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CHAMPIONSHIP REVIEW

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October 8, 1981 50p



F3 row at Silverstone

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October 8, 1981 Vol 85 No 2

FRONT COVER

With Jonathan Palmer having already sewn up the Marlboro British F3 Championship, Sunday's Silverstone outing should have been a formality . . . a chance simply to enjoy a race. It was different after post-race scrutineering. Report: Page 13. News: *Pit & Paddock*. Photo: Jeff Bloxham

NEXT WEEK

It all hangs on Las Vegas: we preview the final Grand Prix of the year — In colour: The Mitsubishi Colt Lancer Turbo rally team — Test of road-going Lancer Turbo — Preview: Pace National Rally, the Castrol/AUTOSPORT final — Plus our full news and feature coverage *

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SUPPLEMENT

Rallying reporters Peter Foubister and Mark Wheeler review the Rothmans Open Rally championship — The cars, the drivers, the events — Insight: Dealer Opel team . . .

Tye loses

As we closed for press, we received news that Basil Tye, Managing Director of the RAC Motor Sports Association, has failed in his bid to be elected President of FISA. The election, held at the FISA Plenary Conference in Paris on Tuesday, was decided by secret ballot in favour of the existing President, Jean-Marie Balestre, by 33 votes to 17. Balestre is confirmed, therefore, as President for the next three years.

Tye, who was obviously disappointed at the outcome, had this to say: "I feel I did the right thing in standing, and I am proud to be the only British delegate in the history of motor sport to have stood at this election.

"I hope that my action will either encourage some other representative from another country to do likewise, or even better inspire, in the years ahead, a fellow countryman to stand.

"I have conducted my election campaign in an honest and straightforward way, and I feel confident that my conduct during all this time can never be criticised. Obviously, this was the right approach as I received a great deal of support from ASNs all over the world. By previous commitments we should have polled at least 50 per cent of the vote, but for one reason or another some of them saw fit to change their minds at the last minute over whom to vote for.

"However, I am in no way discouraged by the outcome, as I feel that one third of the vote shows that there is a considerable number of people who are not totally satisfied with the road motor sport is currently traversing."

By way of consolation, Tye was re-elected to the FISA Executive, a position which he has held automatically for some time. This year, however, the British motor industry failed to produce the million cars required for this automatic seat on the Executive, and Tye had to be elected. Six countries — Italy, the United States, Spain, West Germany, France and Japan — now hold automatic positions on the Executive, as well as the Presidents of FOCA and BPICA.



Tye — honourable defeat.

Although unsuccessful in his aim, Tye was grateful for the support he has received: "I would like to thank the British press," he said, "for the support they have given me, and also the space they have allocated to my election manifesto."

Balestre, in contrast, mentioned in his speech that he considered the press "devoid of imagination" because of the way it had been attacking him.

Who drives what?

There has been relative calm on the Who-drives-what front this week. The big question mark still hangs over the Williams team, where the names of Eddie Cheever and Nigel Mansell are still shouted the loudest. Cheever, who came within an ace of signing for Arrows at Monza, has now said that if he doesn't get the Williams drive he will stay with Tyrrell alongside Michele Alboreto. Which leaves Huub Rothengatter with his £350,000 to take somewhere. Perhaps to a one-car Fittipaldi team?

Lotus look certain to have lost Elio de Angelis to Alfa, so they will be unlikely to let Mansell go. Perhaps Jean-Pierre Jarier might fill the gaping number one slot, or perhaps Eliseo Salazar will make it a team of relative novices.

Rothengatter — money to spend.





De Cesaris — to Arrows?

The Arrows team does not appear to have either drivers or sponsors in the can yet, although Andrea de Cesaris has been mentioned as a possibility. However, if Jacques Villeneuve gets the number two slot, Alan Rees will have to extend the monocoque building department . . . John Watson has had talks with Arrows and, if he doesn't fancy being number two to Niki Lauda (in terms of treatment), he would probably excel there.

Of course, it is all mere speculation at the moment and, if half the rumour mongers are to be believed, Alan Jones will change his mind over the winter. And the whole cycle will start again . . .

Parmalat back Lauda's F1 return

Niki Lauda announced last week that he will be returning to Grand Prix racing in 1982 with personal backing from Parmalat. The double World Champion did not, however, indicate which team he will be driving for, although it seems a foregone conclusion that he will be with McLaren International.

Lauda made his announcement at the Parmalat headquarters in Italy, saying: "I still have the heart for racing and I feel I can make a successful return. I will be starting from zero and I don't think I will be immediately competitive. I have been away for two years, and the cars have changed a lot.

