engines of their rivals. Their practice was a thankless task. Both sessions on Sunday morning and afternoon were run in virtually identical conditions, hot and sunny, but no amount of kerb hopping, teeth gritting, all-out, record breaking laps could do the trick.

Up front, circulating as neatly as possible, the little Motul Mazda of Win Percy was uncatchable. Win recorded his time in the first session, seemed to cruise the second and still produced a time that would have kept him on the front row. But the pole slot at Brands is not among the most coveted of starting spots and for once the Tom Walkinshaw Racing camp would not been too bothered if that position had been taken by someone else. The man most likely too was Brian Muir. Third fastest in the first session ("We always look good after the first practice but then the tricky beggars come out and bump us back") Yogi nevertheless managed to improve his time in the second but still stayed on the outside of the row, the blue Patrick MotorSport Rover at least preventing another TWR whitewash.

It's the middle of the front row that is generally regarded as the best place to be at Brands and that belonged to Jeff Allam. His excellent showing at Donington, until a burst tyre put him out of the race, has given the *Daily Express* Rover man renewed confidence. Identical times in both sessions showed consistency, the TWR Rover behaving faultlessly thoughout. Team-mate, a class winner the last three times out, Peter Lovett suffered gearbox troubles in the first session improving considerably in the second to head the Capris, his car now showing allegiance to Akai.

Once upon a time — and not very long ago at that — if you wanted to win a Tricentrol race you had to have a Ford Capri. Then along came Auntie Rover. Still there's strength in numbers, or so they say. Not at Brands Hatch, where there were four Rovers and but six Capris, with only three being really competitive.

At the end of the second session the Capri batting order was Andy Rouse (CSH/*Daily Mirror),* Gordon Spice (Kamasa Tools/*Autocar)* with Vince Woodman (Esso) as nightwatchman. All three were happy with their cars, and all three were under Dave Brodie's two-year-old lap record . . . but only just. Keith Greene, team manager of the Spice cars, had nice things to say about the weather and about his new road car, and nothing really nasty to say about the race cars, just: "They are running well, just off the pace of the Rovers. It's as simple as that." All three were confused by Dunlop's new cantilever tyre, Spice preferring to run with a known quantity, the tyres they had been running all season while the others used a combination of the two. "The trouble with the new ones is they lack consistency at the moment," said Greene.

The last of the competitive big class runners was the second Patrick MotorSport car of *Motor* man Rex Greenslade, who was not wearing a pair of overalls with Rad Dougall's name embroidered thereon. A confusing paragraph in *Pit & Paddock* last week was interpreted by some as meaning that Rex had lost his drive in the team to Rad. Not true. His (comparatively) lowly grid position and the lack of Dougall in the race were caused by the same problem, Rex using the team's spare car as his Donington 'wreck' could not be race-readied in time. When the team have three cars at their disposal, *then* expect the South African to have a race.

Chris Hodgetts's position at the head of the 1600cc class was both predictable and yet still astonishing. Heading row 4, he casually lopped no fewer than 4 secs off Martin Brundle's lap record, all the while complaining of a severe brake problem! The Hughes of Beaconsfield Toyota was nearly a full second ahead of Chuck Nicholson's Mazda — Chuck getting the hang of the rotary racer and improving all the time — and 2 secs ahead of closest class rival, Martin Brundle.

But then the young BP Audi driver and the rest of his 1600cc classmates do not regard Hodgetts as part of the scene. Or as Brundle put it: "There's no point in worrying about Hodgetts's time, I am more interested in what John Morris is up to." So saying he nonetheless sneaked a look at Chris's time . . . and instantly wished he hadn't. "It's unreal." Brundle was feeling far happier with the Audi, still complaining of a lack of top end performance but with no reliability problems to report since that disastrous Grand Prix meeting.

John Morris's biggest problem with the Morris Vulcan Golf was not knowing whether he was going to get a race. A late entry meant he was only third reserve — "my own fault I just forgot" — but the usual non-starters ensured he was in. His time, not far behind Brundle, effectively marked the end of the competitive class runners, for there was over 2 secs to the Colt pair of David Morgan and Barrie Williams and the second Audi of Stirling Moss. After recent better showings, the Colts were back to their homologation-strangled selves, both men driving on the limit to find just the odd tenth. Morgan found three in the second session while Williams was one of three drivers to record identical times in both.

Moss, like Brundle, had a go in the team's spare car to no avail, his best time putting him just ahead of the 1300cc class struggle headed this week by Jon Dooley. Probably the most competitive class in the championship this year, the top three were separated by just 0.1 sec with Dooley's Napolina Alfasud heading the Datapost Metros of Alan Curnow and Richard Longman.

Dooley's first session had been hampered by a handling problem and a full set of new tyres. "I knew we should not have put new tyres all round," said Dooley. "It's too much of a good thing. Tends to overwhelm the poor car." These Alfas have souls, you see. So in the second session an old pair of fronts were bolted on, suspension problems sorted and Dooley did his bit, notwithstanding a flexing steering column — well the black 'Sud did start life as a 1976 shoppingcar!

For Neil McGrath things were not so good. nearing the end of the second session he was still 1 sec behind Longman and with the bit between his teeth. The Hydragas-sprung car decided to repeat it's Donington warm-up lap antics and "it hopped me off the road. Only this time we found a barrier," said McGrath. The Everest Metro hit the Armco at Westfield hard, giving McGrath little more

Big, these Rovers, especially when adopting strange angles. Brian Muir frightens the babies at Paddock on the first lap.



than a sprained ankle but rendering the car a non-starter.

With the Wadham Stringer Metro of Roger Saunders going better than for a long time, the Ford challenge was in need of help. Well you can't have BL beating Ford at the top and bottom of the fields without putting up some kind of a fight, can you. After Donington Julian May ask Andy Rouse to do some testing in his orange Endeavour Fiestas while tweak two was to co-opt David da Costa into the driving seat of the second car to keep Fiesta Challenge man David Grimshaw on his toes. It worked, both Fiestas recording identical times, still a little behind the Metros but getting there.

With a full complement of starters in in 250cc class — back were Mike Buckley's rebuilt Escort doing a multi-coloured impersonation of the old Shellsport celebrity cars, and Terry Nightingale's Stratstone Dolomite — a third Mazda for David Palmer was not needed, while everyone, even James Burrows's indolent Toyota, was under the 2 mins mark.

QUALIFYING

Win Percy (2.3 Mazda RX-7)	1:41.6	1:42.1
Jeff Allam (3.5 Rover V8)	1:41.9	1:41.9
Brian Muir (3.5 Rover V8)	1:42.5	1:41.9
Peter Lovett (3.5 Rover V8)	1:45.4	1:42.2
Andy Rouse (3.0 Ford Capri)	1:42.8	1:42.4
Gordon Spice (3.0 Ford Capri)	1:42.5	1:42.4
Vince Woodman (3.0 Ford Capri)	1:42.7	1:42.8
Rex Greenslade (3.5 Rover V8)	1:44.3	1:42.8
Chris Hodgetts (1.6 Toyota Celica)	1:44.0	1:43.4
Chuck Nicholson (2.3 Mazda RX-7)	1:46.5	1:44.3
Charles Sawyer-Hoare (3.0 Ford Capri)	1:45.2	1:44.5
Dennis Leech (3.0 Ford Capri)	1:46.4	1:44.9
Martin Brundle (1.6 Audi 80GLE)	1:45.8	1:45.4
Phil Martin-Dye (3.0 Ford Capri)	1:46.4	1:45.6
John Morris (1.6 VW Golf GTi)	1:47.3	1:45.8
David Morgan (1.6 Colt Lancer)	1:48.3	1:48.0
Barrie Williams (1.6 Colt Lancer)	1:48.1	1:48.1
Stirling Moss (1.6 Audi 80GLE)	1:49.3	1:48.5
Jon Dooley (1.3 Alfasud ti)	1:54.3	1:48.6
Alan Curnow (1.3 Austin Metro)	1:49.2	1:48.6
Richard Longman (1.3 Austin Metro)	1:49.0	1:48.7
Terry Nightingale (2.0 Dolomite Sprint)	2:11.5	1:49.7
*Neil McGrath (1.3 Austin Metro)	1:49.9	1:49.7
Roger Saunders (1.3 Austin Metro)	1:51.4	1:51.8
Rob Kirby (1.5 Alfasud Sprint Veloce)	1:52.0	1:52.0
Gordon Mayers (1.6 Toyota Corolla)	1:52.0	1:53.6
John Spiller (1.6 Talbot Sunbeam ti)	1:52.8	1:52.2
David da Costa (1.3 Ford Fiesta)	1:54.3	1:52.3
David Grimshaw (1.3 Ford Fiesta)	1:53.1	1:52.3
John Tait (1.6 Toyota Celica)	1:55.7	1:52.8
Robin Carlisle (1.6 Toyota Celica)	1:53.9	1:53.3
Mike Buckley (2.0 Ford Escort RS2000)	1:54.4	1:53.9
Stewart Fowler (1.3 Ford Fiesta)	1:56.2	DNP
*Andy Driver (1.6 VW Golf GTi)	1:57.2	1:58.0
James Burrows (2.0 Toyota Celica)	2:10.1	1:58.0
*David Palmer (2.3 Mazda RX-7)	DNP	NT

*Non starter

Follow my leader: Datapost men Longman and Curnow tuck in behind a lapping Win Percy.



RACE

For some the racing had begun long before. Gordon Spice had a Sunbeam celebrity bash while David Grimshaw had taken part in a Fiesta Challenge round. But while Spice's race at least was at Brands, Grimshaw's was at Castle Combe. With no helicopter at hand, his was a motorised dash through Bank Holiday traffic from a 1.15pm Challenge race to a 4pm Tricentrol round. He made it.

The start of any race is important, but the start at Brands is probably more important than anywhere else. "I knew what I had to do," said Jeff Allam. "I just hoped no-one else would mess it up."

They did, but fortunately for the Rover man his was the perfect start and he had long gone by the time the antics began at the top of Paddock. From the middle of the front row Jeff judged the lights perfectly and set off into a lead that no-none came near. With a clear track ahead and delayed rivals behind, the race was his barring mechanical misfortune.

Those delaying tactics occurred right at the head of the pack. Brian Muir, from the outside of the front, tucked in behind the flying Allam and just nosed ahead of Win Percy's Mazda as they headed into the first corner, Muir pulled over on the Mazda and claimed the line . . . only to find that Win was equally sure it was his. The pair tangled with Muir at right angles in front of the Mazda. As the field braked as one, Muir bounced into the Armco and back onto the track. Miraculously he collected no-one, retiring to the infield as the rest streamed past.

His Rover team-mate Rex Greenslade meanwhile made good use of the confusion to follow Andy Rouse in the vain chase of Allam. Percy was lucky to escape with little more than a bruised nose (the car, that is) while others to benefit included Martin Brundle who was able to move closer to Chris Hodgetts than his practice had suggested was possible. A good deal rested on the young man's shoulders as in a controversial move, team-mate Stirling Moss completed just the warm-up lap and decided to scratch from the race complaining that his car wasn't competitive (see *Pit & Paddock*).

By the end of the first lap Allam had the race under control, steadily pulling out a lead over Rouse, Percy, Spice, Lovett with Greenslade slipping back ("They just drove straight past me on the straight"). Behind him came a troubled Vince Woodman, Chuck Nicholson, Charles Sawyer-Hoare and the scrapping Hodgetts/Brundle duo. The position of the CSH Capri was to prove critical to the 1600cc pair, for as they rounded Druids on the second lap, the Capri spun. Brundle went one way, Hodgetts the other . . . and although no-one hit, the Toyota was delayed sufficiently for the Audi to pull out a little.

While Brundle piled on the pressure hoping that, perhaps, the Toyota had at least punctured a tyre in the incident, Hodgetts was counting his lucky stars that the errant Capri had not been more in his way. Despite a reccurrence of the practice brake problem half way through the race, he was able to retake Brundle and his place at the top of the class, while John Morris was never far behind.

Down in the babies it was the predicted Alfa/Metro battle. Longman had the upper hand over Curnow and Dooley with Roger Saunders's Metro fourth but having to fend off a hard-charging da Costa.

Up front as Allam drew inexorably away from the rest, Win Percy took Peter Lovett ahead of the Rouse/Spice Capris to complete a TWR trio while the Capris — without Vince who had given up the struggle — scrapped amongst themselves. "Yes, we were slowing each other up but we had no way of catching the Rovers so we thought we might as well make a race of it," said Spice afterwards. Behind the leading five, Chuck Nicholson was having a fine race and good dice with Greenslade. Alas, Rex's fine drive came to an end three laps from home when the oil pressure vanished.

Despite the class battles building up and down the field, the majority of the race itself was something of a procession, enlived only by climbs through the field by Sawyer-Hoare after his spin and da Costa's Fiesta after a tardy start. Even the Colts were not providing their usual sideways antics, Dave Morgan lapping consistently faster than Barrie Williams who was suffering a broken rear shock absorber. "There was nothing I could do about it," he said. "Once it had broken, I was simply a passenger so I dropped back to have a dice with someone. I saw one of the Datapost Metros in the mirror and thought that would be fun. But then I saw the other Metro and the black 'Sud and realised it was too serious for me."

In fact the battle for the baby class lead was the most fraught, with Dooley anxious to get back on terms with the Metros if he was going to keep his championship hopes alive. At half distance Curnow apeared to be in trouble. "I heard a noise from the front near-side and got worried. I thought maybe it was a tyre going down so I took it a little more gently and as it didn't get any worse I carried on," said Curnow. It was later traced to an errant driveshaft rubber gaiter.

The slowing Metro spurred on Dooley even more, though after a do-or-die manoeuvre at Druids nearly ended in disaster he decided third place was better than none at all.

All the while Jeff Allam continued his copybook drive at the front to score a masterful and dominant win. Win Percy's second place — with a full 10 points — keeps him at the head of the championship table, though Chris Hodgetts, too, took 10 points to keep the title in sight. In the closing stages his brake problem allowed Brundle and Morris to catch up but the class lead never really looked in doubt. Picking up the points were Morgan and Williams with Rob Kirby's little Alfasud Sprint enjoying a race-long dice with da Costa's Fiesta. Da Costa eventually finished fourth in the baby class with Saunders and the race-weary Grimshaw completing the points men.

As far as Jeff Allam was concerned it was an excellent day. "It went just according to plan. I had many friends here, who lately have heard nothing but excuses. I had to impress them, didn't I?"

Not quick enough to catch the Rovers, Andy Rouse and Gordon Spice had to scrap between themselves for the lower placings.





BRANDS HATCH (GB)
Aug 30/31
Tricentrol RAC British Saloon Car Championship, round 9
20 laps — 52.27 miles

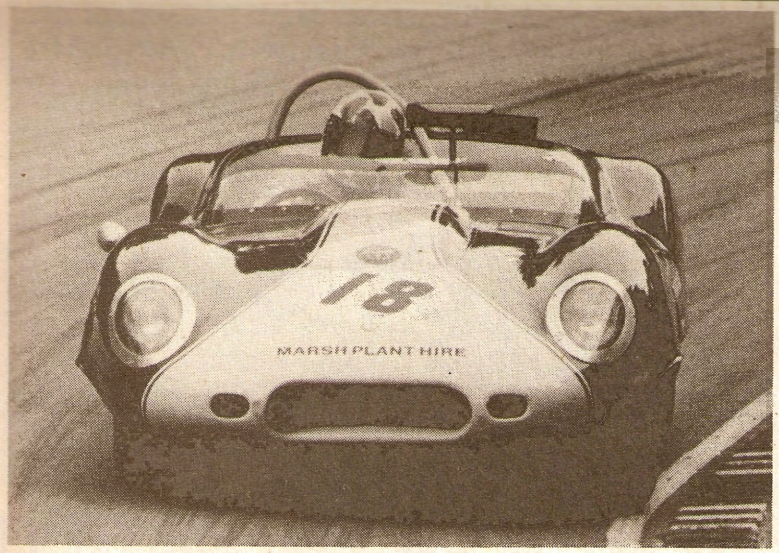
Overall
1, Jeff Allam (3.5 Rover V8), 34m 05.3s, 92.01mph;
2, Win Percy (2.3 Mazda RX-7), 34m 17.6s;
3, Peter Lovett (3.5 Rover V8), 34m 18.9s;
4, Gordon Spice (3.0 Ford Capri), 34m 24.5s;
5, Andy Rouse (3.0 Ford Capri), 34m 27.7s;
6, Chuck Nicholson (2.3 Mazda RX-7), 34m 54.4s;
7, Phil Martin-Dye (3.0 Ford Capri), 35m 18.6s;
8, Chris Hodgetts (1.6 Toyota Celica), 35m 20.1s;
9, Martin Brundle (1.6 Audi 80GLE), 35m 25.9s;
10, John Morris (1.6 VW Golf GTi), 35m 27.1s; etc.

2501-3500cc: 1, Allam; 2, Lovett; 3, Spice; 4, Rouse. **Fastest lap:** Allam, 1m 41.5s, 92.70mph **(record).**

1601-2500cc: 1, Percy, 91.46mph; 2, Nicholson; 3, Mike Buckley (2.0 Ford Escort RS2000), no other finishers. **Fastest lap:** Percy, 1m 42.0, 91.46mph **(record).**

1301-1600cc: 1, Hodgetts, 88.76mph; 2, Brundle; 3, Morris; 4, Dave Morgan (1.6 Colt Lancer). **Fastest lap:** Hodgetts, 1m 44.0s, 90.47mph **(record).**

Up to 1300cc: 1, Richard Longman (1.3 Austin Metro), 85.89mph; 2, Alan Curnow (1.3 Austin Metro); 3, Jon Dooley (1.3 Alfasud ti); 4, David da Costa (1.3 Ford Fiesta). **Fastest lap:** Longman, 1m 48.2s, 86.96mph **(record).**



Tony Lanfranchi's historic début in a Lister Jaguar brought fourth place.

Track Marshall

Marshall wins again — Class win for second-placed Bowler — Lanfranchi's debut fourth — Report: MARK HUGHES — Photographer: PHIL BLUME.

Everything went Gerry Marshall's way at Brands Hatch on Monday in the only round of the Lloyds & Scottish Historic Car Championship to be held away from Silverstone. His Aston Martin DBR4 surged into the lead past Bruce Halford's Lotus 16 at Druids on the first lap, and from then on he was never headed to take a comfortable 32secs victory from championship leader Michael Bowler, whose Lister Jaguar took its fourth class win from four starts.

Halford showed that his Lotus is beginning to realise its full potential by taking pole position, but in the race the ex-Grand Prix driver was one of several to slither off the oil-drenched circuit, losing a certain second place two laps from home. The other Lotus 16, Simon Phillip's 2-litre engined car, came home in third place, ahead of a delighted Tony Lanfranchi, enjoying his first historic race in the Marsh Plant Lister Jaguar.

All five class leaders took maximum points: apart from Marshall and Bowler, class wins also fell to Roddy Macpherson (Cooper Bristol), Martin Morris (ERA) and Mike Salmon (Aston Martin DBR1).

QUALIFYING

Bruce Halford	Lotus 16	1:44.0
Gerry Marshall*	Aston Martin DBR4	1:44.6
Michael Bowler	Lister Jaguar	1:46.8
Simon Phillips	Lotus 16	1:47.0
Roger Friend	Lotus XI Le Mans	1:48.5
Roy Drew	Lola MkII	1:48.6
John Harper	Aston Martin DBR2	1:49.0
Alan Baillie	Lola MkII	1:49.7
Martin Morris	ERA B Type	1:49.8
Tony Lanfranchi	Lister Jaguar	1:49.8
Richard Bond	Maserati 250F	1:50.1
Patrick Lindsay	ERA B Type	1:50.5
Michael Salmon	Aston Martin DBR1	1:50.7
R Macpherson	Cooper Bristol MkII	1:50.8
Ted Rollason	ERA B Type	1:51.0
Stephen Langton	Lister Jaguar	1:51.0
Chris Drake	Lotus 15	1:52.8
Sid Hoole	Cooper Monaco	1:52.9
A Rothschild	Maserati 250F	1:54.4
Peter Walker	Lotus MkI	1:55.1
Tony Steele	Lola MkII	1:56.0
John Pearson	Lister Jaguar	1:56.9
Gerry Walton	Connaught A Type	1:57.1
Roger Williams	Lister Jaguar	1:57.3
Martin Colvill	Maserati 300S	1:57.3
David Springett	Lotus XI Le Mans	1:58.3
Ken Rogers	Cooper Jaguar	1:58.7
Chris Mann	Lago Talbot	2:00.0
William Tuckett	Jaguar D Type	2:01.6
Patrick Marsh	ERA B Type	2:02.6
Ian Holliday	Lola MkI	2:04.0
Alan Miles	Elva MkIV	2:06.7
David Duffy	Jaguar D Type	2:08.1
Peter Mann	ERA B Type	2:08.4
Ray Potter	HWM GP Alta	2:09.2
Bernard Worth	Ferrari 166/250 MM	2:10.8
John Bailey	HWM Jaguar	2:13.1
Anthony Clinkard	Alvis Special	2:13.5
Andrew Fellowes	Maserati A6 GCS	2:14.2

*Marshall also practised a Lister Jaguar in 1:46.5

This time it was Bruce Halford's turn to take pole position, his Lotus 16 running better than it has all season thanks to attention to an oil seal problem which has been restricting top end power. Although the Lotus has always been a better handling machine than its chief rival, Gerry Marshall's Aston Martin DBR4, Halford is now finding the straight line speed — necessary along the crucial stretch from Surtees to Hawthorn Bend — which put him top of the qualifying list by 0.6secs from Marshall.

Revelling in his only historic outing this year at Brands Hatch, Gerry managed to qualify for the other two slots on the front row! Geoffrey Marsh had brought two cars to this meeting, offering the Lister Jaguar which Gerry drove last year to Tony Lanfranchi (all part of the Gerry Marshall introduction service?) for a one-off drive. After setting his quick times in the Aston Martin, Gerry jumped into the Lister for a couple of laps at the end of the session and immediately went 3.4secs quicker than his new team-mate.

"He told me that the Lister has no brakes," explained Tony, "so I was taking it very gently." So gently, in fact, that the heat sensitive paint on the discs had not even changed colour. It was all a very new experience for Lanfranchi, "although there are some people here who think I drove these things when they were new!"