Stories surrounding Lauda's decision to make a comeback speculate that the motivation is purely for money to support his airline business. However, the Austrian was adamant that this was not the case: "My company can operate without me now, and I can think of other things, including motor racing."

Parmalat, who were Lauda's personal sponsors at Ferrari and who moved with him to Brabham, are reported to have opened two avenues for Lauda's comeback. The Austrian's asking figure is reported to be US $3 million, and they were prepared to give him $2 million to drive for Brabham (and free overalls), or just a mere $1 million for his overalls to drive for McLaren. A third offer is reputed to have come from a German sponsor via Jack Oliver of Arrows, for 10 million Deutschmarks.

McLaren International's Ron Dennis refuses to be drawn on whether or not Lauda had agreed to drive for his team, although he says, "I knew on the way back to London after his test day that he would make a comeback. However, it would be presumptuous of me to say he will do so with us."



Lauda — McLaren drive?

Dennis has long been a Lauda fan — ever since he won the Procar championship for the Project Four team in 1979 — and has been pushing Marlboro to provide him with a number one driver ever since Alain Prost was allowed to go to Renault. Commenting on Lauda's Donington test day, Dennis said: "He did exactly as we expected him to. There was no logical reason for him to be slow. He is a competent driver, and we are interested in having competent drivers in our team."

Lauda's position with the team is expected to be announced on the Thursday before Las Vegas.

It is said that, while Marlboro and McLaren were waiting for Lauda to make his decision, alternative plans were being hatched to persuade Gilles to consider leaving Ferrari . . .

All this must leave John Watson wondering just where he stands in the team to which he has given a win and two second places this year. He returned from his well-won second place at Montreal to the news of Lauda's decision, but was firm in his conviction that he will remain the team's number one: "My position is unchanged. Other teams have been talking to me, but I would prefer to stay with the people I know. There is no agreement yet, but it looks more than likely that I will stay.

"I think that, if Niki comes back with McLaren, it must be as number three, with the number two drive being kept open until he proves he is able to fill it. The pressure is on him to keep his golden reputation shining. I am confident about my own ability to do the job and, as far as I am concerned, there is no problem with Niki and me. We like each other, and we work well as a team."

While we were trying to link together all the rumours about Lauda and McLaren, incidentally, the Porsche name cropped up. Some time ago, when it was widely rumoured that Porsche planned to return to Formula 1, Lauda's name was linked with the project. Since then, Porsche have formally denied that a comeback is planned. However, we heard this week from a source in Germany that Porsche were working on a new F1 engine programme in Stuttgart, a 1.5-litre turbo with twin KKK blowers on a V4 configuration — and that the 600bhp motor, if it sees the light of day, could be destined for the McLaren team . . .

Designers meet

With the concern over the current breed of 'suspensionless' Grand Prix cars almost reaching panic proportions, FISA has convened a meeting of Formula 1 designers at Las Vegas.

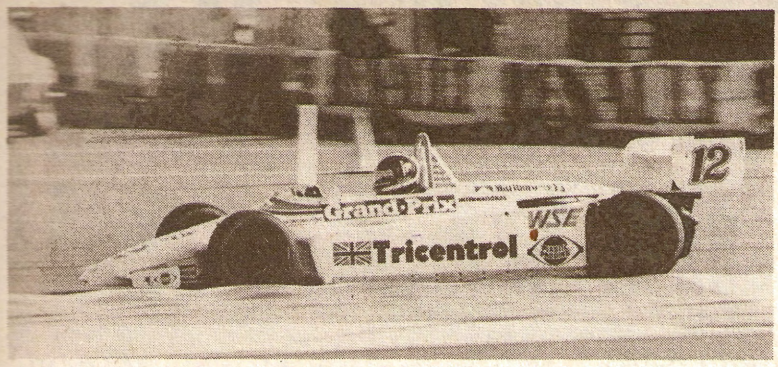
The designers are expected to sit down and work out a solution to the problem — which probably would not include sliding skirts, although that would be the simplest method — and present it to the FISA President, who will be able to change the Condorde agreement regulation swiftly, providing that *everyone* agrees on how it should be done. Ferrari included . . .

Mears: no F1 plans

Rick Mears has finally put paid to the rumours that he might be driving for the Brabham Grand Prix team next year. "If I was offered a million dollars, I suppose I might *consider* Grand Prix racing, but even then it would be very doubtful that I would actually do it!" he said last Sunday.

The 29-year-old Mears, who did actually test a Brabham last year, has fully committed himself to Roger Penske's CART team for next year.

Penske is due to announce his full programme in New York on October 27, but at the moment there are no clues about the identity of his number two. Kevin Cogan and Geoffrey Brabham are the likely candidates.



A minor technical infringement may cost Palmer the Formula 3 title.

Palmer F3 title in jeopardy

Confusion reigns in the Marlboro British Formula 3 Championship! After last Sunday's tedious race at Silverstone, the whole thing came alive in the scrutineering bay when the cars of Jonathan Palmer and Roberto Moreno were found to be illegal. The two competitors were informed that they were to be excluded from their respective second and fifth places, and that under the regulations they would also lose the equivalent of two wins (18 points) from their score.

This means that, just one week after being hailed as the 1981 champion, Palmer finds himself in a far from secure position. He is just 11 points ahead of Thierry Tassin with two rounds (a maximum of 20 points) at stake, and he has scores to discard.

RAC Technical Committee members Cecil Mitchell and Barry Morris inspected the first six cars in the Formula 3 event — all of them Ralt RT3s. The bodywork of the Palmer and Moreno cars were found to be 5cms and 7.5cms too wide behind the centre line of the rear axle, where the regulation width is 95cms. Both these cars had pieces of plastic riveted on to the engine covers, which extended them beyond the maximum permitted width. Tassin's car had the same extentions fitted, but they only extended as far back as the centre axle line and so were entirely legal.

What upset the competitors concerned most of all was that the cars had run in the same trim throughout the meeting and had, in fact, been presented at (and passed) pre-race scrutineering in the same configuration. However, under the regulations, the eligibility of a car can be checked at any time during the meeting, and can be protested up to one hour after publication of the results. On this occasion, there was no protest, but the infringement was found during a routine post-race check, about which the scrutineers had notified the Clerk of the Course prior to the event.

Palmer's team naturally gave notice of appeal against the decision, but there was some doubt on Monday as we closed for press about whether the appeal could be heard. Under the RAC regulations, it is not possible to appeal against the findings of Judges of Fact but, under FISA regulations governing races run as Internationals (as Sunday's F3 race was), such an appeal is allowed. However, the programme for an International status event should contain a list of the officials — and the people who found the cars to be ineligible were not listed as officials in the BRDC's race programme.

Providing the RAC do allow the appeal (and they will not decide on this until they receive the Stewards report some time this week), this could be a loophole for the seemingly unfortunate Palmer. As he said: "I had already won the title, I could have stayed at home today and watched it on television. But what would that have done for the championship?"

Barry Morris, when asked why the eligibility had not been checked earlier, told us, "If the teams want to spend an hour and a half in pre-race scrutineering, then we can check everything, including number five main bearing. It is the teams' responsibility to present cars that comply with the regulations, at all times."

Toleman's crossroads

Following a season of continual frustration with their ambitious Hart-engined turbocharged Formula 1 cars, it appears that the Toleman team is approaching a crossroads in its programme.

Apart from the Italian Grand Prix, for which Brian Henton qualified and, against all expectations, finished the race, the team has struggled to produce the results which it had set its sights on to keep its Italian sponsors happy.

Team boss Alex Hawkridge has made no secret of the fact that the team intends to remain faithful to the four-cylinder Hart turbo which, despite its record, has shown enough potential to attract the interest of teams like Lotus, McLaren and Arrows. Hart's latest 'Monobloc' version has shown further enouraging results, expecially on the test bed. The team fully expected a further 50bhp from the engine which was installed at Montreal but, unfortunately, despite near perfect weather for the intercooler intake charge temperatures, a mixture problem prevented the gain from being effected. Once more, qualifying proved to be a bitter disappointment.

Stories on race day at Montreal suggested that Toleman were thinking of switching to Cosworth DFVs, but Hawkridge denied such a move, certainly for the near future. Team spokesman Chris Witty expanded on the current position: "We have made progress all season but unfortunately, in the eyes of many, we haven't progressed quickly enough. Our biggest improvement was between Monaco and Spain and, up until Montreal, we have usually been within half a second of qualifying at least one car. Turbocharging appears to have a real future in Formula 1, so we would be crazy to waste a year's development."



Hawkridge — remaining faithful.

Toleman's faith in the project is understandable, but whether their sponsors can remain faithful to it is still open to doubt. Candy have been heavily courted by Jack Oliver of Arrows recently, but a spokesman for the company said this week that they would quit Grand Prix racing *if* they did not continue with Toleman.