Championship leader Michael Bowler was the quickest of the sports racing entries (Marshall excluded), his Pace Petroleum backed Lister Jaguar occupying the front row thanks to strenuous efforts from its driver. "I was trying so hard that I spun twice at Paddock," confessed Michael, perhaps responding too well to Lanfranchi's 'needle'. One of the spins took the low-slung Lister — its ride height has been reduced this year — over a kerb, punching a hole in the sump, which was patched with aluminium before the race.

Behind him sat Simon Phillips's burgundy Lotus 16, fully repaired after its crash at Silverstone when a rear wishbone pulled of the chassis, while Roger Friend's Lotus Eleven Le Mans staggered its bigger brothers by qualifying fifth. There were more little cats among the pigeons on the next row, with the two Lolas of Roy Drew and Alan Baillie sandwiching the Aston Martin DBR2 of John Harper, who had virtually four times the engine capacity of the little 'uns, but nothing like the agility.

Further down the qualifying order there were few surprises, but absent from the list altogether was one Willie Green, who had been due to have his second race of the season with the troublesome JCB Ferrari Testa Rossa. Testing the car to cure handling deficiencies before the weekend had resulted in two blown clutches, so Willie had to miss his first historic championship race for four years.

Watery, late afternoon sunshine greeted the competitors as they assembled for the race. The green light was the signal for the two green cars on the front row to take off as one, with a slight edge over Bowler's Lister. Like catherine wheels spinning webs of blue smoke, the rear tyres of the Lotus and the Aston bit for that extra traction to gain an advantage into Paddock.

Halford's nose showed first, with Marshall tucked in behind and Bowler teetering round on the outside. Up to Druids charged Halford, but the brute power of the Aston brought Gerry alongside into the gap which Bruce had failed to close in time. Heavily onto the brakes, hard to the right on the steering, and Marshall was through into the lead.

By the end of the first lap, he was 1.5secs up from Halford, who was in turn comfortably ahead of Bowler, Phillips, Stephen Langton's Lister Jaguar (after a tremendous start), an increasingly confident Lanfranchi, Harper, Baillie, Drew, Salmon, the Hon Patrick Lindsay's 'Remus' and Richard Bond's Maserati 250F, the last bearing evidence in the form of twisted nose of a startline brush with Drew's Lola. Two strong class competitors had also lost out at the beginning: Ted Rollason's ERA started three laps late from the pit lane after a gear selector problem had been fixed and the driver instructed to use the top two gears only, and Roger Friend's Lotus slipped right to the back with an engine problem which caused it to run below par throughout the race.

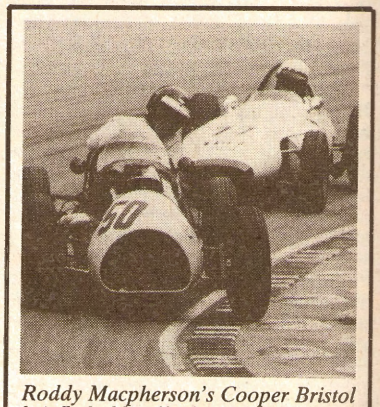
The first four cars came safely through on the second lap, but then came Langton . . . backwards. He had the most enormous spin at Paddock and presented poor Alan Baillie with a very large obstacle, but the Lola just managed to scamper round on the grass, glanced the barrier, and continued ten places back. Langton retired, while two others to retire on that same lap were Sid Hoole's Cooper Monaco with ignition problems and Lindsay's ERA with suspected piston failure. Already it was beginning to look like Silverstone all over again, with more retired people than the the town of Bournemouth.

For several laps the distance between Halford and Marshall remained constant, between 2-3secs, with little happening amid the top ten apart from Bond's gradual progress up the field. He was up to seventh place at half distance when he was the first to be caught out by oil on the track, his Maserati waltzing gently into the barriers at the exit from Druids. He resumed, but his car now resembled a cigar clipped at both ends.

Several cars must have been dropping oil — the consensus was that most came from Ray Potter's blown HWM — for by the eighth lap the stuff was everywhere, and catching out a lot of people. Fifth-placed Harper went at Clearways on the seventh lap, as did Martin Colvill's Maserati 300S. On the following lap, second man Halford also fell victim. The worst damaged car was Tony Steele's Lola, which slid off at Paddock.

Marshall was left, therefore, to win as he pleased, crossing the line 32secs ahead of Bowler, who had to keep up the pace right to the end as Phillips applied pressure in third place. A fine drive from Lanfranchi was rewarded with fourth place, the saloon specialist adapting his style well to the heavy Lister and making good progress in the oily conditions: "I really enjoyed that. Not a bad start to my historic career!"

A splendid effort from Baillie saw him fight his way back to sixth place behind the equally impressive Drew, although he reckoned that he might have caught the rival Lola but for a misfire. Roddy Macpherson did all that we now expect by finishing seventh and winning his class with style, heading the two other class winners. Salmon took the older sports racing class — he was spared the usual challenge from Friend — and Morris the earliest single-seater class.



Roddy Macpherson's Cooper Bristol briefly holds off Alan Baillie's Lola.

BRANDS HATCH (GB)
Aug 31
Lloyds & Scottish Historic Car Championship, round 4
10 laps — 26.14 miles

1, Gerry Marshall (3.0 Aston Martin DBR4), 18m 04.5s, 86.76mph;
2, Michael Bowler (3.8 Lister Jaguar), 18m 36.5s;
3, Simon Phillips (2.0 Lotus 16), 18m 37.7s;
4, Tony Lanfranchi (3.8 Lister Jaguar), 18m 40.8s;
5, Roy Drew (1.1 Lola MkII), 18m 45.3s;
6, Alan Baillie (1.1 Lola MkII), 18m 48.4s.

Single-seaters, 1954-60: 1, Marshall; 2, Phillips; 3, Drew; 4, Baillie. **Fastest lap:** Marshall, 1m 43.2s, 91.17mph.

Single-seaters, postwar-1953: 1, Roddy Macpherson (2.0 Cooper Bristol MkII), 81.82mph; 2, Chris Mann (4.5 Talbot Lago); 3, Alan Cottam (2.0 Cooper Bristol MkI); 4, Anthony Clinkard (4.4 Alvis Special). **Fastest lap:** Macpherson, 1m 51.2s, 84.61mph.

Single-seaters, 1931-40: 1, Martin Morris (2.0 ERA B Type), 81.54mph; 2, Peter Mann (1.5 ERA B Type); 3, Patrick Marsh (1.5 ERA B Type); 4, Ted Rollason (2.0 ERA B Type). **Fastest lap:** Morris, 1m 51.4s, 84.46mph.

Sports Racing, 1958-60: 1, Bowler, 84.27mph; 2, Lanfranchi; 3, John Pearson (3.8 Lister Jaguar); 4, Ian Holliday (Lola Mk1). **Fastest lap:** Bowler, 1m 46.4s, 88.43mph.

Sports Racing, postwar-1957: 1, Mike Salmon (3.0 Aston Martin DBR1), 81.65mph; 2, Roger Williams (2.4 Lister Jaguar Sports); 3, David Springett (1.5 Lotus XI Le Mans); 4, Ken Rogers (3.4 Cooper Jaguar Mk1). **Fastest lap:** Salmon, 1m 52.2s, 83.86mph.

Tom Walkinshaw Racing

MATTHEW CARTER finds out how the biggest team — representing three manufacturers — in saloon racing operates.

Just a decade ago the British Formula 3 championship was as hard fought and important as it is today. Full of Grand Prix aspirants, the regular front runners had much to prove.

Racing was tough, fast and provided excellent training for those with the talent to move on to greater things. Regular followers of *Then as Now?* will need little reminding of the names that provided the entertainment up and down the country in the early seventies . . . people like James Hunt, Jody Scheckter and Alan Jones, subsequent World Champions one and all.

One such youngster was stocky Scotsman Tom Walkinshaw. Like so many young hopefuls before and since, his show was run on a shoestring. Talent was obscured by a lack of the right equipment.

And yet unlike many of those young hopefuls, Walkinshaw did not return to relative obscurity in his homeland . . . today the name is one of the biggest in British racing, and one that commands a healthy respect in Europe, too. And that's without having set foot in a Grand Prix car.

The Scots are known as a canny bunch, but Walkinshaw's shrewdness puts many of them to shame . . . from those humble beginnings he is now the boss of the biggest operation in British saloon car racing, courted by leading motor manufacturers, and with fingers in other pies.

"I soon got fed up running cars without the right backing," he says. Then his face breaks into a broad smile and adds: "But it didn't take me long to find out where the real money was."

The change from Tom Walkinshaw, racing driver, to Tom Walkinshaw, businessman, was subtle . . . even now there is evidence that the businessman still hankers after the thrill of competition from behind the wheel, the briefcase being swopped for crash helmet.

Indeed it is this fierce competitive edge — and known ability as both driver and empire builder — that has enabled the Scot to command such respect, grudging though it usually is.

When looking at his success, many make envious noises, then shrug their shoulders and openly admit that they don't known how he has done it. Walkinshaw laughs. There's no secret, he says, though you can bet your life he isn't about to reveal to one and all just how it was done. Canny. Or just plain common sense — perhaps they're one and the same thing.

The beginnings of his empire can be traced back to those days of F3 and later Formula 2. He arrived in England at the end of the sixties as 1969 Scottish Formula Ford champion and embarked on a season of F3, first in a Lotus 59 and later in a March 703, but ended the season early after a bad smash. The following year he took in the odd F3 race while trying his hand at F2 with Ecurie Ecosse. On the single seater front he was making little headway, but 1972 saw the first glimmer of hope for the future.

He has the ability to look further ahead than just the next race or even the next season. He soon realised that the path to Formula 1 is rocky and even excellent drivers don't make it, through no fault of their own. Instead he looked to see where the real money lay, and realised his future was with the manufacturers looking to competition as a platform from which to sell their products.

Since those first few single seater seasons Walkinshaw has not been seen without some sort of manufacturer blessing behind him . . . and that does not mean that all his drives have been in saloons, either. Remember that 1974 Formula 5000 season? That was the first year that the authority of the big banger Chevvy 5-litre engine was questioned. Its rival was the 3.4-litre Ford V6 GA engine . . . and the first man to try that in competition? Tom Walkinshaw, of course.

His name has subsequently been linked with BMW, Mazda, Audi and BL either as works development driver or team manager or both. Today his is the biggest entourage to be seen in any Tricentrol Group 1 paddock taking in the works Rovers, Mazdas and Audis often with as many as eight race prepared cars on hand. It's a mammoth operation . . . but then Tom Walkinshaw Racing have always had a reputation of taking on more than most could chew and not blinking an eyelid.

The TWR operation is based at a small industrial estate in Kidlington, Oxfordshire. You can tell instantly which of the uniform two-storey buildings is theirs, for it is surrounded on all sides by the huge F1-style transporters that take the race cars to the circuits. It's something like a Wild West encampment, the transporters resembling wagons surrounding the camp to provide protection from outsiders.



Reigning saloon champion Win Percy and TWR boss Tom Walkinshaw discuss the opposition.

It's an atmosphere that is repeated inside. TWR is a small operation — there are just 25 staff in all — and a fierce sense of loyalty abounds. Walkinshaw is obviously the boss, yet decisions are usually jointly taken. When the news came through at the beginning of the year that TWR was to run not one, not two but three of the leading teams in the Group 1 championship, most said it could not be done. But that's not how TWR saw it.

"We had no doubts that we couldn't run the three teams. If there had been one doubt in mind, then we wouldn't have done it. We thought about it very long and very hard. Everyone at TWR was involved in the decision to go ahead and do it," said Walkinshaw.

"To drop any of the three would certainly not have meant any financial hardship for us, but the more the rest of them looked at the thing, the more excited they became about doing it. The challenge of actually making it work very quickly over-rided any misgivings we had about it. We realised we were very vulnerable to knocking — we were on a hiding to nothing."

In theory, however, taking on a mere three teams with eight or possibly nine cars, was nothing. Remember the BMW County Challenge? That Walkinshaw invention involved the team developing and race preparing no fewer than 16 identical BMW 323i saloons for the delight of countless invited 'aces' to hammer mercilessly. The entourage was soon dubbed a circus — thanks in part to the huge circular tent that housed the cars and mechanics.

Before the County Challenge got off the ground in 1979 most people assumed it would never work — after all TWR were also preparing a Tricentrol Mazda for the boss to drive. But it did work — even in 1980, it's final year, when the machine was so well oiled that TWR were able to devote time to producing the Tricentrol championship winner that Win Percy drove, and countless other Mazda RX-7s when they were needed to build up class numbers.

It was this sort of professionalism that got TWR noticed. It would not be oversimplifying the case to say that the way in which the Mazda won the championship last year helped the company's continued expansion.

Despite the recession — or indeed because of it — motor manufacturers still need motor sport to sell their cars. "Thanks to the recession the bigger companies have not been prepared to take the risks that they may have done before, and they've realised they want the job done to a known high standard," says Walkinshaw.

"And there's only one company that can guarantee to do the work to that standard — and that's us. I'm not being big-headed or complacent when I say that . . . we have sat down to analyse why at the end of last season so many manufacturers came to ask us to prepare and run their car for the season."

At the end of last year the only confirmed contract TWR had was from Mazda who, having won the championship, gave instructions for nothing less than outright wins to be achieved. The veritable flood of other interested parties then began in earnest, Some were turned away — "We are interested only in winning, and we felt that not every car in the championship is capable of winning" — while others proved interesting.

Following Mazda came Audi who wanted to win the ▶

FACING PAGE
From embarrassing no-hopers, the Rovers have become regular race winners. Jeff Allam leads another TWR charge, the cheeky Mazda of Win Percy. Inset: The relative failure of the works Audis has marred TWR's 1981 record. Photos: Jeff Bloxham.

Tom Walkinshaw Racing
continued

championship, while they were followed by the Rover, who wanted to beat the Capris. "We never kept anything from the three manufacturers. Everyone knew exactly what we were up to, and nobody worried that one manufacturer's plans would upset another. The only proviso made was that I should not drive the Rover."

In practice it has worked almost according to plan. The Mazda has won races outright — and almost as an aside is in with a good chance of winning the title again — while the Rovers have overcome their early difficulties and are now *the* cars to have in the class. The last four races have seen the big rumbling V8s outperfom the Capris completely.

The only blot on the copybook has been the performance of the Audis which has dissappointed Walkinshaw as much as it has displeased the Audi hierarchy. "Where ever we have gone we have made the Audis go faster than they did last year. But, if at the beginning of the season, someone had told me that to keep ahead in the class we needed to look for an extra 3 or 4 secs rather than the 1 or 2 secs we found, I wouldn't have believed them. But that's what happened . . . the Toyota is something else." He shakes his head in disbelief even though the facts have been proved time and time again this season. "In its current state, nobody could make the Audi go faster than we have done." Walkinshaw is a man who doesn't like failure, and likes living with it even less.

But the TWR empire is much more than just racing. Walkinshaw is the offical BMW Alpina concessionaire for Britain and through his Mazda connections heads the Mazda Motorsport set-up which deals in go-faster bits for road going Mazdas . . . from stripes on the 323 Hatchback all the way to full turbo conversions on the RX-7, which are sold throughout Europe.

Then there's a retail garage selling Mazdas and Alpina BMW conversions. The company is also the British importer of Motul oil and more recently of GPA helmets. And it's important not to forget DART, the race tyre division of Dunlop which Walkinshaw currently operates. In theory, his is the nearest to the self-sufficient racing team we are ever likely to see. He can supply the cars, tyres, oil . . . even the helmets for his drivers.

An operation of that size, though still comparatively small, is more than one man can handle and Walkinshaw is swift to acknowledge the loyalty of his staff. "Aye, they're a good bunch. And there's not one that doesn't deserve his pay. We work hard but we play hard, too, and that's the way it should be."

But is he happy being the businessman rather than the race ace? "We are all racers at heart, here, but we have learned to temper that with a little bit of commercial sense. We are building up a company and it is important that we pull together to make it work.

"But as the business grows, there is less and less time I can devote to racing. I know that someone like Gordon Spice races a great deal but his business is not motor racing. We live and breathe motor racing seven days a week and the chances are that if I was to race myself it would not be a relaxation. The only way I would really enjoy it, I think, would be if I drove for somebody else and did not have to worry about the preparation or the paperwork.

"You know, it got to the stage in Group 1 a couple of years ago when I would get to the race and drive my tail off. Then I was out the car, thrown a towel, and wiped my face. Then it was time to grab the briefcase and go off to the scrutineering bay with homologation papers and start the arguing. There was no fun in that for them, there was no pleasure for me driving Group 1."

As for the future, Walkinshaw is cagey about immediate TWR plans — as ever — but openly admits he would like to drive a Group C car. And it's when he says things like that the rumours start flying. Ford are building a Group C car and Tom used to be a Ford man . . . perhaps the two should get together again.

But whatever the future brings, Walkinshaw will be having a go. "I hate being beaten at anything," he says . . . and it's a feeling that runs through the entire operation. ■



Above: Race preparing 16 identical BMW 323i saloons, and trying to keep them in one piece after the country's top racers had had a bash, was no mean feat. Below left: Successful businessman and equally successful racer — Walkinshaw shares the spoils with Pierre Dieudonne (driving, below right) after they won the Spa 24 hours.









Above left: New to the ever-increasing TWR empire this year was DART, Dunlop's race tyre division which is run by Walkinshaw. Above right: Martin Brundle's Audi has trouble keeping ahead of Barrie Williams's Colt . . . the Audi should be far higher up the grids. Below: A big moment for Jeff Allam's Rover as it is launched at Silverstone.





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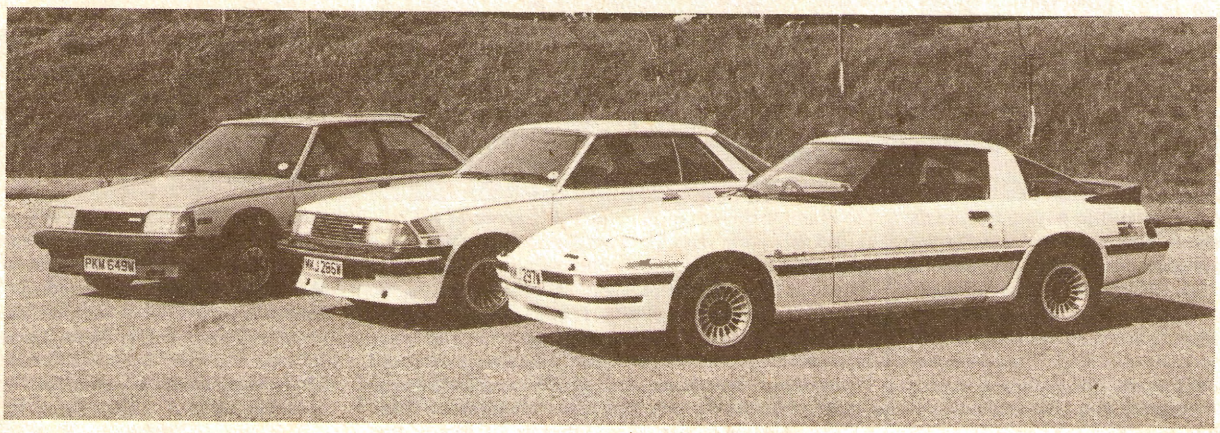
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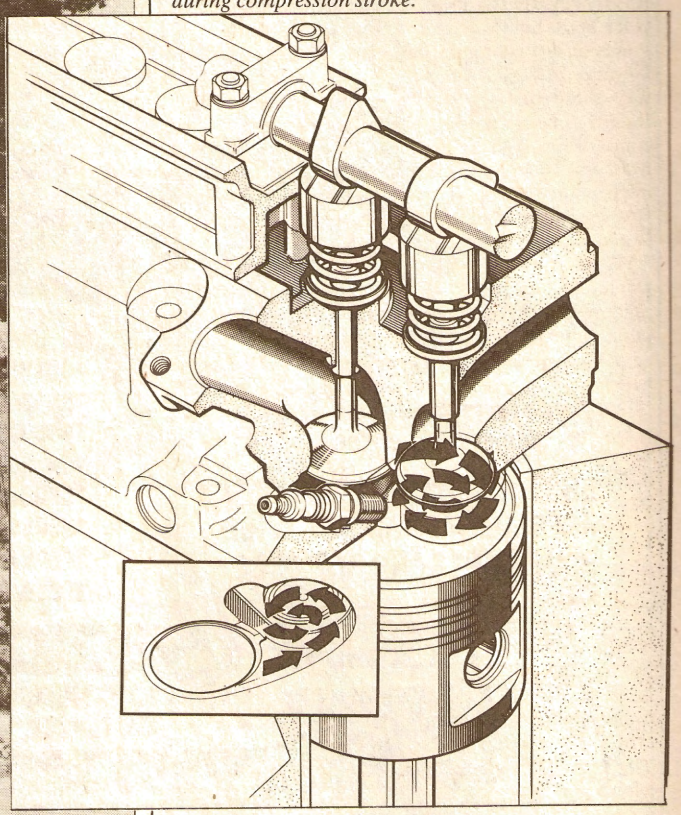
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BARCLAYCARD VISA



Left: The badge tells the story, that this Daimler Double-Six has the high compression engine with 'May' cylinder heads. Below: Cutaway of the 'Fireball' combustion chamber, showing the induced swirl during compression stroke.



Squish, swirl and turbulence

JOHN BOLSTER explores the design of the Jaguar V12 engine's new cylinder heads, which have caused a spectacular improvement in fuel consumption.

The above somewhat cryptic title is couched in the jargon which is used in talking about combustion chamber design. At the moment, these words are doing a lot of overtime, for everybody is discussing the sensational new cylinder heads of the Jaguar V12, which have been designed according to the doctrine of Michael May.

The results obtained are so spectacular that they convert a car, which many regarded as something of a gas guzzler, into an acceptably frugal vehicle by the critical standards of this fuel-conscious age. Furthermore, this splendid achievement has in no way reduced the tremendous performance potential of the Jaguar 5.3; indeed, the torque is as great as ever and delivered at nearly 1000rpm less than before. These heads permit the use of a compression ratio of 12.5:1 on ordinary 97 octane petrol, which is phenomenally high, and again there is no penalty in flexibility, silence and smoothness.