The other sponsor, SAIMA, look likely to take their money to Osella, providing that Jean Pierre Jarier joins the team.

Toleman's future might well hinge on drivers as well as the DFV. Both Henton and Derek Warwick, while appreciating the longterm value of the turbo, have made it clear that they want to use Cosworth engines until the turbo package become fully competitive.

Motor City Grand Prix hopes fade

Reports from the USA suggest that hopes of the Detroit Grand Prix happening next year are receding fast. FOCA's Bernie Ecclestone is said to have had a number of meetings with Detroit Renaissance Committee members Bob McCabe and Dick Ferris during the Montreal weekend, and to have bumped up the price at every meeting.

The usual price for an American Grand Prix package (which includes prize money, transportation, expenses, logistics etc) includes a $200,000 or $300,000 premium on the usual European rate of $675,000 (likely to be $740,000 next year). Detroit's original price was reportedly around $1,250,000, but the story goes that the figure has risen to $2,450,000. That, say the Detroit Committee, is too much.

Anxious to take over the Motor City event are the CART promoters, although the provisional F1 date (June 20) is too close to the Michigan 500 event, which is held just 30 miles away. The Michigan date falls just three weeks after the planned Detroit race, while CART are also due at Cleveland.

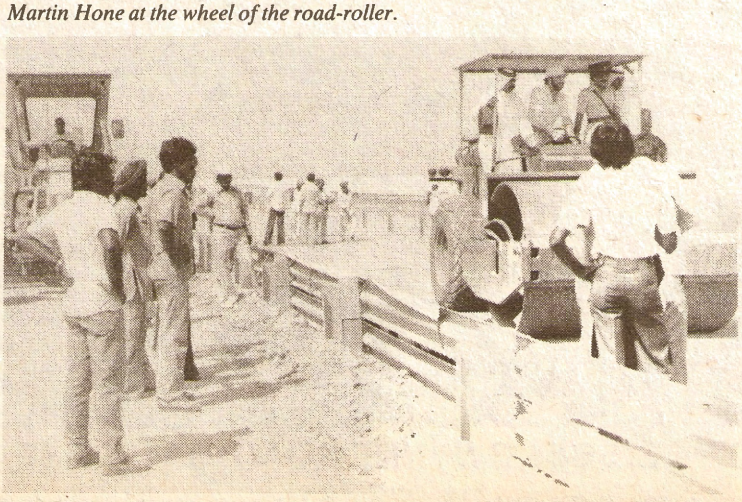
De Angelis to Alfa

Alfa Romeo are expected to announce this week that Elio de Angelis will drive for them next year alongside Bruno Giacomelli. Alfa's Carlo Chiti was awaiting the news early this week that de Angelis has negotiated himself out of his Team Lotus contract.

The young Italian has made it clear that, despite the wish of Lotus that he should fulfil his obligations, he did not want to stay at Hethel for a further season. All indications are that Colin Chapman has conceded the fact that there is little future in the relationship.

Although Mario Andretti has not made any statement about his future, it is likely that Las Vegas will be his last Grand Prix event. If this is the case, the new carbonfibre monocoque Alfa will be debuted by Giacomelli.

If you want a Grand Prix, first build the roads. Tarmac progress, in Dubai, with Martin Hone at the wheel of the road-roller.



Indy 500 news soon

The result of last May's Indianapolis 500 will be announced this week! It was confidently predicted during the CART meeting at Watkins Glen last weekend that a decision had been reached regarding the event, which took place on May 24, and that Mario Andretti would be declared the winner.

This means that the Stewards of the Race have decided that Bobby Unser *did* overtake seven cars while exiting the pit lane under the yellow flag, and it is likely that costs will be deducted out of the Penske driver's prize money.

There is the possibility of a further appeal via ACCUS to the FIA, although it seems that the matter has gone on too long and too expensively for anyone to be interested in prolonging the argument.

LAFFITE REIGNS IN CANADA—BUT WHO WILL SHINE IN VEGAS?

Grand Prix International Magazine braved the elements in Canada to clinch the stories behind the race that produced a victory for Jacques Laffite and the Talbot Ligier team.

This victory opens up some intriguing possibilities in the last race of the season for the three hot contenders, Reutemann, Piquet and Laffite.

We find out from Jacques what he thinks of his chances.

The weather proved to be a great leveller of machines, casting logic to the wind and providing equal chances of a win for each driver.

Weather conditions certainly hindered the Renault cars, and we take yet another look at the trials and tribulations of Turbo-charging.