Naturally, the new heads are not just bolt-on goodies. The Jaguar engineers have had to develop new pistons and revised fuel injection, among other things, while Joe Lucus has obligingly come up with a veritable breakthrough in ignition technique. Before writing of these developments, however, it might be a good idea to examine the situation in the P-M, or pre-May, era.

In the early days, it was considered that if you designed a hemispherical combustion chamber, with overhead valves and big, smooth ports, your engine would give abundant power. The trouble was that, all too often, it didn't! Worse still, some manufacturers produced special competition engines with overhead valves, but their bench-test figures were inferior to those of standard production versions with side-valves. There was obviously some mysterious factor that nobody understood.

Perhaps the greatest example of this situation was provided by the French Grand Prix of 1912. In this race, 1540kms long incidentally, the *Coupe de L'Auto* event for small cars up to 3-litres was run simultaneously and over the same distance. Boillot's Peugeot, of 7603cc, duly won with Wagner's Fiat, of 14,137cc no less, second, and both these cars had overhead camshafts, two in the case of Boillot's machine. That was right and proper, but three tiny Sunbeams, with side valves if you please, were third, fourth and fifth in the Grand Prix, as well as winning the 3-litre section by a huge margin, leaving their OHV competitors standing.

This was all wrong but, with the benefit of hindsight, we know that the side valve power units had combustion chambers that, quite accidentally, gave turbulent motion to the gases, while most valve-in-head designs merely passed the gas straight through. Down at Shoreham, Ricardo advanced his theories of turbulence and produced the famous Ricardo heads for side valve engines. Later, Weslake demonstrated that Ricardo was right, by passing smoke through cylinder heads, impelled by a device like a small gasometer, or by letting air spin a vane that proved rotary motion.

The Ricardo head had a flattened portion, to which the flat-topped piston approached as closely as possible, the head then sweeping up to give clearance for the side valves to open. As the piston rose on the compression stroke, the gas was expelled from the squish area over the piston, at high velocity, into the larger volume over the valves. This imparted the necessary turbulance, and it was found best to place the sparking plug near the exhaust valve. That was because, if ignition took place in the cooler part of the chamber, the pressure wave ahead of the flame could cause detonation when it reached the very hot exhaust valve. Please note that, in elevation, the combustion chamber was of double-decker shape, perhaps containing the germ of the May 'split-level' head.

Though the Ricardo head was a British invention, it

was taken up with great enthusiasm by the Americans. They produced some notably efficient engines, which were also lighter than comparable units with their valves above the pistons. Some manufacturers in Europe reverted to side valves, even Lorraine, who had twice won Le Mans, producing a high-performance 4-litre of this configuration, while OM, in Italy, built 2-litre sports cars in supercharged form with success. It was found that the swirl imparted to the gases by Ricardo's head could be produced in a more compact combustion chamber by placing the inlet valve in the head and leaving the exhaust valve where it was. The inlet-over-exhaust arrangement was used by Rolls-Royce and Rover in the early post-war years, and very sweet engines they were, too.

At one time, it looked as though the IOE engine would become really popular, but improved fuels rendered higher compression ratios desirable and at the same time there was a trend towards short-stroke engines. A reasonable ratio could certainly be acheived with a short-stroke side valve unit and the IOE engine suffered similarly, though to a lesser extent.

So, the valves had to go back into the head, and various dodges, such as curved ports and valves at different angles, were employed to give the gases some swirl to ensure efficient combustion. Squish areas between the pistons and the sides of the head were also used, and bowl-in-piston combustion chambers could be shaped to spin the gases as they left the inlet valve.

Michael May is a research engineer, whom we used to know as a Formula 3 champion. He now has a research institute called Antipollution Industrial Research SA in Switzerland and, in developing engines to comply with increasingly strict regulations against pollution, he found that such power units, because they were efficient, were also fundamentally economical of fuel. This is directly opposed to the development in the USA, where it is accepted that low emissions can only be achieved by building an inefficient type of engine that inevitably squanders precious fuel.

Split level head

The split-level cylinder head, designed by May, has two vertical valves in a compact combustion chamber. The piston has a flat crown, which means less weight and lower temperatures, and the combustion chamber is at two levels, the inlet valve being lower down and close to the piston, though its seat is slightly recessed, which imparts an initial swirl to the gas. The combustion chamber is stepped, so that the exhaust valve is at a higher level and the space round the inlet valve forms a squish area.

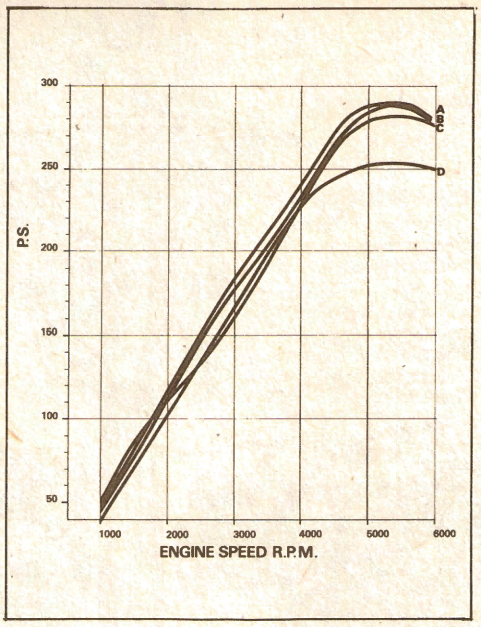
The gas is therefore ejected from the squish area into the greater volume around the exhaust valve. There is a curved groove between the inlet valve recess and the exhaust valve chamber, which imparts a high swirl to the gas. It will be understood that an extremely weak mixture — less fuel, more air — is provided by the injection system and this would not burn sufficiently quickly unless a high rate of turbulence were maintained. Volumetric efficiency in a petrol engine is directly related to compression ratio and so this figure is as high as it can be, while still retaining freedom from pinking and extreme flexibility under all conditions.

The very weak mixture and ultra-high compression ratio both impose a load that no orthodox ignition system could overcome. An extremely potent spark is required and the plug is placed in a strategic position where, at the moment of compression, there is a concentrated change of comparatively low turbulence, which can be ignited to initiate the flame in the rapidly swirling gas over the exhaust valve.

An entirely new ignition system had to be developed by Lucas. This entailed a primary current of eight ampères instead of the former five and at first there were electrical and overheating problems. These were overcome by using two coils, the second of which is purely an inductance and is placed ahead of the radiator matrix, for maximum cooling by air.

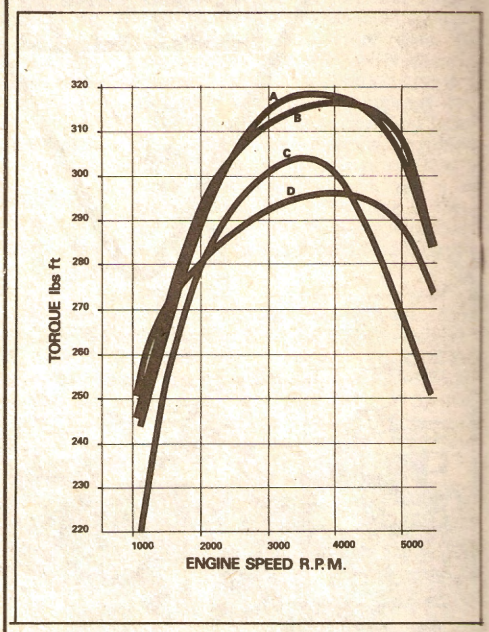
All twelve plugs are fired from a single distributor, which is triggered by a magnetic pick-up contained within it. To get the best possible results from the May heads, exceptional accuracy of ignition timing is required, and this is one of the features of the new distributor.

V12 BHP COMPARISON
European DIN Test



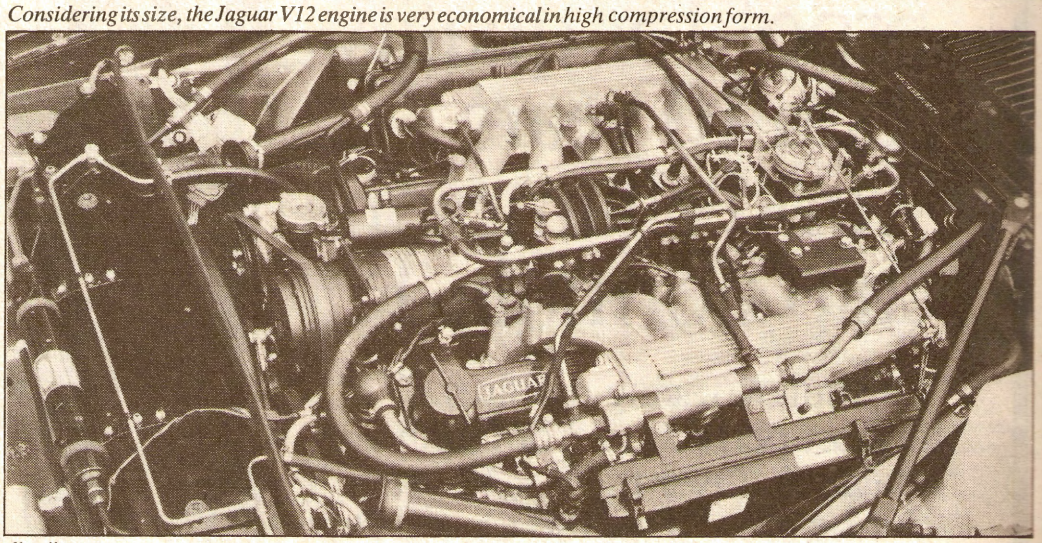
A 1981 specification
'May' cylinder head, 12.5:1 compression ratio
B 1980 specification
Digital petrol injection, 10.0:1 compression ratio
C 1976-79 specification
Petrol Injection, 9.0:1 compression ratio
D 1973-75 specification
Carburettor, 9.0:1 compression ratio

V12 TORQUE COMPARISON
European DIN Test



A 1981 specification
'May' cylinder head, 12.5:1 compression ratio
B 1980 specification
Digital petrol injection, 10.0:1 compression ration
C 1976-79 specification
Petrol injection, 9.0:1 compression ratio
D 1973-75 specification
Carburettor, 9.0:1 compression ratio

Considering its size, the Jaguar V12 engine is very economical in high compression form.



The new, high-compression version of the Jaguar V12 is, *for its size*, the most economical car at present on the road. By this, I do not mean when being driven at its maximum speed of 155mph, for even the brilliant Mr May cannot work miracles and a spacious vehicle, of considerable frontal area and with a laden weight of over 2 tons, could not be propelled at such speeds without consuming a lot of petrol. However, most owners wish to retain their licences and will therefore travel at more normal velocities. Driven in a rational manner, this great car uses appreciably less fuel than any luxury car rival.

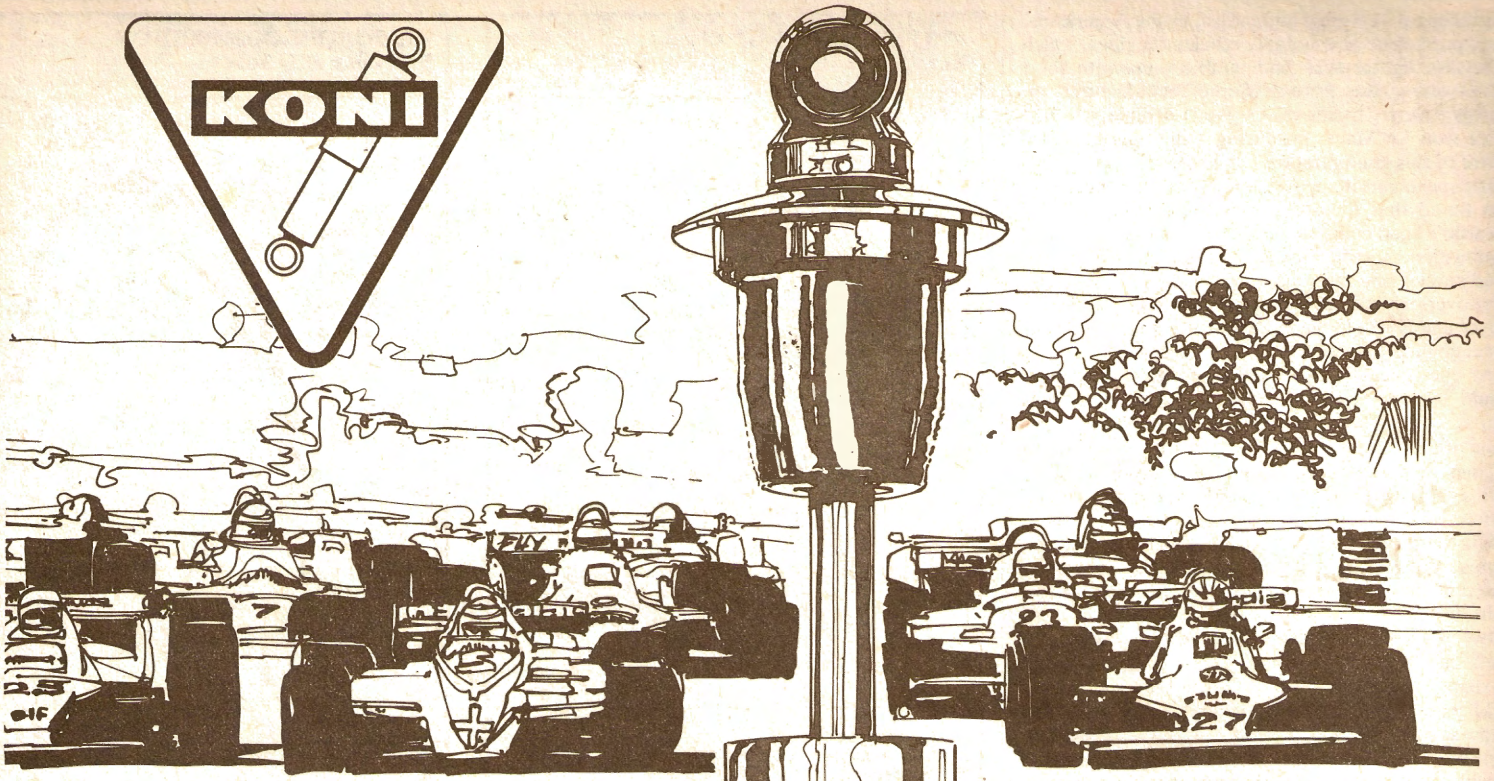
I have already remarked that the maximum torque is developed at considerably lower revs and this has permitted a longer final drive ratio of 2.88:1 instead of 3.07:1, again beneficial to fuel economy as well as to that maximum speed which, I repeat, will be attained more often in the bar than on the road. Above all, at 27 mph per 1000rpm the car will cruise with a blissful absence of effort at any speed chosen by the driver.

A feature of the May design is that the piston crowns run exceptionally cool and, as I have previously stated, the flat-topped pistons also have advantages in this direction, especially when compared with a bowl-in-piston design. The cooler crown — the heat reduction may amount to over 100°C — permits the clearance between the top land and the cylinder bore to be reduced, which lessens oil consumption and curtails exhaust emission.

The actual fuel saving achieved by the new XJS HE, compared with the existing XJS, is as follows. At 56mph the consumption is 27.1mpg (21.9mpg), a 24 per cent improvement, and at 75mph the figure is 22.5mpg (18.6mpg), a gain of 21 per cent. So, the 12 cylinder Jaguar has at last broken the 20mpg barrier. Naturally, this cannot be equalled during the severe urban test, but 15.6mpg (12.7mpg) is a full 23 per cent advance and, I repeat, the official figures were obtained with the standard automatic transmission. If only the manufacturers would dust down the 5-speed manual gearbox that Harry Mundy designed for them.

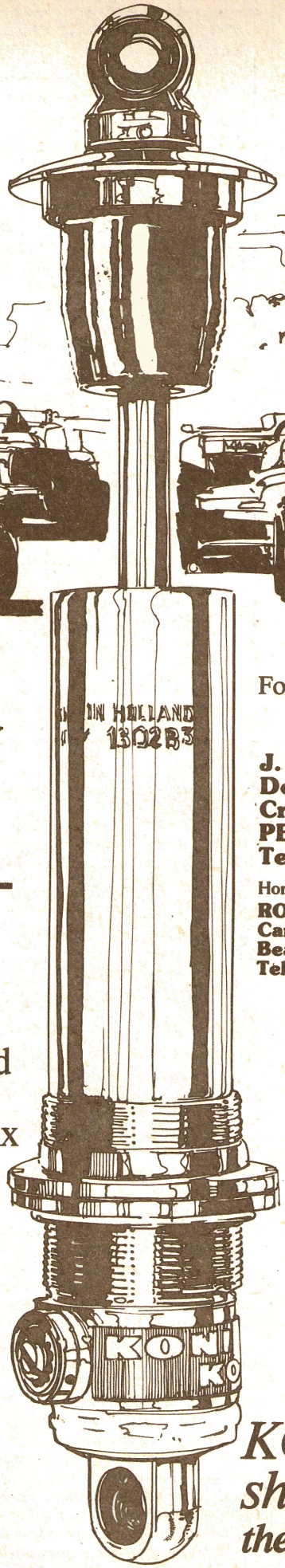
Unfortunately, one cannot see how this type of cylinder head could be adapted to the 6-cylinder, twin/cam Jaguars, unless Michael May has another card up his sleeve, but no doubt the smaller and lighter Jaguar, which we await impatiently, will receive the treatment as a matter of course. Incidentally, the cylinder head goes under the name of 'Fireball', and that is certainly *le mot juste*. ■

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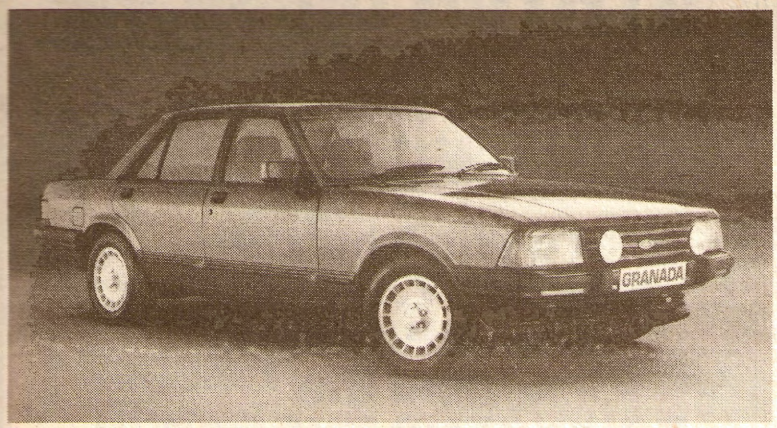
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Ford's facelift: grander Granadas

You have to admire Ford. While most manufacturers seem to sit back on their laurels, Ford are constantly improving their products, bringing out revised models long before demand for the old has tailed off.

The latest to come in line for the treatment is the Granada. A minor facelift is confined to new bumpers, grille, lamps and new steel wheels but most of the work has been done under the skin.

Ford say that £50 million has been spent on the changes, the most important being revised suspension settings and improved braking and steering. The retuning of the suspension "in line with contemporary public preference" sees softer front springs and variable rear suspension with revised geometry. Gas-filled shock absorbers are standard across the board while for the performance-minded, 2.8 Injection saloons and estates have a thicker front anti-roll bar, a rear anti-roll bar and Michelin TRX tyres.

Modifications to the power steering gives more feel at higher speeds, while a totally revised braking system has resulted in better feel and reduced pedal travel.

Inside changes have been made to the fascia, the driving position and the seats. A long list of optional extras is also available ranging from power adjustment for the seats, an on-board computer to a remote control boot lid release.

On Injection models manual transmission is standard while the cars can be identified externally by spoilers and Recaro seats inside. Naturally prices are up. The cheapest 2000L saloon costs £7211 while the Injection saloon sells for £11,541. The most expensive model in the range is the 2800i Ghia estate which sells for £5 short of £13,000.

Road impressions

A rather hurried trip to Ford's Belgian testing ground has so far proved to be the only chance we have had to drive the cars to date, so impressions are limited to the slightly unreal conditions of the test track, plus a few road miles.

First impressions are a mixture of good and bad, the new models seeming quieter and with a better ride than their predecessors but with poorer cockpit comfort thanks to seats too short in the squab and lacking lateral support, too.

Driver control is better than before, though liberal amounts of body roll even in the Injection models prove that the Granada is no sports car but a true executive machine. We hope to have a full road test of the Injection saloon soon to see if first impressions are lasting ones.

MC

Announced at the same time as the new Granadas are a host of minor changes to the Fiesta range with the addition of a new performance model, the XR2. Powered by the company's 1600cc ohv engine, the XR2 is said to incorporate "much of the knowledge and experience gained by competitors in the series of races for special 1600cc Fiestas held in Britain for the past two seasons." Developed by Ford's Special Vehicle Engineering Department, it features ventilated front discs, low profile 60-series tyres and spoilers front and rear. Production is due to start in October and the car will go on sale towards the end of the year.





The new look Passat estate complete with American-style roof rack.

Wind of change for the Passat

The new Volkswagen Passat is now available in the UK in right hand drive form. Although I drove the new models on the Continent some time ago, the versions chosen for the British market differ in some important respects.

The Passat is a medium-sized car and it is available as a hatchback saloon or an estate. It is considerably larger than the former model — 5.7ins longer and 3.4ins wider in saloon form — but only 46lbs heavier. In the wind tunnel, the drag coefficient is now 0.38 against 0.42. There is increased passenger space and luggage room while the fuel tank capacity has been enlarged to 13.2 gallons, providing a range of more than 400 miles.

MacPherson independent front suspension, with outside scrub radius geometry, operates in conjunction with rack and pinion steering, incorporating hydraulic damping. At the rear, a new suspension design has been adopted, controlled by high-mounted coil spring-damper units. The hubs are carried on trailing arms, united by an integral torsion beam axle a short distance behind the pivot points. These pivots are in the form of carefully designed flexible mountings, giving the desirable degree of compliance when running straight ahead but retaining exact lateral location to avoid rear steering effects. The servo-assisted brakes have discs in front and drums behind.

There are two engine and transmission options, in addition to which automatic transmisssion is offered with either power unit. The 4-cylinder engine of 1588cc is a new 85bhp unit, in place of the 75bhp version which I tested previously. The 5-cylinder engine of 1921cc develops 115bhp and, like its smaller sister, has a belt-driven overhead camshaft. A 4 speed gearbox is standard with the 'four' and the 5-cylinder unit has a 5 speed box, incorporating a very long overdrive for economy cruising. A diesel will be available in due course.

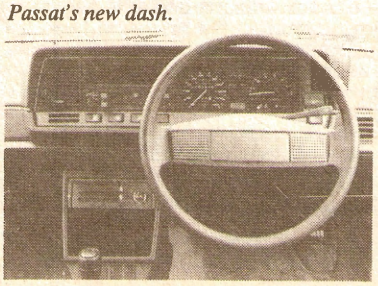
The engine is mounted ahead of the driveshafts to the front hubs, the gearbox being behind them the layshaft driving forward to the pinion that engages with the crown wheel. With the 1.6-litre engine, steel 5J wheels are standard, fitted with 165SR13 tyres, or 5½J wheels are available. In the case of the 1.9 litre engine, 5½J light alloy wheels are used, with 185/70HR13 tyres.

Both the hatchback saloon and estate bodies have a rear door that reaches right down to floor level, making the loading of luggage as easy as possible. The interiors are attractively furnished and the well-arranged instrument panel includes a little gauge that gives a direct mpg reading at any given moment, on top gear, plus a light that tells you when to change up for best economy.

Road impressions

I first drove the LS1600 saloon and found that it has a light and spacious interior, with front seats that give good lateral location and are not too hard, as most German seats tend to be. The new 85bhp engine feels lively and eager and though it sounds potent, it is very quiet at quite high cruising rates, only becoming rather busy at speeds over 100mph.

Passat's new dash.



As the car is lighter than it looks and has an efficient aerodynamic shape, the relatively small engine gives it a useful performance, the claimed figures being 06mph and 0-60mph in 12.8s. This is an enjoyable car to drive, without too much understeer, and it gets through corners very effectively. Official fuel consumption figures are 26.9mph (urban) 44.1mpg (56mph), and 34.0mpg (75mph). The price is £5350 or £5500 in estate form.

I drove the GL5S 1900 with an estate body, but this is exactly like the saloon to drive and one would not know the difference unless one looked behind. Certainly it does not have the hard springs that make some estates uncomfortable, except when heavily laden. In addition to the large interior space, there are built-in roof rails of attractive appearance. They cause no wind noise and they can form a roof rack when the detachable cross bars are fitted.

The 1.9-litre version of the 5 cylinder engine is most refined, revving very freely and developing plenty of torque. The gear ratios are very well chosen, giving over 30, 60 and 90mph on the lower gears, with an indicated 115mph on fourth. Fifth is a real cruising gear, holding its maximum of 110mph in remarkable silence; the gearchange is truly excellent — outstanding for a front-drive car. The vivid acceleration and high cornering power brought out the latent boy-racer within me and I had to remind myself that I was conducting a respectable estate.

Official fuel consumption figures for the GLS5 1900 estate are 24.1mpg (urban), 42.2mpg (56mph) and 31.4mpg (75mph). The price is £7021 or £6447 in saloon form.

JOHN BOLSTER

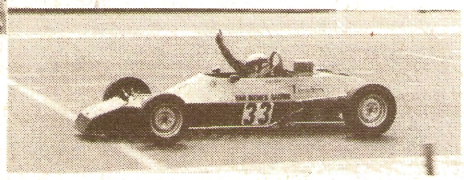
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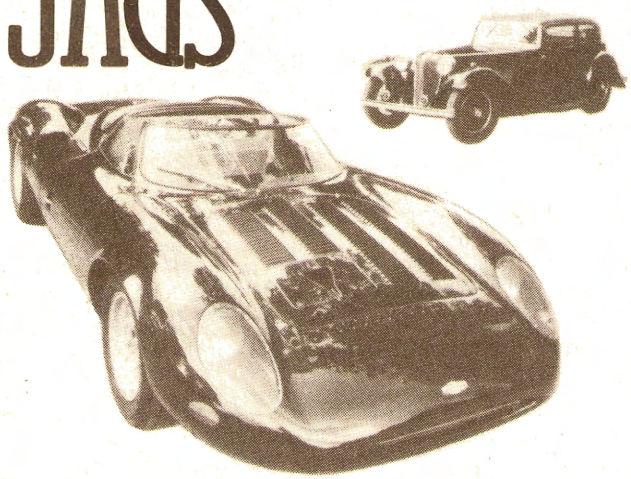
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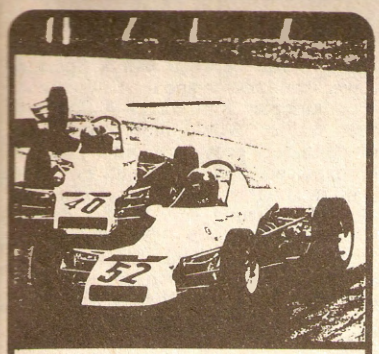
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National Races

BRANDS HATCH

Champion Mallock

Sunday's supporting programme at the BRSCC-organised Bank Holiday meeting began with two qualifying heats for Monday's Kentagon Formula Ford 1600 Championship and, after the second Tricentrol Group 1 practice session, was concluded with round 12 of the British Formula Atlantic Championship.

Andy Ackerley (Lister Ray 80F) shook off fellow front row men Trevor Stiles (Queensway Crosslé 32F) and Doug Wood (Van Diemen RF80) without too much trouble in heat 1. Stiles fell momentarily behind Wood as they went into the country on lap 2 but recovered to wrest second place on lap 6. Equally close were Peter Lawrence (Royale RP24) and Peter Bell (Piercys Van Diemen RF80) in fourth and fifth places just ahead of Simon Sabel (Ray 80F). Tim Jones (Ray 80F) fought back up to seventh place after a fraught spin at Druids on the opening lap had left him virtually last.

Heat 2 was run at a faster pace but there was no-one to challenge the ever-impressive Robert Gibbs Van Diemen RF81) who, having gained the lead from the word go, continued to dominate the race. Paul Gerrish's smart Royale RP29 survived a hairy moment with young Kevin Gillen's MP Harriss-supported Van Diemen RF81 at Hawthorns to take second place, with Gillen holding off the late threat of Ted Whitbourn (Crosslé 30F). Behind the lonely fifth-placed Len Bull (Van Diemen RF79) a tight scrap went to Paul Rowsell (Royale RP26) from Roger Algar (Sparton FF81), David Palmer (Minster G's Royale RP29) and Steve Kempton (Royale RP29) although local man Colin Child (Sparton FF80) had also been in this bunch until dramatically pulling off at Graham Hill Bend with a small fire in the engine compartment.

There appeared to be no-one to touch Ray Mallock during practice for the British Atlantic round, the championship leader having booted the Chamtex Shoes/Cliff Smith Racing Ralt RT4 around 2.1secs below the long-standing lap record. Fellow front row man Phil Dowsett (ICS/Pinch Plant March 81A) was bundled out of second place at Druids on the first lap and dropped behind Alo Lawler (L & B Excavations Ralt RT4) who, together with third row man David Duffield (Caledon Coal Ralt RT4), had made a storming start. Ian Flux (Ehrlich RP5) demoted Duffield on the second lap while Dowsett found a way past the next time round. Ian Taylor suffered a loose nose cone on the re-vamped Tiga FA81 and he called into the pits on lap 5 only to find that the spare was back in the paddock.

Two newcomers to the Atlantic series were enjoying a close tussle in sixth and seventh places, with Arrows race mechanic John Lewis spending his savings for a once-a-year drive in the spare Goodwin Racing Argo JM9 and impressive Australian Graham Watson arriving in Britain to collect his brand new Ralt TR4. Lewis scrambled past Watson on lap 6 and three laps later survived a wheel banging match at Graham Hill Bend, while Watson was forced to make a quick pit stop.

By half distance Mallock had a sizeable lead while Lawler had given in to Flux's constant challenge and was now being chased hard by Dowsett. A heart-stopping spin out in the country dropped the hard-trying Irishman to fifth while Flux swooped into the pits and lost 35secs as the front nearside tyre was changed. With Mallock well clear, Dowsett inherited second place safely ahead of Duffield, who had Lawler for company for a couple of laps until the obviously disarranged L & B Ralt spun again, this time at Druids without losing a place.

Lewis brought the Argo home in a rewarding fifth place while Flux fought his way back into the picture by taking sixth place from the closely involved Geoff Byman (Irby Racing/Lola T760) and Mike Catlow (Ralt RT1) in the closing laps. Martin Mansell (March 782) took ninth ahead of Watson — the latter after a pit stop — and completing the finishers were Norman Paine (Chevron B42) and Carlos Ulibarri (March 80A).

Monday's full programme began with the 'Racing for Britain' Shell Super Sunbeam Race, with grid positions determined by sponsorship. From the outside of the front row Toleman Formula 1 boss Alex Hawkridge held the lead early on until a grassy moment at McLaren allowed Tim Lee-Davey through. Lee-Davey then came under considerable pressure from Ian Taylor while Hawkridge kept a watching brief in third place. Gordon Spice escaped from Phil Dowsett and Tiff Needell to finish a close fourth.

John Sheldon continued a busy weekend — the Derwent Sports 2000 Championship leader had a couple of races at Zandvoort on Sunday! — by putting his Ian Taylor Racing Tiga SC81 on pole 1.8secs ahead of the inseparable Richard Morgan (SC80) and Michael Taylor (SC81). Sure enough, Sheldon led away, but the surprise was the consistent challenge of Richard Morgan. There was never much more than a second between them and in fact Morgan breezed through into Dingle Dell as the luckless Sheldon found a wayward backmarker at Westfield and was forced to slow.

Morgan's lead was short-lived though, as he spun into retirement just down the road at Stirling's. Mike 'Jersey' Taylor gradually dropped out of third place under pressure from Richard Eyre and Frank Sytner, and looked to be in trouble before coasting into the pits. Eyre had a lonely run into second place right up until the last lap, when Sytner and Scot Bryce Wilson (Chevron B52) closed the gap dramatically, all three crossing the line as one. After Taylor's demise on lap 12 Kiwi Norris Miles (Tiga SC78), a lowly 15th on the grid, found a way past Chris Alford (Tiga SC80), while another race-long duel a little further back went to John L. Webb's Lola T492 ahead of John Poxon's Tiga SC79.

The schedule took another blow when the second Atlantic race was brought to an immediate halt after a startline altercation between Ian Flux's Ehrlich RP5 and Alo Lawler's Ralt RT4. Flux veered to the right in Mallock's wake but as the still-cold tyres gripped the Ehrlich shot left, catching Lawler broadsides. Both failed to make the restart, depleting the grid to just ten cars. It was just as well that Mallock had secured the Atlantic series on Sunday for after blasting off into a clear lead in round 13, the normally reliable Swindon unit cried enough in lap 7 and Mallock posted a rare — only his second — retirement from the Atlantic fray.

Hollow, but nonetheless deserved victory fell to a surprised Phil Dowsett who motored home in the March 81A totally unaware that Mallock had retired. "I'm used to Ray disappearing into the distance and just assumed he'd done it again." said the happy Essex-based driver later. Dowsett held a useful 4secs lead over Duffield's Ralt RT4, although this gap had narrowed to a fraction over 2secs at the chequered flag. Graham Watson completed a fruitful weekend by taking a steady third in his brand new Ralt RT4, which will now be shipped back to Australia before taking part in the Macau Grand Prix. In contrast, Ian Taylor's run of poor luck continued, the Queensgate Tiga FA81 succumbing to electrical maladies very early in the race. Thus Mike Catlow (Ralt RT1), John Lewis (Argo JM9) and Geoff Byman (Lola T760) completed the finishers.

No doubt the vast majority of the holiday crowd had come to see the spectacular Historic and Tricentrol cars, but the FF1600 race, the Kentagon Championship round, provided its usual thrilling excitement. An alarming startline incident involving at least 15 cars again brought out the red flags, the race halted efficiently by the BRSCC. The sting was taken out of the race and at the restart Robert Gibbs (Van Diemen RF81) seemed to hesitate and Andy Ackerley (Ray 80F) headed the field, but exiting Hawthorns Ackerley went onto the grass and signalled retirement with suspension damage.

So, at the end of lap 1 Gibbs and Paul Gerrish (Royal RP29) had broken away, with the rest headed by Peter Lawrence (Royale RP24). Peter Bell (Van Diemen RF80) displaced Lawrence on lap 2, and Lawrence then yielded to pressure from Len Bull (Van Diemen RF79), who had passed Trevor Stiles (Crosslé 32F) before

▶

BRANDS HATCH (GB), Aug 30/31, BRSCC

Kentagon Formula Ford 1600 — Heat 1 (7 laps): 1, Andy Ackerley (Ray-Auriga 80F), 11m 56.2s, 91.96mph; 2, Trevor Stiles (Crosslé-Auriga 32F), 12m 05.2s; 3, Doug Wood (Van Diemen-Scholar RF80), 12m 05.5s; 4, Pete Lawrence (Royale-Hansen RP24), 12m 09.3s; 5, Peter Bell (Van Diemen-Auriga RF80), 12m 09.4s; 6, Simon Sabel (Ray-Minister 80F), 12m 10.4s. **Fastest lap:** Ackerley and Wood, 1m 41.3s, 92.88mph.

Kentagon Formula Ford 1600 Heat 2 (7 laps): 1, Robert Gibbs Van Diemen-Minister RF81), 11m 54.5s, 92.18mph; 2, Paul Gerrish (Royale-Dart RP29), 11m 58.4s; 3, Kevin Gillen (Van Diemen Scholar RF81), 12m 00.6s; 4, Ted Whitbourn (Crosslé-Minister 30F), 12m 01.2s; 5, Len Bull (Van Diemen-Auriga RF79), 12m 06.3s; 6, Paul Rowsell (Royale-Titan RP26), 12m 13.2s **Fastest lap:** Gibbs, 1m 41.0s, 93.16mph.

British Formula Atlantic Championship Round 12 (20 laps): 1, Ray Mallock (Ralt-Swindon RT4), 28m 42.5s, 109.25mph; 2, Phil Dowsett (March-Nicholson McLaren 81A), 29m 04.7s; 3, David Duffield (Ralt-Swindon RT4), 29m 16.2s; 4, Alo Lawler (Ralt-Alan Smith RT4), 29m 24.9s; 5, John Lewis (Argo-Alan Smith JM9), 29m 51.3s; 6, Ian Flux (Ehrlich BDA RP5), 29m 55.1s. **Fastest lap:** Mallock, 1m 24.1s, 111.88mph **(record).**

Racing for Britain Shell Super Sunbeam (10 laps of Indy circuit): 1, Tim Lee-Davey, 10m 40.6s, 67.64mph; 2, Ian Taylor, 10m 40.9s; 3, Alex Hawkridge, 10m 41.9s; 4, Gordon Spice, 10m 42.2s; 5, Phil Dowsett, 10m 43.2s; 6, Brian Henton, 10m 45.9s. **Fastest lap:** Ian Taylor, 1m 02.3s, 69.55mph.

Derwent Television Sports 2000 Championship (15 laps): 1, John Sheldon (Tiga-Nelson SC81), 23m 54.3s, 98.33mph; 2, Richard Eyre (Tiga-Nelson SC81), 24m 09.0s; 3, Frank Sytner (Tiga-Nelson SC81), 24m 09.5s; 4, Bryce Wilson (Chevron-Ford B52), 24m 10.3s; 5, Norris Miles (Tiga-Auriga SC78), 24m 43.1s; 6, Chris Alford (Tiga-Robinson SC80), 24m 43.5s. **Fastest lap:** Richard Morgan (Tiga-Nelson SC80), 1m 34.2s, 99.88mph.

British Formula Atlantic Championship, Round 13 (20 laps): 1, Phil Dowsett (March-Nicholson McLaren 8), 28m 56.5s, 108.37 mph; 2, David Duffield (Ralt-Swindon RT4), 28m 58.9s; 3, Graham Watson (Ralt-Nicholson McLaren RT4), 29m 16.3s; 4, Mike Catlow (Ralt-Ford RT1), 29m 19.7s; 5, John Lewis (Argo-Alan Smith JM9), 29m 22.0s; 6, Geoff Byman (Lola-Alan Smith T760), 29m 44.0s. **Fastest lap:** Ray Mallock, 1m 25.0s, 110.69mph.

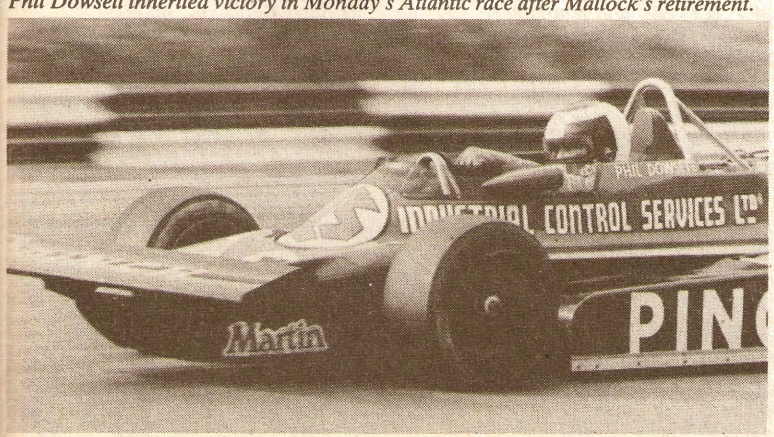
Kentagon Formula Ford 1600 Championship Final (10 laps): 1, Robert Gibbs (Van Diemen-Minister RF81), 17m 03.1s, 92.00mph; 2, Paul Gerrish (Royale-Dart RP29), 17m 07.4s; 3, Peter Bell (Van Diemen-Auriga RF80), 17m 19.9s; 4, Len Bull (Van Diemen-Auriga RF79), 17m 22.2s; 5, Peter Lawrence (Royale-Hansen RP24), 17m 23.s2; 6, Tim Jones (Ray-Auriga 80F), 17m 32.8s. **Fastest lap:** Gibbs, 1m 41.2s, 92.97mph **(record).**

Staw Elf Renault 5 Challenge (7 laps): 1, Steve Hine, 14m 46.9s, 74.26mph; 2, Paul Longfield, 14m 47.3s; 3, David Cox, 14m 52.2s; 4, Mark Farmer, 14m 53.8s; 5, Rob Morgan, 14m 54.2s; 6, Cliff Hills, 14m 59.5s. **Fastest lap:** Hine, 2m 04.8s, 75.39mph **(record).**



Mallock — Atlantic champion.

Phil Dowsett inherited victory in Monday's Atlantic race after Mallock's retirement.



BRANDS continued

the farmer investigated the scenery at Pilgrims Drop. Gibbs pulled out a commanding lead over Gerrish, while Bell established a clear third place ahead of Bull and the slowing Lawrence. Into sixth place came Tim Jones (Ray 80F) who had been 20th on the opening lap, but had fought his way up ahead of a close scrap which saw Steve Kempton (Royale RP29), Simon Sabel (Ray 80F) and Ted Whitbourn (Crosslé 30F) emerge in that order.

Dusk was almost setting by the time the full complement of Staw/Elf Renault 5 challengers appeared on the grid. Local man Steve Hine had practised 0.6secs below the lap record, and with 3secs covering the first 15 cars — with championship leader Terry Blamire only sixth on the grid — an intriguing race was anticipated. But with only a few seconds to go Blamire left the grid with a dire leak of coolant.

Paul Longfield held the narrowest of leads into Clark Curve for the first time but a moment allowed Steve Hine alongside down to Paddock Hill, but Longfield regained the lead through Druids. Hine appeared ahead the next time round and these two had pulled clear of a frantic bunch with David Cox heading Mark Farmer, Rob Morgan, Cliff Hills, Malcolm Holmes and John Hammersley. Hine seemed to have the race sewn up but Longfield found a 'second wind' and closed dramatically in the closing laps, just failing by a couple of lengths. Cox meanwhile had a fairly untroubled run in third while Farmer and Morgan crossed the line locked together in fourth and fifth, yards ahead of the still-battling Hills, Holmes and Hammersley.

PAUL HARMER

MALLORY PARK (GB), Aug 30, BRSCC

MG Car Club B/C/V8 championship race (10 laps) — Overall and modified: 1, John Lodge (1.9 MGB), 9m 39.8s, 83.82mph; 2, Malcolm Beer (3.5 MGB GT V8), 9m 40.2s; 3, Terry Osborne (1.8 MGB), 9m 42.1s; 4, Barry Sidery-Smith (1.9 MGB), 9m 44.5s. **Fastest lap:** Beer, 56.1s, 86.63mph **(record). Roadgoing standard:** 1, Paul Stephens (1.8 MGB), 9 laps, 75.93mph; 2, Colin Cork (1.8 MGB), 9 laps; no other finishers. **Fastest lap:** Stephens, 1m 02.7s, 77.51mph **(equals record). Roadgoing modified:** 1, Martin Richardson (1.9 MGB), 10m 15.9s, 78.90mph; 2, Neville Marriner (1.9 MGB), 10m 16.8s; 3, John Dignan (1.8 MGB), 10m 39.2s. **Fastest lap:** Marriner and Richardson, 1m 00.0s, 81.00mph **(record).**

Formula Talbot Challenge race (10 laps): 1, Paul Jackson (Sparton-Greetham FT80), 8m 01.3s, 100.97mph; 2, Johnny Hayes-Harlow (Sparton-Greetham FT80), 8m 04.1s; 3, Sean Walker (Sparton-Greetham FT80), 8m 04.3s; 4, Jeff Ward (Sparton-Greetham FT80), 8m 04.7s; 5, Barry Robinson (Sparton-Greetham FT81), 9m 59.9s; no other finishers. **Fastest lap:** Walker, 47.2s, 102.96mph **(record).**

Wilcomatic 3000 production saloon championship race (15 laps) — Overall: 1, Gerry Marshall (3.0 Ford Capri), 24m 48.0s, 82.09mph; 2, Nick Baughn (1.6 VW Scirocco GLi), 14m 48.8s; 3, Graham Scarborough (3.0 Ford Capri), 14m 55.4s; 4, Pete Hall (2.8 Opel Commodore GS/E), 14m 55.7s. **2301-3000cc:** 1, Marshall; 2, Scarborough; 3, Hall. **Fastest lap:** Hall, 58.5s, 83.21mph. **1601-2300cc:** 1, Pete Walters (2.0 Triumph Dolomite Sprint), 15m 45.8s, 77.08mph; 2, Ian Hunter (2.0 Triumph Dolomite Sprint), 14 laps; no other finishers. **Fastest lap:** Walters, 1m 02.0s, 78.38mph. **Up to 1600cc:** 1, Baughn, 82.02mph; 2, Tony Lanfranchi (1.6 VW Scirocco GLi), 15m 01.1s; 3, Juliette Slaughter (1.6 VW Scirocco GLi), 15m 45.9s. **Fastest lap:** Baughn, 58.4s, 83.21mph **(record).**

John Woolfe Racing ASCAR championship race (10 laps): 1, Ricky Fagan (5.7 Chevrolet Camaro), 9m 01.7s, 89.71mph; 2, Brian Rice (5.7 Chevrolet Camaro), 9m 03.1s; 3, Brian Morris (5.0 Chevrolet Camaro), 9m 40.6s; 4, Andy Norris (5.3 Chevrolet Camaro Z28), 9m 41.3s; no other finishers. **Fastest lap:** Rice, 52.6s, 92.39mph.