We also feature top Williams designer Patrick Head, the sensational return of Nikki Lauda to the Marlboro McLaren team and conduct a face to face interview with Gilles Villeneuve in his home country.

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Ford enters the arena

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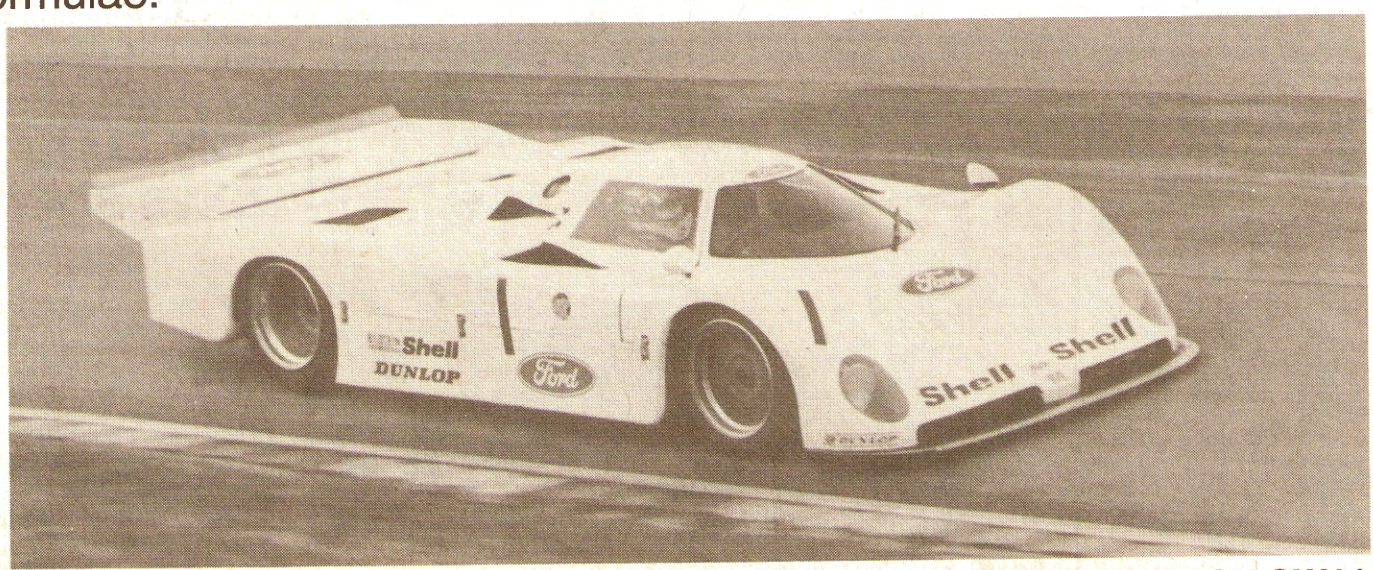

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The Capris of Rouse, Woodman and Spice were all involved in post-race dramas.

Protest chaos at Tricentrol final

Sunday's Tricentrol Group 1 final at Silverstone was marred by a series of protests made after the race was over and which affected seven of the front running cars.

As soon as the Tom Walkinshaw-prepared *Daily Express* Rovers had won the race — and therefore the championship class — some Capri runners banded together to protest the eligibility of the Rovers on engine and suspension grounds. Walkinshaw immediately retaliated by protesting the eligibility of the two Kamasa Tools Capris of Gordon Spice and Phil Martin-Dye, the *Daily Mirror* cars of Andy Rouse and Charles Sawyer-Hoare and Vince Woodman's Esso machine. The Patrick MotorSport Rovers were not involved.

The race ended shortly before 5.00pm but the provisional results were not posted until 6.30pm. It was 10.30pm before most of the cars had been sealed . . . all of the cars had been released from *parc ferme* and the post-race scrutineering bay before being called back once the protests had been lodged.

One car — the Vince Woodman machine — had even left the circuit and was on the M1 heading towards Pete Clark's CC Racing Developments headquarters in Yorkshire. Woodman had not, however, been involved in the Rover protest and the first he knew of the counter protest was just before leaving the circuit, when he arrived at race administration offices to pick up results.

At present the situation is confused. A long drawn out Stewards meeting which involved all the protagonists finished at around 9.30pm, but the outcome of that meeting is not yet known. Early in the week, many RAC officials were in Paris for the FISA elections, while Technical Executive Neil Eason-Gibson was officiating at Gerry Marshall's attempt on the Commander's Cup endurance record at Snetterton.