Ronnie Scott's Club Modified saloon championship race (10 laps) — Overall: 1, Bill McGovern (1.0 Bevan Stiletto), 9m 15.7s; 2, John Morgan (3.8 Jaguar Mk1), 9m 18.0s; 3, Clinton Bourke (1.3 Motospeed Mini), 9m 20.4s; 4, Richard Williamson (2.0 Ford Escort RS), 9m 33.1s. **1301-4000cc:** 1, Morgan; 2, Williamson; no other finishers. **Fastest lap:** Morgan, 54.3s, 89.50mph. **1001-1300cc:** 1, Bourke, 86.72mph; 2, Paul Craymer (1.3 Leyland-ART Mini), 9m 49.9s; 3, Mark Heale (1.3 BL 1275GT), 6 laps. **Fastest lap:** Bourke, 54.5s, 89.17s **(record).**

850-1000cc: 1, McGovern, 87.46mph; 2, Douglas Fairbairn (1.0 Sunbeam Stiletto), 9m 42.4s; 3, Ron Lowles (1.0 Leyland Mini), 9m 57.9s. **Fastest lap:** McGovern, 54.2s, 89.66mph. **Up to 850cc:** 1, Glenn Board (850 Sunbeam Imp Sport), 9m 47.0s, 82.79mph; 2, Chris Davison (849 Leyland Mini), 9 laps; 3, Clive Powell (850 Leyland Mini), 9 laps. **Fastest lap:** Board, 56.8s, 85.56mph **(record).** Provisional results only.

MALLORY PARK

Mack's the man

Mike Mackonochie became the first man to win two Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 rounds this season when his Numanair-sponsored Van Diemen took the flag at Mallory Park on Sunday, recording its second successive victory. The confident young Londoner — who won a heat of last year's opening Dunlop series before running short of funds — was hard pressed to emulate this feat in the first of three qualifying races but never put a wheel wrong in the final in which he shrugged off brave challenges from championship-leader Kenny Andrews and fellow heat-winners Robert Meaton and Phil Kempe. Another pre-race favourite, Mark Peters, did well to recover from an early mistake to chase Neil Myers home within the top six.

The 'Star of Tomorrow' round was undoubtedly the highlight of the BRSCC East Midlands Centre's varied holiday programme during which a crop of lap records took a bashing at the hands of the tin-top protagonists and Sean Walker also set an excellent new Formula Talbot mark in his pretty Fewster-Woodkirk Sparton.

No fewer than three heats were laid on to whittle the 58-strong FF1600 contingent down to a more manageable 20 for the Dunlop-AUTOSPORT final at the end of the afternoon. Welshman Phil Kempe was unofficially fastest in pre-event testing — he also took in, and won, the previous weekend's 750MC Wilkes round at Mallory to underline his supremacy — so it was no surprise to see the familiar yellow Royale on pole for the first race with a fine time of 50s. Indeed with the advantage of a still, cool, first morning practice (later sessions were rather hotter) the Rhiwderin farmer-cum-BHR instructor set the standard for everyone, only an inspired Chris Ringrose (Eden Racing Van Diemen RF80) running Phil close.

Nevertheless Snetterton winner Mike Mackonochie surged ahead at the lights in his Rushen Green-prepared RF81, taking Kempe, Ringrose and the promising David Button (Holdtite Image 681) clear initially. Button harried Ringrose diligently only to be collected, inadvertently, by the determined Karl Jones at the half-way stage; a buckled rear corner eliminating David's machine from the running. As Jones fell back into the clutches of Andy Middlehurst's Pacer — which had just got the better of Dave Hunt's Cossack Van Diemen — Kempe and Ringrose attacked once more for the lead. A little weaving on Stebbe Straight by Mackonockie effectively prevented any place changes, to Kempe's disapproval.

Neil Myers's pole-sitting National Benzole/Ivens Lumar Royale was outgunned at the start of heat 2 by Robert Meaton's garish RP26 while Kenny Andrews (Eselte Dymo Van Diemen), the fast-starting Kevin Haddock (RF79) and Adrian Brown (Royale RP24) led the pursuit. Myers retaliated on the inside line at Gerards on lap 4, only to be repassed down the back straight by which time Andrews was disputing the lead too, John Dumfries (Crosslé 32F) and Dougie Spencer (RF81) had promoted themselves to the head of the following bunch.

Andrews, contending with soaring water temperature and consequently a lack of power, could do little but tag along avoiding the slipstream to ensure a flow of air through the radiator. On the final tour though, with Meaton's wide Royale home and dry. Kenny arrived at Shaw's hairpin with little in the way of brakes (some fluid had boiled away) and clouted Myers, flicking Neil's car into the air. Both lads continued — in no danger of losing out to new fourth-man Spencer — and feverish work by both crews saw the cars refettled for the final.

Mark Peters, driving with characteristic gusto, had things all his own way in the third — and possibly weakest heat, his Slush Puppie Lola lapping 6/10sec quicker than Alan Holloway's Soho Cinema Van Diemen. Holloway, going much better than before, relieved Peters's team-mate Mike McCrea of the runner-up spot at the time as Keith Fine (missing gears in his Fine and Humfrey RP26) found a way round another Team Touraco Lola, that of Chris Bullimore, for fourth position.

The first four modified MGBs in the MGCC championship round were covered by a scant half-second in practice and with Rod Longton's car also in touch a close race looked on the cards. John Lodge made the best start from the centre of the front row but Malcolm Beer's former modsports GTV8 and Terry Osborne's blue car stayed in close company throughout, having overpowered Barry Sidery Smith's pole position version. Martin Richardson and Neville Marriner had a tremendous tussle in the modified road car division; the former narrowly getting the verdict.

Eight Formula Talbots arrived at Mallory Park, the scene of last month's titanic battle between works Sparton driver Paul Jackson and the Fewster and Woodkirk pair, John Hayes-Harlow and Sean Walker. Would these potent little single-seaters provide another classic? Perhaps it was asking too much, especially when Tim Barry's Wimhurst collected the tardy-starting Royale of Graham Holland on the run-in to Gerards and the race was stopped while the track was cleared. A sextet of Spartons were left now and these immediately split into groups of four and two. Local man Jeff Ward separated Hayes-Harlow and Walker in the bunch behind Jackson's ICI Autotrade car while modsports regular Barry Robinson (in Dig Hastilow's M&H Tyres car) engaged Tony Kenworthy behind them.

Just as Walker had slipped from second to fourth at the Esses on the opening lap, Ward made a similar error at half-distance when he was ahead of both F&W chassis. Once clear Jackson was signalled to ease up in the closing stages but the duel between Hayes-Harlow (with a badly chunked tyre) and Walker could make no real impression. The fifth-placed battle ended abruptly for Kenworthy who barrel-rolled when Robinson's front wheel interlocked with his right rear at Shaws on the final lap. Tony's UDT car landed on its wheel with surprisingly little damage; the driver was merely shaken by the incident!

A small grid of production saloons assembled for the Wilcomatic round in which Gerry Marshall was made to work very hard for victory by Nick Baughn's nimble Mura Electronics VW Scirocco. Although Gerry's smart Autoplan Warranties Capri eased ahead at the start of

DUNLOP Autosport
STAR OF TOMORROW FF CHAMPIONSHIP

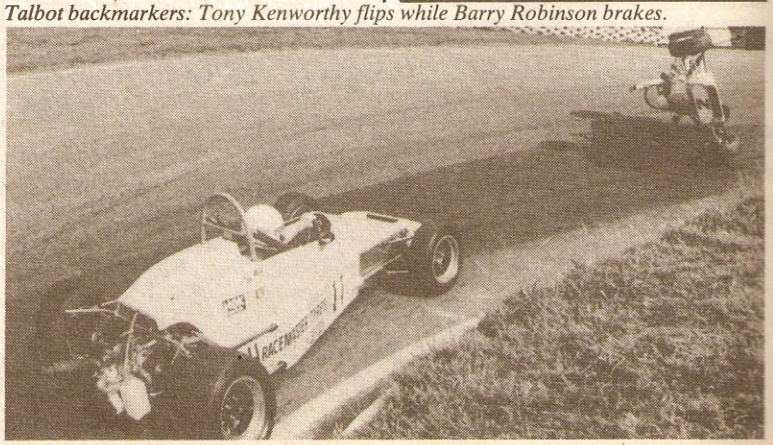
Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship After seven of 11 rounds:

1	Kenny Andrews (Van Diemen-Minister/Smith/Scholar RF81)	43
2	Phil Kempe (Royale-Auriga RP26)	42
3	Mark Peters (Lola-Auriga T540E)	37
4	Karl Jones (Royale-Auriga RP26)	35
5	Neil Myers (Royale-Minister RP26/RP29)	33
6	Dougie Spencer (Image-Auriga 681/Van Diemen-Scholar RF81)	30
7	Mike Hawkins (Lola-Auriga T540E)	24
	Chris Ringrose (Van Diemen-Auriga RF80)	24
9	Keith Fine (Royale-Auriga RP26/29A)	22
10	Mike Mackonochie (Van Diemen-Auriga RF81)	20
11	Robert Synge (Image-Auriga FF5/FF4/681)	19
	Robert Meaton (Royale-Auriga RP26)	19

Next round: Oulton Park, September 12
Rounds to go: Aintree, October 3; Mallory Park, October 18; Thruxton, November 7.



Myers — solid fifth.



Talbot backmarkers: Tony Kenworthy flips while Barry Robinson brakes.

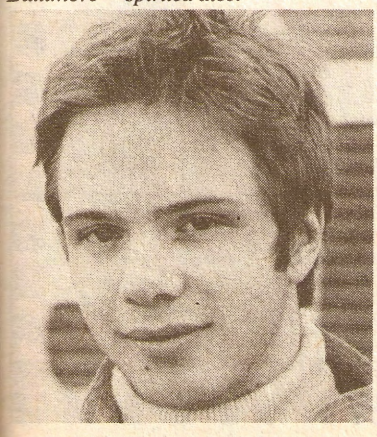
the 15-lapper when Baughn was sorting out Graham Scarborough's Capri, the VW closed the gap relentlessly in the closing stages when Scarborough was busily occupied with Pete Hall's Opel. Baughn eventually managed to lap quicker than Marshall but, try as he might, the Capri's vast power advantage told at the flag — by just 0.8s! Hall briefly passed Scarborough at the Esses, to which Graham had an instant answer to claim third place while Syd Fox in Martin Carroll's Opel (which practised out of session and started with a 10secs penalty), narrowly pipped Tony Lanfranchi's gearbox-troubled *Mayfair* Scirocco for fifth.

With the future of ASCAR racing in jeopardy competitors rallied round to support the JWR event, nine of the 10 programmed runners turning upon the day. Quite a promising field, everyone opined but they had reckoned without the notorious unreliability of the American V8s during qualifying. Exit Jim Mensley's well presented — and beautifully driven — Camaro and Jon Fletcher's points leading machine with blown engines. Take out the slow Manadient Camaro and Falcon of Kevin Barrett and Brent Savage which took no further part after practice — and then there were five . . . After a lap and a half the reversed 'rolling start' grid was back in proper order and John Herman's old Camaro soon scuttled into the pits with its aluminium 'air dam' wrapped round the front tyres. Mercifully the four remaining cars stayed in pairs throughout, Ricky Fagan doing well in the Autodex Camaro to stave off Brian Rice's more radical example to win.

A fairly processional modified saloon car thrash strung out behind Derrick Brunt's increasingly rapid Vauxhall Magnum and Peter Briars's Capri with Bill McGovern's immaculate Stiletto, John Morgan's lovely Jaguar Mk1 and Clinton Bourke's Motospeed Mini heading the rest. The first six finishers had their cars subjected to RAC noise checks at post-race scrutineering. The cars of Brunt and Briars both failed the test, their exclusion from the results handling honours to the veteran Irishman.

On to the finale then as the 20 fastest finishers from the FF1600 heats formed the grid for the Dunlop-AUTOSPORT 'Star of Tomorrow' championship race. Mackonockie made another superb start to lead Peters and Meaton into Gerards for the first time, Andrews also getting a flyer from row 3 to leap ahead of Kempe and the slow-starting Jones. There was drama at Gerards on the second lap when John Dumfries tried an impossible overtaking manoeuvre on Ringrose which caused both cars to spin directly in Hunt's path. Rather than ram either car head on Dave opted to take to the grass on the outside. Once on the loose the car gained momentum and slammed into the tyre wall, only to rebound and turn over giving poor Hunt another hairy ride, once again without personal injury. This incident split the pack a bit and when Peters, in second place, thought he saw a black flag next time round, the whole field was thrown into confusion. Mark, mistakenly thinking the race had been stopped to facilitate Hunt's escape, thrust his arm aloft as he passed the pits and several other drivers followed suit. Up front Mackonockie sudenly found himself with a large cushion over Meaton, Andrews and Kempe, meanwhile the unfortunate Peters languished in 10th place, swamped by the howling pack.

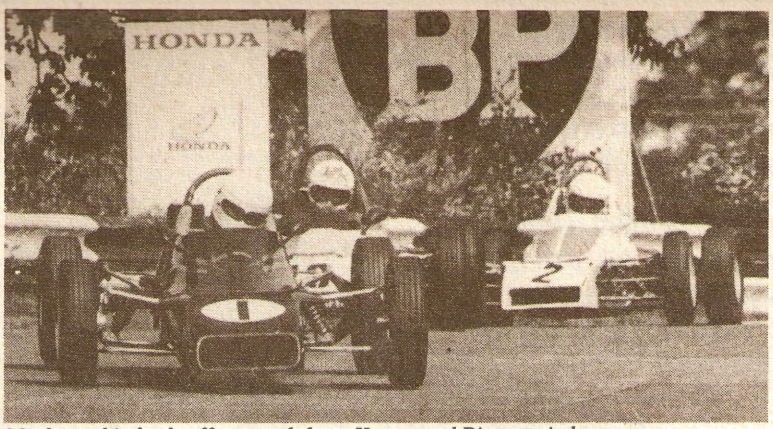
Bullimore — spirited dice.



Meaton left a gap on the inside of Gerards twice and both times it cost him a place as Andrews and Kempe were quick to capitalise, grateful for an easy passage. Despite a lot of attention from Alan Wardropper of Scholar between races, Kenny's engine was overheating badly again. Soon Kempe was able to draft by the slowing Van Diemen and he promptly made inroads into the relaxed Mackonockie's lead. Andrews now had to keep an eye on his gauges all the time as the engine temperature had risen to 105 degrees but in this power-sapped condition he still kept Meaton behind, preserving third place behind Mackonockie and AUTOSPORT 'Star of the Day' Kempe — who boldly took Andrews round the outside at the Esses two laps from home.

Myers's smooth style gave him fifth place from lap 3 onwards but he came under stern pressure from the chastened Peters over the last few tours. Mark's rapid recovery saw him lunge past a renewal of the Jones/Spencer tussle although Mike McCrea and the impressive Alan Holloway offered greater resistance as they claimed their first championship points.

MARCUS PYE



Mackonochie fends off an attack from Kempe and Ringrose in heat one.

DUNLOP Autosport STAR OF TOMORROW CHAMPIONSHIP

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship, round 7
15 laps — 20.25 miles

1, Mike Mackonochie (Van Diemen-Auriga RF81), 12m 53.7s, 94.22mph;
2, Phil Kempe (Royale-Auriga RP26), 12m 56.6s;
3, Kenny Andrews (Van Diemen-Scholar RF81), 12m 58.3s;
4, Robert Meaton (Royale-Auriga RP26), 12m 58.4s;
5, Neil Myers (Royale-Minister RP29), 12m 59.2s;
6, Mark Peters (Lola-Auriga T540E), 13m 00.5s;
7, Alan Holloway (Van Diemen-Auriga RF81), 13m 02.7s; 8, Mike McCrea (Lola-Auriga T540E), 13m 03.2s; 9, Karl Jones (Royale-Auriga RP26), 13m 04.0s; 10, Dougie Spencer (Van Diemen-Scholar RF81), 13m 04.4s.

Fastest lap: Kempe and Peters, 50.4s, 96.42mph.

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 heat 1 (10 laps): 1, Mackonochie, 8m 39.1s, 93.62mph; 2, Kempe, 8m 39.7s; 3, Chris Ringrose (Van Diemen-Auriga RF80), 8m 40.2s; 4, Jones, 8m 43.8s; 5, Andy Middlehurst (Pacer-WDA FF81), 8m 44.1s; 6, Dave Hunt (Van Diemen-Minister RF81), 8m 44.9s. **Fastest lap:** Kempe, Jones and Middlehurst, 50.9s, 95.48mph.

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 heat 2 (10 laps): 1, Meaton, 8m 39.5s, 93.55mph; 2, Myers, 8m 41.9s; 3, Andrews, 8m 42.8s; 4, Spencer, 8m 47.7s; 5, John Dumfries (Crosslé-Dart 32F), 8m 48.1s; 6, Adrian Brown (Royale-Auriga RP24), 8m 48.7s. **Fastest lap:** Meaton, 50.9s, 95.48mph.

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 heat 3 (10 laps): 1, Peters, 8m 37.0s, 94.00mph; 2, Holloway, 8m 42.8s; 3, McCrea, 8m 43.4s; 4, Keith Fine (Royale-Auriga RP26/29A), 8m 48.1s; 5, Chris Bullimore (Lola-Auriga T540E), 8m 48.5s; 6, Chris D'Agostino (Van Diemen-Scholar RF79), 8m 52.9s. **Fastest lap:** Peters, 50.7s, 95.85mph.

SILVERSTONE

Village quartet

John Village scored his fourth Esso Formula Ford Championship victory of the season last Monday at Silverstone's Marlboro British Formula 3 Championship meeting and so strengthened his claim towards the title. Other highlights from the BRDC's eight-race meeting included some fine dicing in the Unipart Metro Challenge event and a close CAV Sports Car Championship race victory for Malcolm Paul's Morgan Plus 8.

Formula Fords began the programme with a pair of 10 lap heats to determine who should have the right to chase Esso points in the 12 lap Championship counter. In the first of these, series leader John Village spent the early laps dicing with Willie Moore's Pacer FF81 before edging the Crompton Lighting Royale RP29 away to a clear win. Moore lost some ground with a moment on lap 2 and this enabled Andy Wallace's Royale to get past. Wallace was running in a new engine after practice dramas but still held on to out-pace Moore, while regular Dunlop-AUTOSPORT novice contender Mark Peters (Lola) emerged in fourth place after a thrilling duel with Josh Wright (Royale) — both were credited with exactly the same time!

Heat 2 brought similarly close racing, this time for the lead as Tom Wood, John Booth (Van Diemens) and David Wheeler (SDC Royale) battled away. So hard were they trying, though, that Andrew Gilbert-Scott was able to catch them with his Van Diemen and a fraught final lap saw them finish in the order Wood, Wheeler, Gilbert-Scott and Booth. Mike Atkins had a lonely run to fifth in his older Royale RP26, while Chris Reynalds made a welcome return in his Pacer to claim sixth. Jim Russell star pupil Gary Basel also deserves credit for qualifying a Van Diemen RF78 on the front row of the grid and then climbing from last to 13th after an early mishap.

A non-championship Mini 1000 race was notable really only for its retirement rate. "I think that's what AUTOSPORT would call a race of attrition," to quote Silverstone's Press and Promotions Manager Mark Cole on the victory rostrum. And who are we to argue? Peter Calver made the early running and seemed to have his maiden win almost within his grasp until — of all things — his car's throttle cable broke! Other casualties included Mike Fry when "a pushrod jumped out", Tony Edmonds when a rocker broke and John Davies when his right front wheel locked solid at Becketts so Chris Hampshire, who had been as low as fifth, came through to take a surprise win ahead of four other runners.

Rather more enthralling was the CAV Sports Car Championship race. Syd Fox took over the helm of Tony Lanfranchi's *Mayfair* Porsche 911 SC in the owner's absence and duly led away from the start before indulging in a fine battle with the Morgans of Steve Cole, Malcolm Paul and Norman Stechman. By lap 3, the extra half-litre of the Morgans began to tell and Fox was down into third place, although still fighting hard. Towards the end, Paul managed to edge out a slight lead and the Camberley driver deservedly scored his first victory of the year, while Cole's Lyster Oil Morgan narrowly held on to pip Fox. Further down the field, John Mayne's Caterham Super Seven easily outpaced the similar car of Gary White to win class B, while a neat double spin by leading class C contenders Trevor Lewis (Midget) and Costas Los (Fiat X1/9) at Copse on lap 2 allowed John Wilson and Nicholas Staveley to enact a superb battle for class spoils. The order changed several times before both men ran very wide at Becketts on lap 7 and Wilson pulled out enough of a lead to ensure the laurels were his. Recovering from his error, Los set fastest lap in his class but failed to catch the two Midgets.

Vernon Davies races only when his ▶



Barton — Libre honours.

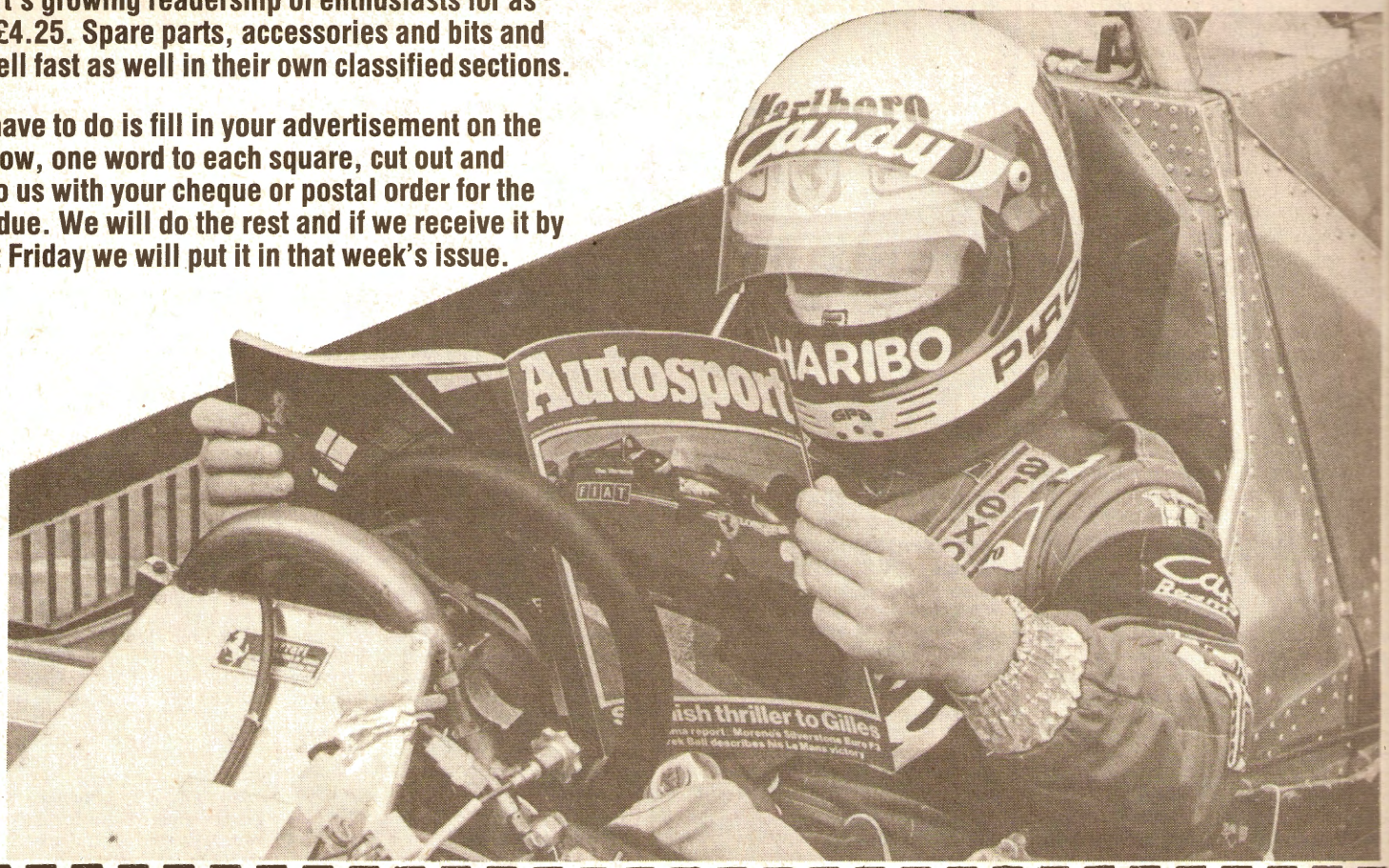
CROFT

There were just four races for cars at the annual Battle of Britain meeting at the Darlington circuit on Monday. Special saloons saw another win for Jeff Wilson in the Beetle from Tony Sugden's Skoda. *Formule Libre* and FF2000 events were combined with the FF2000 boys starting 10secs behind with much better grids for both categories. Andy Barton in his March -Hart 792 took the overall *Libre* honours, with John Walker taking the FF2000 sections. Modsports saw a surprise win for Terry Carthy's Clan from John Gallagher's Midget after early leader Fred "E-type" Cliffe and Dave Sheppard's Midget eliminated each other. A fraught FF1600 finished the day with Wally Warwick taking a win from Tony Allinson and Tom Brown. Full report next week.

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SILVERSTONE continued

finances allow. This is just as well for his fellow Clubmans competitors because the Welshman appeared again in Monday's Tricentrol round and promptly flew away to another clear and untroubled victory. It was Vernon's fourth win of the year although his inability to follow the full championship trail means that he does not feature strongly in the points table. Nor does former champion Creighton Brown, who also made a welcome reappearance in his Camborough Pigs U2 and set fastest lap on his way to finishing second. Scotsman Sandy Watson had led the chase of Davies before being forced to take evasive action by a couple of spinning backmarkers and he was thereafter unable to find a way past Paul Gibson's U2 Mk23. In the Formula Ford-engined class, Mike Donovan and Malcolm Jackson traded places in fine style until the midlander managed to cling tight to the inside line entering Woodcote for the final time and held on to score a well-judged victory. Waving both arms aloft as he crossed the line, Donovan was obviously over-joyed at scoring his first win of the year after coming close on several occasions. Not far behind these two, Kenny Allen drove Andy Smith's similar U2 to a good third place after the owner found his recently broken collar bone still too painful for him to drive.

After a couple of close-fought heats, everybody was looking forward to a typically close Silverstone Formula Ford final. John Village, however, had different ideas. At the end of the opening lap the former European championship leader already held a useful advantage and he duly extended this throughout to win by a little over 3secs. Willie Moore, David Wheeler, Andy Wallance and Tom Wood battled hard over second place until the latter two retired with suspension damage, while Gilbert-Scott again fought through to challenge after losing ground on the opening lap. Wheeler broke clear slightly in the closing stages and maintained his championship challenge with a good second place, while Gilbert-Scott just came out ahead of Moore in their dice for third. John Booth died a lack of straight-line speed but gained fifth ahead of Wright and Peters, who continued their battle from their heat. This time they were split by a mere 0.03sec at the flag!

Completing the programme, the Unipart Metros proved easily as exciting as the preceeding Formula Fords. Steven Soper, however, romped away at the front in his Howley Racing/Patrick MotorSport example, scoring his sixth win of the year. Most of the interest lay in a titanic battle for second place which was only resolved on the final corner where Jerry Hampshire narrowly emerged ahead of series leader Patrick Watts, while Russell Grady survived an understeering moment on the grass to cut back luridly in front of Chris Lewis and still claim fourth place! The dicing all the way down the field continued right down to last place where Bryan Dugdale and Colin Beckwith could hardly be separated after a race-long tussle.

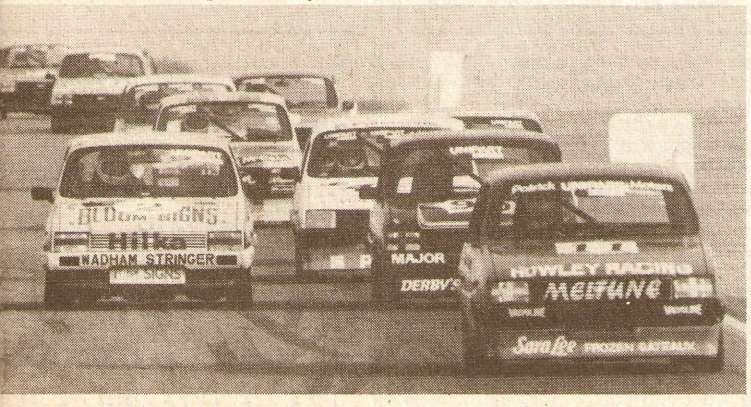
JEREMY SHAW

Marlboro British Formula 3 Championship
After 16 of 20 rounds

1	Jonathan Palmer (Ralt RT3)	102
2	Thierry Tassin (Argo JM8 & Ralt RT3)	73
3	Raul Boesel (Ralt RT3)	68
4	Mike White (March 813)	38
5	David Leslie (Ralt RT3)	24
6	James Weaver (Ralt RT3)	18
7	Dave Scott (Ralt RT3)	16
8	Cliff Hansen (Ralt RT3)	13
9	Kurt Thiim (March 813)	12
10	Michael Bleekemolen (Ralt RT3)	11

Next round: Oulton Park, Sep 27

Steve Soper leads the Unipart Metro field down to Woodcote.



SILVERSTONE (GB), Aug 31, BRDC

Esso Formula Ford, Heat One (10 laps): 1, John Village (Royale-Nelson RP29), 10m 31.46s, 91.67mph; 2, Andy Wallace (Royale-Auriga RP29), 10m 34.04s; 3, Willie Moore (Pacer-Nelson FF81), 10m 36.53s; 4, Mark Peters (Lola-Auriga T540E), 10m 40.01s; 5, Josh Wright (Royale-Auriga RP29), 10m 40.01s; 6, Carlos Arguelles (Royale-Auriga RP26), 10m 42.38s. **Fastest lap:** Village, 1m 02.47s, 92.67mph.

Esso Formula Ford, Heat Two (10 laps): 1, Tom Wood (Van Diemen-Wood RF81), 10m 38.04s, 90.73mph; 2, David Wheeler (Royale-Auriga RP29), 10m 38.24s; 3, Andrew Gilbert-Scott (Van Diemen-Minister RF81), 10m 38.57s; 4, John Booth (Van Diemen-Nelson RF81), 10m 38.98s; 5, Mike Atkins (Royale Brown RP26), 10m 45.01s; 6, Chris Reynalds (Pacer-Pacer FF81), 10m 47.96s. **Fastest lap:** Gilbert-Scott, 1m 02.62s, 92.44mph.

Mini 1000 Race (10 laps): 1, Chris Hampshire, 12m 19.49s, 78.28mph; 2, Phil Spurling, 12m 24.07s; 3, Keith Barrington, 12m 29.21s; 4, Barry Wilson, 13m 08.62s; 5, Brian Brady, 9 laps; no other finishers. **Fastest lap:** Hampshire, 1m 11.91s, 80.50mph.

CAV Sports Car Championship Race (10 laps) — overall and over 2500cc: 1, Malcolm Paul (3.5 Morgan plus 8), 11m 26.12s, 84.37mph; 2, Steve Cole (3.5 Morgan Plus 8), 11m 29.49s); 3, Syd Fox (3.0 Porsche 911 SC), 11m 29.76s; 4, Norman Stechman (3.5 Morgan +8), 11m 40.37s. **Fastest lap:** Paul, 1m 07.37s, 85.93mph **(record). 1501-2500cc:** John Mayne (1.6 Caterham Super Seven), 77.48mph; 2, Gary White (1.6 Caterham Super Seven); no other starters. **Fastest lap:** Mayne, 1m 13.78s, 78.46mph **(record). Up to 1500cc:** 1, John Wilson (1.3 MG Midget), 72.04mph; 2, Nick Staveley (1.3 MG Midget); 3, Costas Los (1.5 Fiat X1/9). **Fastest lap:** Los, 1m 18.19s, 74.04mph **(record).**

Tricentrol Car Group Clubmans Sports Car Championship Race (12 laps) — overall and Fully modified class: 1, Vernon Davies (1.7 Mallock U2-Morgan Mk21), 11m 24.74s, 101.45mph; 2, Creighton Brown (1.7 Mallock U2-Hart Mk20B), 11m 29.35s; 3, Paul Gibson (1.7 Mallock U2-Nelson Mk23), 11m 32.55s; 4, Sandy Watson (1.7 Mallock U2-Nelson Mk21), 11m 32.83s. **Fastest lap:** Brown, 55.86s, 103.63mph. **Formula Ford-engined cars:** 1, Mike Donovan (Mallock U2-Manor Mk20-23), 92.77mph; 2, Malcolm Jackson (Mallock U2-Nelson Mk20B); 3, Kenny Allen (Mallock U2-Nelson Mk21). **Fastest lap:** Donovan, 1m 00.87s, 95.10mph.

Esso Formula Ford Championship Race, Final (12 laps): 1, Village, 12m 39.57s, 91.45mph; 2, Wheeler, 12m 42.69s; 3, Gilbert-Scott, 12m 43.67s; 4, Moore, 12m 43.89s; 5, Booth, 12m 45.23s; 6, Wright 12m 50.19s. **Fastest lap:** Gilbert-Scott, 1m 02.46s, 92.68mph.

Unipart Metro Challenge Race (12 laps): 1, Steven Soper, 13m 59.49s, 82.75mph; 2, Jerry Hampshire, 14m 03.98s; 3, Patrick Watts, 14m 04.34s; 4, Russell Grady, 14m 04.67s; 5, Chris Lewis, 14m 04.83s; 6, Paul Castaldini, 14m 15.34s. **Fastest lap:** Soper, 1m 09.01, 83.88mph **(record).**

THRUXTON

Highlight of the eight-race championship meeting at Thruxton on Bank Holiday Monday was Tim Davies's complete command of the Pace British FF2000 round. Davies led from pole to flag against a class field in a race marked by incident. In the process he not only outran every leading FF2000 contender but also took Mike White's two-year-old lap record. Hardly less impressive was Ayrton da Silva's domination of the Townsend Thoresen FF1600 race though, with a few exceptions, the quality of his competition was unremarkable. Other wins went to Chris Kite (F1300). Tony Broster (Monoposto), David Franklin (MCB/C/V8), Roger Andreason (MG Magnette), Brian Turner (F4) and Rob Cox-Allison (Modsports). In all, six new lap records were established. Full report next week.

SILVERSTONE

Bentley motors

When the Bentley Drivers Club visits Silverstone for their annual race meeting at the Northampton circuit, the atmosphere is quite different to any other meeting held there during the year. One of the strongest flavours is, without a doubt, nostalgia. A host of vintage cars — with a number of drivers to match — come to enjoy a day's motoring. The meeting doubles as a time to meet old friends and re-live old races.

A combined AC and Bentley Owners race was first on the programme, and Nick Green put his AC Cobra at the front of the grid. From the start Green pulled away while fellow front row man Steve Hitchins (AC427) lost his grid advantage to Amschel Rothschild's Daytona Cobra. At the end of lap 1 Hitchins fell further behind as Paul Channon took third place. As Green went on to win with Rothschild taking second, Hitchins and Channon fought out third place. Hitchins retook the advantage on the third lap and try as he might, Channon could do nothing to stop him come home third. The first Bentley home was that of Ian Bentall.

The next two races were both handicaps and were won by Bruce Spollon (Derby Bentley 4½-litre) and Alan Kennedy (Morgan 4/4).

In the following MG T-type race, Ron Gammons had things all his own way as he won from pole position also taking fastest lap as he trounced the opposition. Apparently demoralised, the field spread out quite quickly with Gerry Brown in his MG TC taking second place from P. Cresswell (MG TC).

Handicaps 3 and 4 followed. Pace Petroleum had sponsored a 10 lap Bentley race, with their own Victor Gauntlett trying to bring home the company's own trophy. Unfortunately he failed to do so, the spoils going to J. Walker (Bentley 3-litre). The next handicap was the closest of the day, the first and second placed men being credited with the same time, the decision going in John Freeman's favour by the bonnet of his Aston Martin Spa Special.

Rob Wells followed Gammons's previous example and easily won the Morris Stapleton Trophy for Morgans, from pole also taking fastest lap. Even the rain that started to fall could not slow Wells down. Behind him Charles Morgan and Graham Bryant were involved in a race long fight for second place, which finally went to Morgan who had been second all the way despite Bryant's close attention. Former Trophy winner Peter Askew was

SILVERSTONE (GB), Aug 29, BDC

AC Owners and Crewe Bentley Specials scratch race (8 laps): 1, Nick Green (AC Cobra), 8m47.2s, 87.84mph; 2, Hon Amschel Rothschild (AC Daytona Special) 8m57.3s; 3, S. Hitchins (AC 427 MkIII) 9m13.9s; 4, Paul Channon (AC Cobra) 9m17.6s; 5, Ian Bentall (Bentley MkVI Special) 9m38.9s; 6, John Atkins (AC Cobra) 9m55.4s. **Class winners: ACs:** 1, Green; 2, Rothschild; 3, Hitchins. **Fastest lap:** Green, 1m04.05, 90.45mph. **Bentleys:** 1, Bentall; 2, Dave Newman (Bentley MkVI Special); 3, R. Bradley (Bentley MkVI Special). **Fastest Lap:** Bentall, 1m09.9s, 82.82mph.

Bentley/Lagonda Club handicap (8 laps): 1, Bruce Spollon (Bentley Derby 4½-litre), 11m05.3s 71.21mph; 2, Dave Rolfe (Bentley 4½-litre) 11m07.0s; 3, J. Walker (Bentley 3-litre) 11m08.0s; 4, Stanley Mann (Lagonda V2) 11m10.0s; 5, Fuad Majzub (Bentley 3-litre) 11m14.3s; 6, D. Hine (Lagonda LG. 45) 11m15.3s. **Fastest Lap:** Spollon, 1m19.8s 72.54mph.

All-Comers handicap (8 laps): 1, A. Kennedy (Morgan 4/4), 9m19.1s 82.84mph; 2, Steve Clayton (MGA) 9m19.6s; 3, Malcolm Paul (Morgan Plus 8) 9m21.9s; 4, B. Chaplin (Morgan 4/4) 9m24.3s; 5, G. Bryant (Morgan Plus 8) 9m25.8s); 6, Ian Bentall (Bentley MkVI Special) 9m28.9s. **Fastest Lap:** Charles Morgan (Morgan Plus 8), 1m05.3s 88.65mph.

T-Type MGs scratch race (8 laps): 1, Roy Gammon (MG TF), 8m52.3s, 78.19mph; 2, Gerry Brown (MG TC) 9m57.1s; 3, P. Cresswell (MG TC) 10m22.6s; 4, D. Saunders (MG TC) 10m35.9s; **Class A:** P. Smith (MG TD) 67.78mph; 2, T. Jenkins (MG TA); 3, B. Sayers (MG TC). **Fastest Lap:** Smith, 1m23.9s, 69.00mph. **Class B:** 1, Gammons; 2, Brown; 3, Cresswell. **Fastest Lap:** Gammons, 1m12.9s, 79.41mph.

Pace Petroleum Handicap (10 laps): 1, J. Walker (Bentley 3-litre), 13m23.6s, 58.35mph; 2, Fuad Majzub (Pacey-Hassan) 13m27.3s; 3, Nigel Lees (Bentley 4½-litre) 13m29.4s; 4, Gordon Russell (Bentley single-seater) 13m32.3s; 5, A. Judd (Bentley 4½-litre) 13m37.7s; 6, Hugh Harben (Bentley Hybird) 13m53.8s. **Fastest Lap:** Russell, 1m14.0s, 78.23mph.

All-Comers Handicap (8 laps): 1, John Freeman (Aston Martin Spa Special) 10m58.9s, 71.92mph; 2, Norman Stechman (Morgan Plus 4) 10m58.9s; 3, John Smith (Morgan Plus 4) 11m01.3s; 4, F. Cockman (Riley Snipe) 11m07.0s; 5, R. Burrell (Bentley-Royce) 11m09.6s; 6, I. Rattray (Morgan F) 11m21.3s. **Fastest Lap:** Richard West (Morgan Plus 8), 1m13.0s, 79.30mph.

Morgan SCC, scratch race for the Morris Stapleton Trophy (10 laps): 1, Rob Wells (Morgan Plus 8), 10m41.2s, 90.28mph; 2, Charles Morgan (Morgan Plus 8) 11m03.6s; 3, Graham Bryant (Morgan Plus 8) 11m04.2s; 4, P. Askew (Morgan 4/4) 11m09.0s; 5, Malcolm Paul (Morgan Plus 8) 11m15.2s; 6, R. Browning (Morgan Plus 8) 11m48.4s. **Fastest Lap:** Wells, 1m02.1s, 93.22mph.

Bentley Motors scratch race (10 laps): 1, Tim Llewellyn (Bentley 3/8), 14m04.7s, 68.53mph; 2, Ian Bentall (Bentley MkVII Special), 14m10.6s; 3, Peter Morley (Bentley Napier), 14m41.1s; 4, R. Bradley (Bentley MkVI Special), 14m51.0; 5, Victor Gauntlett (Bentley Derby 4½S), 9 laps; 6, Foad Majzub (Pacey-Hassan), 9 laps. **Fastest Lap:** Bentall, 1m12,1s, 80.29mph.

MG A&B types and 3-wheeled Morgans scratch race (8 laps): 1, Bill Nicholson (MGB), 9m26.7s, 81.72mph; 2, Richard Hutton (MGA), 9m45.1s; 3, Roy McCarthy (MGA), 9m45.2s; 4, Andrew Stewart (Morgan Super Sports), 10m03.1s. **MG Class:** 1, Nicholson; 2, Hutton; 3, McCarthy. **Fastest Lap:** Nicholson, 1m07.7s, 85.51mph. **Morgan Class:** 1, Stewart; 2, Rattray (Morgan F); 3, David Caroline (Morgan Super Aero). **Fastest Lap:** Caroline, 1m12.7s.

Vintage and PVT Sports Cars handicap (8 laps): 1, L. Merriott (Alvis Speed 20), 10m36.5s, 60.78mph; 2, R. Dowle (Bentley Derby Special), 10m39.1s; 3, D. Parker (Bentley Special) 10m40.0s; 4, F. Cockman (Riley Snipe), 10m46.8s; 5, J. Freeman (Aston Martin Spa Special), 10m49.6s; 6, H. Whitehouse (MG TB), 10m50.6s. **Fastest lap:** H. Hine (Bentley 3/8), 1m15.0s, 77.18mph.

All-Comers scratch (8 laps): 1, Rob Wells (Morgan Plus 8), 8m05.4s, 95.41mph; 2, Nick Green (AC Cobra), 8m38.8s; 3, Charles Morgan (Morgan Plus 8), 8m49.4s; 4, Graham Bryant (Morgan Plus 8), 8m50.0s; 5, P. Askew (Morgan 4/4), 9m08.8s; 6, B. Campbell (Morgan Plus 8), 8 laps. **Fastest Lap:** Wells, 59.9s, 96.64mph.

SILVERSTONE continued

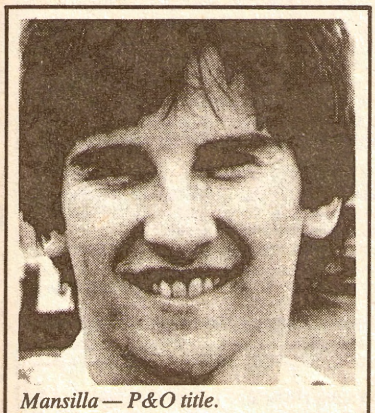
4th in his 4/4, his first race this year.

A compulsory pit stop to change a tyre made the Bentley Motors race an interesting prospect, while the rain also helped to liven things up. After a normal grid start (last year's race began "Le Mans" style) Bentall was the first caller to the pits, at the end of lap 1, the idea being to have an uninterrupted race from then on. However, the pit stop was slow thus cancelling any advantage. Tim Llewellyn (Bentley 3/8) had an excellent wheel change, easily the quickest, and he used this advantage to win the race. Bentall, however, was the fastest man on the track and managed to overcome his earlier setback to come home second. Peter Morley's brutal 24-litre Napier was certainly the most interesting car to watch—all that power on a slippery track — and he was well rewarded with third place.

Bill Nicholson took his 249th race win in his trusty MGB in the joint MG/3-wheeled Morgan race. Things, however, were not that easy. At the end of lap 1 Roy McCarthy (MGA) tried to come through on the inside of Nicholson at Woodcote causing both to spin down the field. This encouraged Nicholson to put his foot even harder to the floor and by the end of lap 4 he was back in the lead. Meanwhile Richard Hutton (MGA Twin Cam) and McCarthy, who had also recovered well were fighting tooth and nail for second, the position going to Hutton by the smallest of margins.

After the final handicap race, which went to L. Marriott in his Alvis Speed 20, came the final race — an all-comers scratch affair. The race had a similar look to the seventh, with Rob Wells on pole, and Charles Morgan second. This time, however, there was an interloper, Nick Green (AC), who like Wells was after his second win of the day. The result though was to go in Wells's favour by some 30secs as he simply drove away from the opposition leaving Green a lonely second. Morgan meanwhile had again become embroiled in a fight with Graham Bryant's Morgan and again Morgan (the driver) was able to come out victor of this private battle.

GORDON WISEMAN



Mansilla — P&O title.

SNETTERTON

A jubilant Enrique Mansilla, confident that his win in the P&O Ferries FF1600 championship round in the works Van Diemen, had secured him the title, drank champagne from the winner's rostrum as he celebrated. Other winners at the sunny Norfolk venue included Bill Burley who completed a hat-trick of Formula Super-Vee victories at the track this year with his Lola; Nick Baughn, successful in the Monroe Prodsaloon round — although many of the regulars were absent to challenge his VW Scirocco — and Glenn Eagling who dominated the Oceanair Clubmans round at his home circuit. Full report next week.



International Races

RIVERSIDE

Mears into CART lead

Works Gould Charge Penske driver Rick Mears moved into the lead of the PPG sponsored CART Indycar World Series last Sunday when he won the California 500, one of the classic Indycar events of the season which has moved from Ontario to the desert road circuit at Riverside. This was the first Indycar race to be held at Riverside for 12 years, and the track owners enjoyed their biggest crowd for 12 years — at 52,000, despite 105deg temperatures and smoggy conditions.

The sensation of the event, however, was the performance of Australian Geoff Brabham, at the wheel, for the first time, of Dan Gurney's lightweight, stock-block Chevrolet-powered Eagle. Giving away 75bhp to the Cosworths, the Eagle used every ounce of its weight advantage to qualify 1½secs clear of the opposition. Gurney and his new designer, Trevor Harris, were delighted with Brabham, who was joined at the head of the field by Al Unser with the Williams-based Longhorn.

Factory Penske teamsters Rick Mears and Bobby Unser were next up with their PC9Ds, followed by Gordie Johncock in the Mk8 Wildcat and Johnny Rutherford with the 2K Chaparral.

Brabham immediately established the yellow Eagle at the front of the race, followed by the Longhorn. Soon, the Australian had 3secs in hand over Al Unser, and the rest were falling away, led by Mears.

Brabham led through his first pitstop, at 17 laps, when things began to go wrong. The Eagle team's air jack broke as they were trying to change the left rear wheel; Brabham lost time, but carried on without replacing the wheel. When he stopped for a second time, a nut on the same wheel stripped the thread, and the team lost five laps before they could get their driver back into the action. Later, Brabham ran over some kerbing in trying to pass a backmarker, which deranged the handling, and he retired.

Through all this, Al U had moved into the lead, comfortably ahead of Mears. However, on lap 45, there was a failure in an oil-line in the Longhorn's gearbox, and that was out, too. Mears took over at the front, and was never headed, winning by 99secs from Johncock.

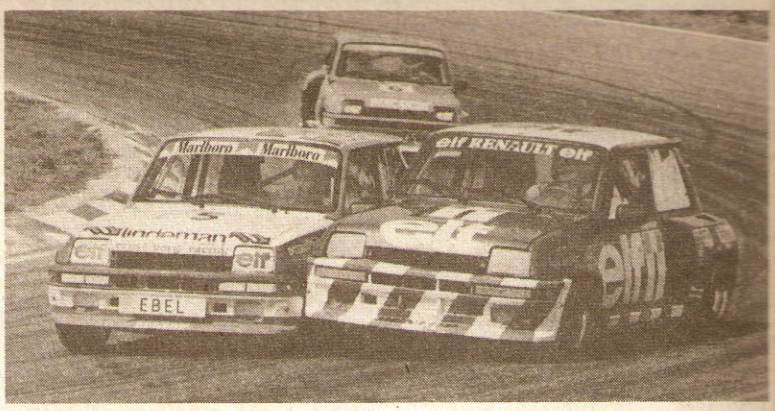
Bobby Unser suffered gear linkage problems early on, unable to engage second or third, and ultimately the gear linkage broke. He lost 10 laps in the pits, but continued to finish ninth, the final runner at the end of the 500kms event.

Having written off one chassis during qualifying, Rutherford, running in the race between Mears and Tom Sneva, destroyed Jim Hall's only other car on race day. On lap 23, he was repeatedly blocked when trying to lap backmarker Jerry Karl, who eventually drove into the Chaparral at the moment when Rutherford had decided to go by. Karl's car rode over JR's, and crashed heavily, its driver being hospitalised but not seriously hurt. The Chaparral careered on and hit a culvert head on, destroying its front end but not injuring its angry driver.

Alsup drove through all this into third place, for Sneva left the fray after 12 laps with engine failure, and Cogan had all kinds of problems — failing brakes, slipping clutch, a spin — before going off the road. Chandler followed Alsup home.

Oval racer Pancho Carter, who came to Riverside in the lead of the series, qualified his PC7 a circumspect 14th fastest, but was going well in the race when he lost his engine after 63 laps. Josele Garza, the Mexican hope, went out on lap 52 with fuel injection failure on his PC9.

The Cal 500's biggest accident befell



The 5 Turbos were as spectacular as ever at Zandvoort last Saturday: Boy Hayje (left) and Jean Ragnotti fight it out as Joel Gouhier follows discreetly.

MID-OHIO (USA)
Aug 30
Lumberman's 500
130 laps

1, Rolf Stommelen/Derek Bell (3.2 Porsche 935). 92.801mph;
2, John Fitzpatrick/Jim Busby (3.2 Porsche 935), 129 laps;
3, Rich Guider/Bertil Roos (2.0 March 80A), 129 laps;
4, Dennis Aase/Jim Cook (3.5 BMW M1), 124 laps;
5, Jim Trueman/Bobby Rahal (2.0 Ralt RT2), 123 laps;
6, Doc Bundy/Al Holbert (2.0 Porsche 924 turbo), 121 laps;
etc.

ZANDVOORT (NL)
Aug 29
Formula Ford 2000
Euroseries
15 laps — 39.63 miles

1, Kristian Nissen (Delta T81), 25m 19.53s, 95.03mph;
2, Basil Mann (Delta T80), 25m 19.65s;
3, Ron Kluit (Delta T81), 25m 20.35s;
4, Huub Vermuelen (Lola T580), 25m 21.05s;
5, Russell Spence (Royale RP30), 25m 30.44s;
6, Rob Tennant (Royale RP30), 25m 34.96s;
7, Bo Martinsson (Royale RP30), 25m 36.51s; 8, Frank Bradley (Van Diemen RF81), 25m 37.04s; 9, Mike 'Fulmar' Taylor (Royale RP30), 25m 45.61s; 10, Wiebe Boersma (Crosslé 33F), 25m 47.13s; etc.
Fastest lap: Rob Leeuwenburg (Crosslé 33F), 1m 39.90s, 95.21mph.

ZANDVOORT (NL)
Aug 29
Townsend Thoresen
Sports 2000 Euroseries
12 laps — 31.70 miles
Shortened from 15 laps

1, Ros de Giaxa di Salvi (Lola T590), 22m 8.73s, 93.56mph;
2, Jim Vermuelen (Lola T590), 22m 9.48s;
3, Huub Vermuelen (Lola T590), 22m 9.71s;
4, Basil Mann (March 81S), 22m 11.42s;
5, Henny Vollenberg (Tiga SC81), 22m 20.27s;
6, Eddy Fresco (Lola T590), 22m 22.81s;
etc.
Fastest lap: di Salvi, 1m 41.67s, 93.56mph.

ZANDVOORT (NL)
Aug 29
Renault 5 Turbo
Europa Cup
15 laps — 39.63 miles

1, Jean Ragnotti, 28m 37.13s, 83.64mph; 2, Boy Hayje, 28m 37.29s; 3, Joel Gouhier, 28m 37.41s; 4, John Bolten, 28m 39.82s; 5, Massimo Sigala, 28m 59.70s; 6, Alain Hubert, 28m 59.87s; etc.
Fastest lap: Gouhier, 1m 53.24s, 84.00mph.

French Production Group 1 Championship
After nine rounds

1	Jean-Pierre Malcher (2.0 BMW 320i)	230
2	Alain Cudini (2.0 BMW 320i)	154
3	Jean-Pierre Beltoise (2.2 Peugeot 505)	113
4	Claude Ballot-Lena (2.8 BMW 528i)	108
5	Xavier Lapeyre (3.0 Ford Capri)	75
6	Danny Snobeck (2.0 Alfa Romeo Alfetta GTV)	74

Next round: Nogaro, September 13.



Former British Formula 1 Champion Tony Trimmer, co-driving a Mazda 253i with Nico Nicole at Suzuka last Sunday in the 1000 Kms sports car race, finished second overall behind the Porsche 935 of Henri Pescarolo/Bob Wollek. The Mazda lost the lead on the final lap, losing to the Porsche by only 5 secs. A crowd of 80,000 watched the event.

the unlucky Australian Vern Schuppan, who was giving his new Thomas W. Barrett-sponsored March 81C its début run. Schuppan's steering broke at the first turn, and the March went straight on instead of turning left, hitting a concrete wall (and moving it 12 feet!) and flipping to rest upside down in the pits exit road. The car was destroyed, but thankfully Vern was unharmed.

Full report next week.

RIVERSIDE (USA)
Aug 30
Los Angeles Times California 500
PPG Indycar World Series, round 6
95 laps — 500 kms

1, Rick Mears (Penske-DFX PC9B), 2h 43m 40.98s, 108.300mph;
2, Gordon Johncock (Wildcat-DFX Mk8), 2h 45m 19.98s;
3, Bill Alsup (Penske-DFX PC9B), 94 laps;
4, Mike Chandler (Penske-DFX PC7), 94 laps;
5, Bob Lazier (Penske-DFX PC7), 92 laps;
6, Dick Simon (Watson-DFX), 90 laps;
7, Herm Johnson (Lightning-Chevrolet), 88 laps; 8, Scott Brayton (Penske-DFX PC7), 87 laps; 9, Bobby Unser (Penske-DFX PC9B), 84 laps; 10, Pancho Carter (Penske-DFX PC7), 63 laps, DNF; etc.

PPG Indycar World Series
After six rounds

1, Rick Mears	186
2, Pancho Carter	141
3, Bill Alsup	122
4, Tony Bettenhausen Jnr	84
5, Gordon Johncock	82
6, Johnny Rutherford	63

Next round: Milwaukee, Sept 5.

ORAN PARK

Johnson's enduro

Supporting the recent Formula Pacific events at Oran Park (*Sportscard* last week), in which former Grovewood Award winner Bruce Allison clinched the National Panasonic title, was yet another of the enduro races leading up to the James Hardie 1000 to be run at the Mount Panorama circuit at Bathurst on October 4.

In the absence of the Marlboro-Holden Dealer Team's Commodores, the 250kms race was won by Dick Johnson in his highly successful privateer Falcon, with which he won the Australian Touring Car Championship earlier this year.

The 96-lap race was led for the first eight laps by Kevin Bartlett in his Camaro before Johnson found a way past and immediately set about increasing his lead. Running a harder compound tyre than he had used in the CRC Chemicals race at Amaroo Park a fortnight earlier, he needed to stop only for fuel, the 18secs required not being sufficient for him to lose his lead.

Bartlett, however, who had been experimenting with Dunlop tyres at the front of the Camaro and Goodyears at the back, made several stops to change to different size rears and then to adjust tyre pressures, putting him out of contention.

It was left to veteran Ford driver Murray Carter to drive his usual sound race to come in second, while third was the rapid RX-7 Mazda of Peter McLeod.

Peter Janson, who had held his Commodore in third spot during the early stages, was disqualified after 35 laps for having worked on his car outside the pits, while the BMW 653 CSi of Allan Grice retired after tangling with the Falcon of Bob Muir.

BOB JENNINGS



National Rallies

LAMPTON SUPER SPRINT

Brookes among lions

Russell Brookes took his Andrews Heat for Hire Sunbeam Lotus to a convincing victory at the first Lampton Park Supersprint held near Newcastle on Bank Holiday Monday. He finished a comfortable distance ahead of Chris Lord in the similar Griflex/Clifford car, with Esso/BTRDA contenders Trevor Smith and Phil Collins taking third and fourth spots in their Escorts. The event proved popular with the 8,000 plus spectators who attended, but was marred by an unfortunate accident which eliminated the cars of Derek Boyd and Willie Rutherford — the two men challenging Brookes for victory.

The event was decided over four special stages, two in each direction over the 2-mile test and his route proved popular with all competitors. The event started with first runs at 11.30 and five hours later Brookes was spraying the champagne over the crowd.

It was Rutherford who actually set fastest time on the first test with the stage run in the conventional, clockwise direction. He completed the course in 2m 27.8s with Brookes 1.2secs behind, although early computer readouts showed him 6secs quicker, causing a stir around the paddock. Derek Boyd was next, followed by Phil Collins, Chris Lord and Trevor Smith.

Rutherford could not repeat his success however and, approaching a left hand hairpin on the second run, he spun on oil left by Tony Worswick's Escort which had just blown its F2 engine. Brookes then took the lead he would hold throughout, with Boyd and local ace, John Brown, following. Brown was fourth at the end of the second run.

With the route reversed, after a lunch break, and slowest cars tackling the stage first, Brookes continued to dominate. However, before he could start the Rally Radio Link team assisted at the Rutherford/Boyd incident (see *Special Stage*). Phil Collins was impressive on this run but he also spun on oil and spent the rest of the day chasing Esso championship rival Trevor Smith. Bill Dobie was picking up the pace in his Chevette while Francis Tuthill's amazing Beetle took fifth fastest. Tuthill was another to spoil a good result with a spin.

With the final runs remaining Lord was second behind Brookes but just 0.4sec ahead of Smith. Tuthill, Cyril Bolton and Collins were tied for fifth spot. Brookes took fastest time to accept the £500 first prize, with Phil Collins second quickest and moving up to fourth.

PETER FOUBISTER

Lampton Supersprint
Aug 31

1, Russell Brookes (Talbot Sunbeam Lotus), 9m 53.7s; 2, Chris Lord (Talbot Sunbeam Lotus), 10m 9.4s; 3, Trevor Smith (Ford Escort), 10m 13.8s; 4, Phil Collins (Ford Escort), 10m 14.1s; 5, Bill Dobie (Vauxhall Chevette), 10m 18.6s; 6, Fred Henderson (Vauxhall Chevette), 10m 20.4s.

ALI SHUFFLE RALLY

Beecroft's the boy

Ron Beecroft and John Millington took their Miniport Talbot Sunbeam Lotus to another win in the *Motoring News*/BTRDA Rally Championship at the weekend on the Ali Shuffle Rally, held in south-east Scotland. Second was Mike Farmer driving another Talbot Sunbeam and third Bill Gwynne in a Vauxhall Chevette. Gwynne is now the only man who can challenge Beecroft in the championship race.

The rally was based in Haddington, south of Edinburgh, as this was the first time that the championship had included an event on the Scottish mainland. Despite this a disappointing number of regular road rally teams made the trip north and non-starters included Roger Moran, who crashed his Escort the week before, and Geoff Birkett, who had engine problems with his Opel. The event still attracted 70 entries. The rally was particularly compact, with the first cars at the finish by just after 3am and the route used some very fast roads over the moors.

The event was virtually decided on the opening selective when thick fog slowed teams on the hills. Gwynne was first on the road but, halfway through the section, Beecroft caught and passed him, immediately taking a 1min lead. In similar conditions on the fourth selective Beecroft took another 30secs and that margin lasted the rest of the event. While the leader was in control, Gwynne was struggling with Mike Farmer and again lost time, dropping to third place. Terry Benson (Chevette) suffered alternator failure as the cars came off the hills to clearer weather allowing Mick Watkins to stay in fourth place.

Top local driver, behind the English experts, was William Jackson who hired an Escort before the event after he crashed his own Avenger. A puncture on one selective slowed him although he still finished ahead of Gwyndaf Evans who again took the competitive 1300 class in his Toyota Corolla ahead of David Thomson (Mazda).

The final tests, over fast roads, saw Gwynne use the Chevette's top speed to take time from Farmer but, at the end he was still third, 42secs behind. The result means that Beecroft has increased his lead in the BTRDA series to 6pts.

PETER FOUBISTER

Ali Shuffle Rally
Aug 29/30

1, Ron Beecroft/John Millington (Talbot Sunbeam) 18m 03s; 2, Mike Farmer/Nigel Harris (Talbot Sunbeam), 18m 54s; 3, Bill Gwynne/Paul Watkins (Vauxhall Chevette), 19m 36s; 4, Mick Watkins/Nick Leuchars (Ford Escort), 21m 09s; 5, Terry Benson/Derek Fryer (Vauxhall Chevette), 21m 37s; 6, Peter Smith/Jeremy Mathew (Escort RS2000), 22m 02s.

AUTUMN RALLY

Perfect Munro

Hugh Munro and Bob Wilson won the Autumn Rally, the opening round of the Castrol Scottish Road Rally Championship, on the night of Saturday, August 22. Driving their Escort RS2000 they completed the 150-mile event without incurring any penalties, and eventually ran out easy winners ahead of the Ormond Smith/Doug Patterson Sunbeam ti.

The event included mileage around Dingwall, including the Black Isle, and the only team to retire with mechanical failure was actually last year's champion pair, Alan Sproul/Stewart Merry, whose Escort suffered differential failure.

Autumn Rally
Aug 22
Castrol Scottish Road Rally Championship, round 1

1, Hugh Munro/Bob Wilson (Ford Escort RS2000), 0pens; 2, Ormond Smith/Doug Patterson (Talbot Sunbeam ti), 56pens; 3, Lenny Morrison/John Bell (VW Golf GTi), 78pens. **Open Class:** Dave MacKintosh/Campbell Roy (Ford Escort 1300), 97pens. **Non-experts:** William Finlayson/Alan Midona (Datsun), 158pens. **Novice:** Alister McNeil/William Campbell (BL Mini), 655pens.

LJOMA RALLY

Omar and Jon Ragnarsson won the Ljoma Rally 81, an international event held in Iceland over the weekend of August 21-23. Their Renault 5 finished ahead of just four other cars, the only survivors from a 12-car entry list to make the finish. Deep water crossings and stages covered with black, volcanic ash were the main hazards in a route which started and finished in Reykjavik. Just two 'foreign' crews made the trip to Iceland, John Haugland finishing third in his works Skoda. The rally, now two years old, will be held again next year.





Off-Track

MINICROSS

Still Hill

Following his hat-trick at Cobham the previous weekend, Mick Hill made it two finals on the trot when he took a convincing win at the Sheppey Raceway on August 23. The fast Rochester MC circuit was perfect for the formula and a reasonable entry ensured plenty of competitive racing.

Barry Bloy, making his return to Minicross, led away in heat 1 and held this position until the final lap, when Hill managed to pip him to the post. Pete Smith took the second from Bob Wiliams and Terry Jenkins comfortably saw off the rest in race 3. Dave Spurgeon enjoyed his best race of the season in the next when he finished just ahead of Steve Shield, while Francis Wolton had an easy run in the last heat, leading all the way.

Brian Quarman turned a few heads in the first semi when he moved up from the third row to take the lead after one lap while Hill from the back was soon through to second. Terry Hall and Smith were battling in mid-field and soon involved David Rudge as they caught him up. Meanwhile Hill had caught Quarman but had lost all clutch action, was stuck in second gear and resigned to following him home. Hall, Smith and Rudge followed them over the line.

Jenkins made another demon start in the next semi and from row three was soon ahead. Dave Spurgeon was also going well and overpowered Dave O'Leary and Phil Turner for second spot.

GURSTON DOWN

Alister Douglas Osborn broke the outright hill record at the Gurston Down hillclimb on Sunday to move 2pts nearer to James Thomson at the head of the RAC Hillclimb championship table. ADO's 3.6-litre Pilbeam MP47 was consistently fastest throughout the weekend and on his first — and only timed — championship run he took 0.04secs off Peter Kaye's record with a commanding 28.54s climb. Thomson responded with a well controlled 28.91s, but could not find the outright power from the 2.5-litre Pilbeam MP40K to match the speed of the 1977 champion.

Once again, Ted Williams put in an excellent result with the 2.5-litre Pilbeam MP41, taking third place-ahead of Dave Harris and Chris Cramer. Leading places in championship (3 more rounds to go) 1, James Thomson 95pts; 2, Alister Douglas Osborn, 91; 3, Chris Cramer, 86; 4, Dave Harris, 68; 5, Roy Lane, 57. Full report next week.



Martin Schanche leads the European contenders at Juville.

Steve Shield and Phil Wickham made steady progress through the race but could not catch the leaders.

With all main contenders for the championship in the 'A' final, they lined up for what was to be the most open, clean race of the season so far. From the flag Steve Shield shot in to the lead closely followed by Rudge and Spurgeon. Jenkins, not too far back, was being chased by Hill who had found a good inside line. By half distance Hill's car had engulfed Rudge and was after Shield, who had opened a good lead. Meanwhile Pete Smith was making ground having passed Hall and Rudge. By the eighth tour Hill was on Shield's tail and on the second passing attempt found himself nicely ahead. Mick extended his lead to take the flag from Smith, who also came through from the back. Shield, Jenkins, Wickham and Hall filled the next places.

TREVOR HILL

JUVILLE RALLYCROSS

Schanche's success

With Martin Schanche and Piet Dam equal on points, the European Rallycross Championship moved to the Juville circuit in France for its seventh round. It was Schanche's day, the Norwegian taking a comfortable victory in his turbocharged Ford Escort from the normally aspirated car of Kjetil Bolneset.

Those to hit trouble included the two Volvos of Per-Inge Walfridsson and Per Engseth, who both had problems with their turbos, and the Renault 5 Turbo of Ron Douglas, who had to retire on the first lap of the 'C' Final.

The winner of the GT class was Raymond Touroul (Porsche), from a flying Matti Alamki (Porsche), the latter passing Olle Arnesson before the flag.

HANS DE JONG

International Events

Date	Venue	Event
Sep 4/6	Belgium	Criterium Lucien Bianchi — European Rally Championship
Sep 5/7	Greece	Halkidikis Rally — European Rally Championship
Sep 5/6	Trois Rivieres, Canada	Budweiser SCCA CanAm Challenge round 6; CRC Chemicals SCCA TransAm Championship, round 7
Sep 6	Montreal, Canada	North American Formula Atlantic Championship, round 6
Sep 6	Misano, Italy	FIA European Formula 2 Championship, round 11
Sep 6	Jarama, Spain	FIA European Formula 3 Championship, round 12
Sep 6	Hockenheim, Germany	German Group 5 Championship, round 12
Sep 7	Darlington, USA	NASCAR Winston Cup Grand National Championship, round 23

National Events

Date	Venue	Event/Club	Details
Sep 4/5	Dunbarton,	Rally Lanarkshire CC	Tom Dickson Cameras Rally — Esso Scottish Rally Championship Div 1 & 2 Start: 11.00
Sep 5	Newtown, Powys	Rally Telford AC	Telford Forestry Stages — Esso/BTRDA Gold Star & Clubmans Championships, AWMMC Championship, Austin Morris Mini Challenge: 0900
Sep 5/6	Empire Car Park Morecambe, (MR97/428642)	Rally Morecambe CC	The Midac-Illuminations Rally — ANECC & ANCC Championships Start: 23.31
Sep 5/6	Prescott, nr Cheltenham, Glos	Hillclimb Bugatti OC	RAC British Hillclimb Championship, round 14; Bradburn & Wedge Midland Hillclimb Championship *With just three rounds of the RAC Hillclimb championship remaining it seems that little can be done to wrest the coveted title from young James Thomson's grasp. Nonetheless Alister Douglas-Osborn, Chris Cramer and Roy Lane will be doing everything in their power to alter the situation on a hill which will suit Thomson's car and driving style. The efficient Bugatti Owners Club officiate as always. Practice is on Saturday; timed runs from 11am Sunday.*
Sep 6	Silverstone, nr Towcester, Northants	Race Meeting BARC	The Letchworth Roofing Trophy Meeting — FF2000, Modsports, FF1600, Special Saloons, Clubmans, Production Saloons *Sunday's Letchworth Roofing Trophy Meeting is headed by a round of the thrilling Pace British FF2000 series in which Tommy Byrne, Luiz Schaffer, Simon Kirkby, Dave Coyne and Calvin Fish are fighting to emerge victorious from the 50-strong field. Mike 'Fulmar' Taylor will also be in there, trying to close on series-leader Byrne. Ken Crofton's Letchworth Roofing Dolomite does battle with the prodsaloon regulars later in the day. First race 3pm; morning qualifying*
Sep 6	Snetterton, nr Thetford, Norfolk	Race Meeting 750 MC	FF1600, F750, F4, Mini Challenge, Sports Cars, F1300, MG Midgets *It's 750MC time again in Norfolk which means the normal blend of 'low-cost' fun. Keith Starr's Elan and John Lock's Porsche Carrera lead the Garelli sports car brigade; Bob Juggins is bringing Royales for himself and Josh Wright to contest the Wilkes FF1600 event and Poole schoolteacher Chris Hague hopes to extend his PHC 750F series lead while Max Samuel-Camps and Cliff Watts challenge Brian Turner's F4 BTC. Racing from 2pm; qualifying at 9am*
Sep 6	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting JDC	Autumn Historic Meeting — Thoroughbred Sports, Pre '57 Saloons, Production Jaguars, MG Ts, F Junior, Alfa Romeo OC race *The Jaguar Drivers' Club's traditional Autumn Historic race meeting takes place at Mallory Park on Sunday with practice from 9am and racing at 1.30pm. Aston Martins, AC Cobras, Ferraris and, of course, Jaguars are out in the Robin Hamilton inter-marque race which is backed by an excellent Varley Formula Junior event and a series production outing for Jaguars, among other attractions.*
Sep 6	Lydden Hill, nr Canterbury, Kent	Race Meeting BARC	FF1600, Mini 7, Saloons, Modsports, F Libre, Clubmans *BARC Junior FF1600 protagonists return to the Canterbury circuit on Sunday. Will championship leader Mark Peters make it a Lydden double with the Touraco Lola or can Kenny Andrews, Robert Meaton and David Button beat him to the flag? Tony Howard's Delta is out in the Cinque Ports libre round where the Hove transmission specialist takes on Norman Payne, Paul Sleeman and other local favourites. Practice at 12.30pm; racing 2.15pm.*
Sep 6	Long Marston, nr Stratford-upon-Avon	Rallycross Dunlop MC/ Solihull 432 MC	Lloyds & Scottish British Rallycross Championship, round 7
Sep 6	St Athan, Wales	Sprint Welsh Counties CC	Pace/BARC Sprint Championship, round 11
Sep 6	Canons Marsh Car Park, Bristol	Autotest White Horse MC (Bristol)	Bawn's Trophy Autotest — RAC/BTRDA/ACSMC/ASWMC Autotest and BTRDA All-rounders Championships, ShellSport League Championship
Sep 6	Danby, nr Whitby, (MR94/698073)	Autocross Whitby & DMC	Champion Garage Autocross in Association with Castrol — The Journal/Perdal Performance Autocross Championship Start: 13.30

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middlesex.

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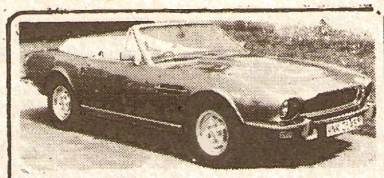
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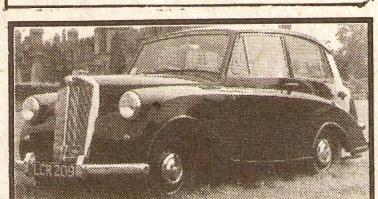
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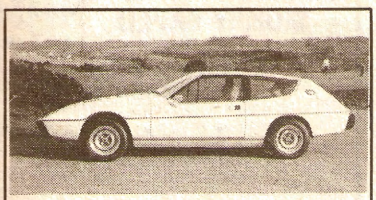


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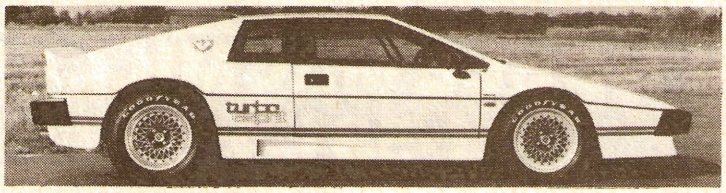
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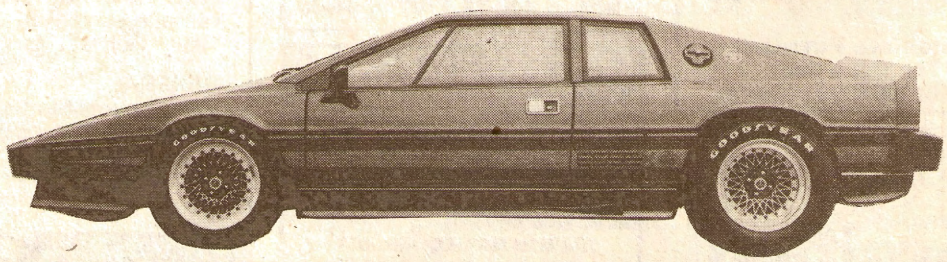
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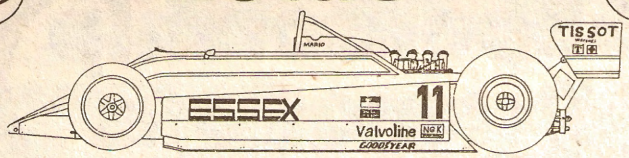


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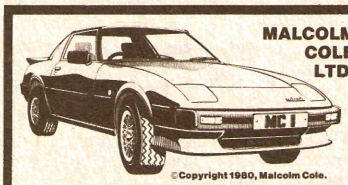
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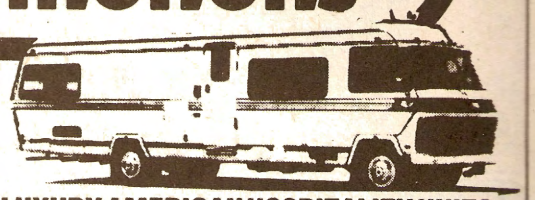
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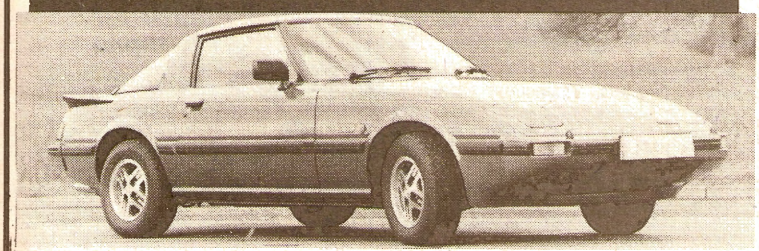
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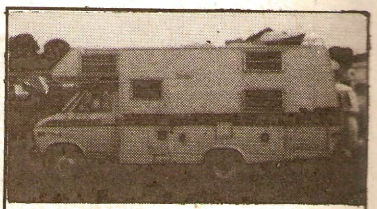
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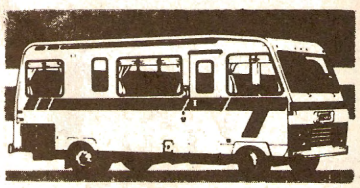


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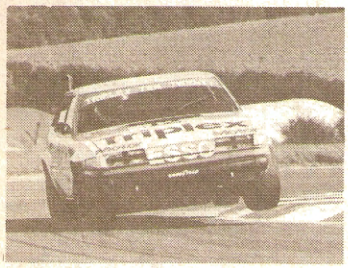
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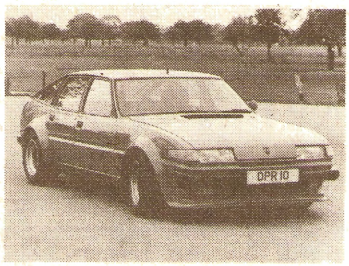
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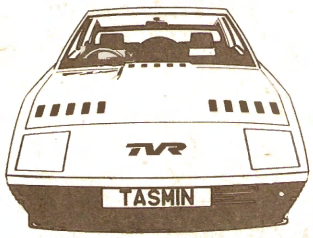
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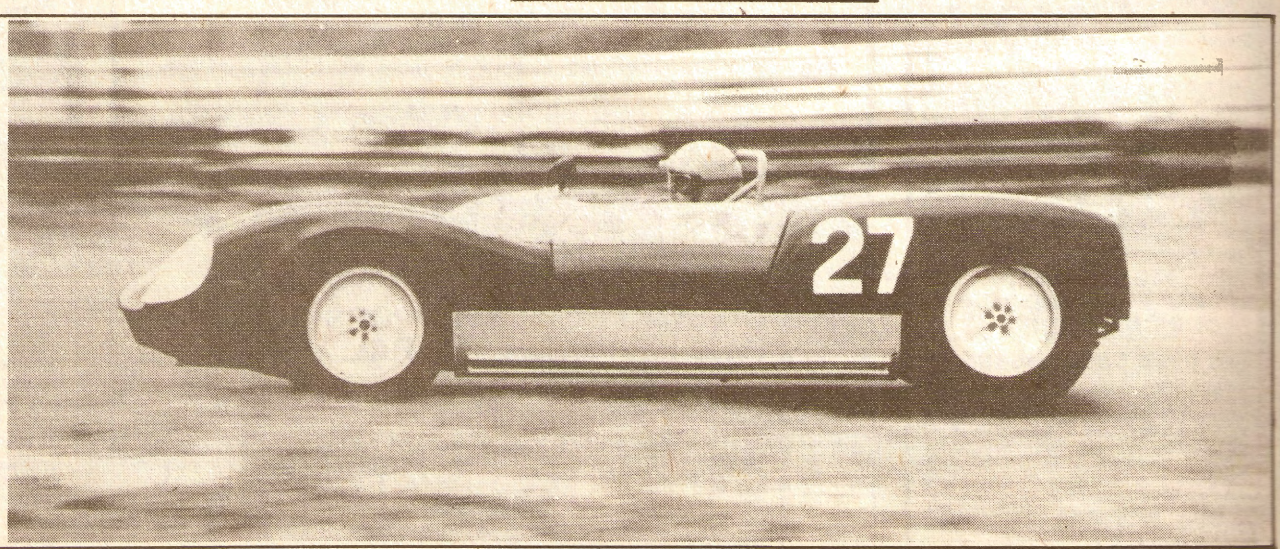
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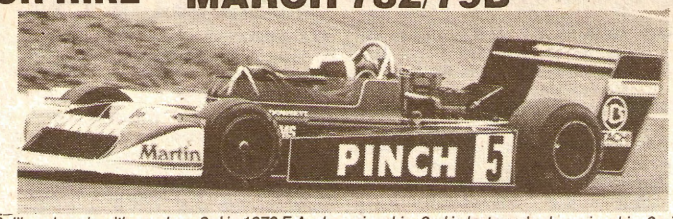
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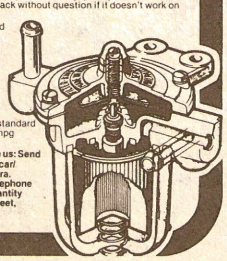
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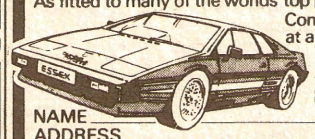


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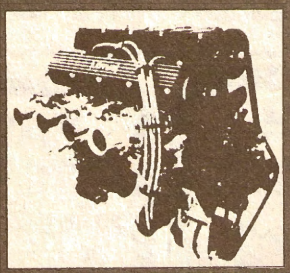
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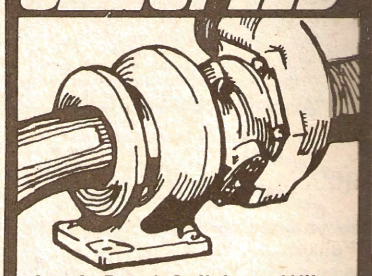
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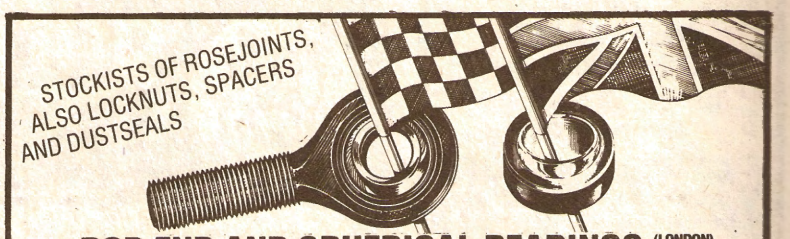
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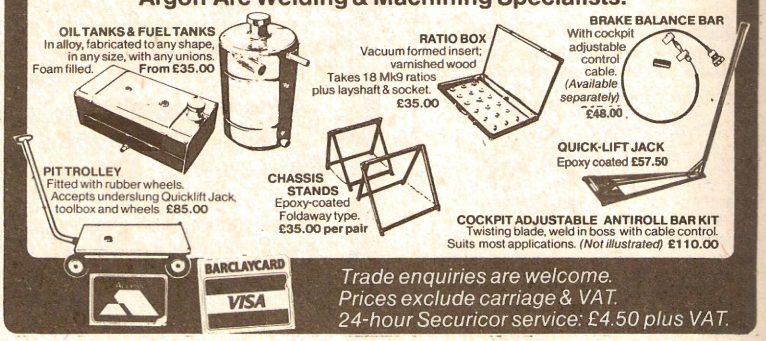
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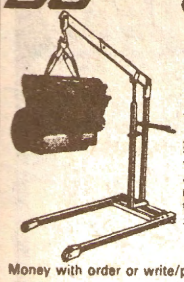
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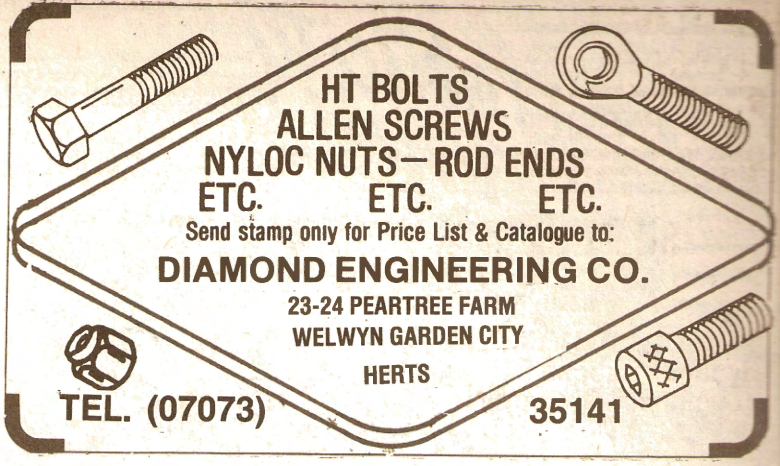


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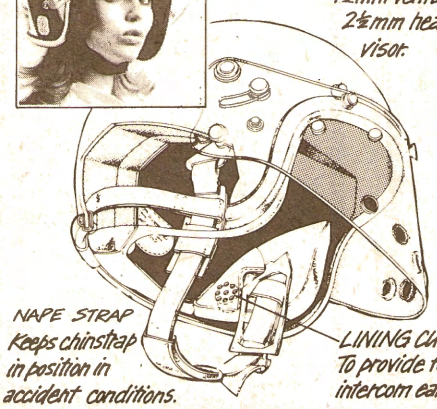
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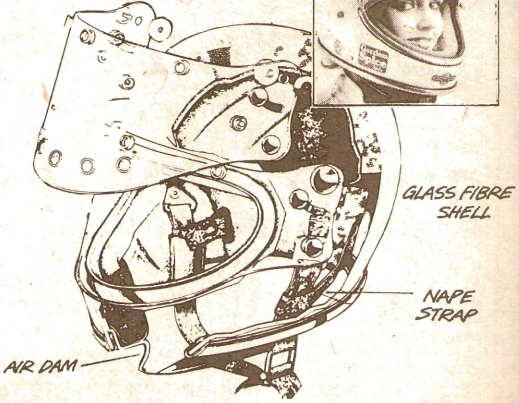
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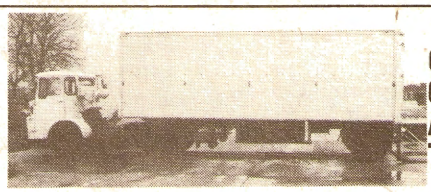
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WANTED. Van Dieman RF77/78 side radiators, brackets, water pipes and swirl pot. For sale RF80 front radiator, lightweight, £50. RF81 nose cone, £50. Tel: 056455432. (36

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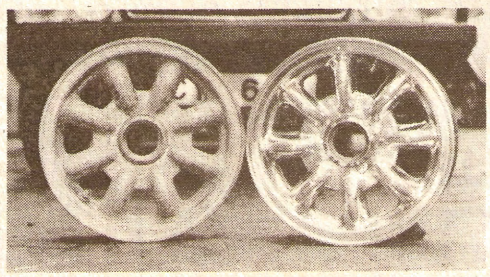
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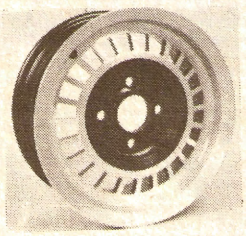
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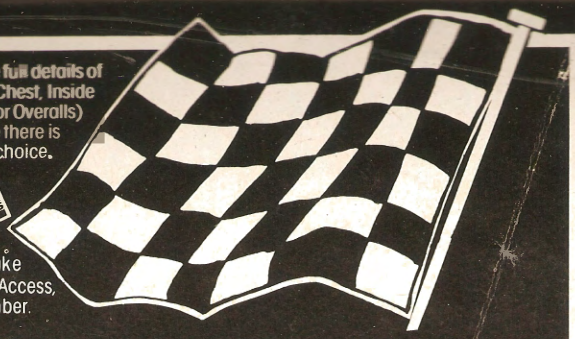
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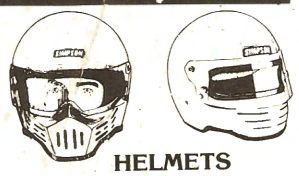
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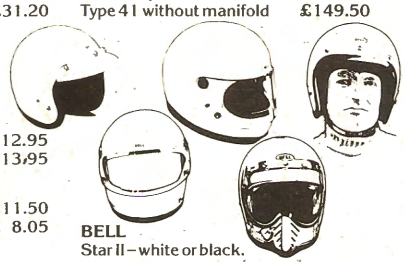
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