It is thought, however, that a protest against the race winning car of Jeff Allam was withdrawn, which would still mean that Rover win the class.

Exactly when — or even if — the cars will be checked is also confused. To add to the problem, many of the Capri runners had planned to run their cars in the Dubai Grand Prix in early December and the cars are due to be shipped out at the end of this week . . .

Andy Rouse, one of the Capri men to protest, said: "We have to know whether we have been beaten by a car that is legal for the simple reason that we have to know if the Capri is finished. If the Rovers are legal, then I doubt if there will be any Capris running next year."

The TWR Rovers have been involved in a post-race protest before and, on that occasion, the car came out with a clean bill of health. BL's John Davenport said on Monday: "We are quite prepared to let the cars be stripped once again, but really none of these protests should be allowed. All the cars had left the scrutineering bay and there is every likelihood that every car had had some mechanical work done. Sealing cars after that is quite pointless."

Dooley does it

After years of trying, Jon Dooley and the small Napolina Alfa Romeo Dealer Team have done it. In a fine display of cool, calculated driving at Silverstone on Sunday, financial controller Dooley stroked his elderly Alfasud ti around well ahead of the brand new Metros of the works-backed Richard Longman team. His class win on Sunday clinched him the championship class overall. His black 'Sud began life as his road car back in 1976 . . . as he sipped champagne he patted the car's bonnet and said: "At last. Now we can pension off the poor old thing."



G1 tyres: Spice calls on Avon

Gordon Spice, in a bid to stay in touch with the Rovers at Silverstone's final Tricentrol Group 1 round on Sunday, experimented with a set of Avon slicks for his Capri.

In private testing he found the tyres to be worth a couple of tenths a lap, but he was not sure how they would behave under full race conditions. "It's worth risking it," he said. "I used Michelins in the wet qualifying sessions because I thought they would help the car's progress, and I certainly had nothing to lose by using the Avons in the race."

As it turned out, the experiment proved inconclusive. After getting away ahead of rival Capris at the start, Gordon dropped back into their grasp after a few laps only to retire shortly after half distance with gearbox problems.

"They have potential," he said after the race. "The fronts were super, really helping the car turn-in well, but the backs were not so good. The car was oversteering badly towards the end . . . maybe it's just a case of juggling with compounds, though." Could Avon prove to be a front running tyre next year?

Incidentally, the first finishers in the Clubmans race were also on Avons.

Mario's CART

Thoroughly enjoying himself at the Watkins Glen CART race last weekend was Mario Andretti. Using all his road racing experience in the wet practice, he put the STP Wildcat on pole position, and led the dry race until the crown wheel and pinion broke. However, the 1978 World Champion was not letting on to anybody about his plans for next year, although his outward relaxation and enjoyment of the meeting left our American Editor in no doubt that he has decided to give up Grand Prix racing.

With the CART programme equally split, with six road and six oval events next year, the scene is perfect for Andretti, and Pat Patrick's Wildcat team are working hard on supplementing their STP budget so that they can conduct the programme just as Andretti wants it.

Palmer's F1 test

While Jonathan Palmer has to worry again about his Formula 3 championship aspirations (see separate story), he can console himself with the thoughts of forthcoming Formula 1 and Formula 2 test drives.

As a result of his championship placing (which, whatever happens regarding last weekend, cannot be lower than third) he will be testing a McLaren MP4 shortly after the final round of the championship on October 25, along with Thierry Tassin and Raul Boesel.

Before that, however, the 24-year-old doctor is likely to test an F2 Ralt-Honda. He was due to test the car with Geoff Lees last week, but rain postponed the outing. The Ralt, incidentally, featured a new rear suspension using rocker arms and inboard dampers, which is presumably a guide to Ron Tauranac's thinking for his 1982 car.

Palmer is also being taken to the Las Vegas Grand Prix as a guest of one of his sponsors, *Grand Prix* magazine.

Donald Campbell's record-breaking car Bluebird has been purchased for the nation, and the Science Museum has placed it on indefinite loan in the National Motor Museum. The purchase was made possible by a major contribution from the National Heritage Memorial Fund towards the asking price of £85,000. Campbell set a new world land speed record of 403.1mph for wheel driven cars on the dried-up bed of Lake Eyre in Australia in July 1964. Pictured with the car are (from left): Chairman of the National Heritage Memorial Fund, Lord Chartris, Mrs Donald Campbell, Dame Margaret Weston, of the Science Museum, and Lord Montagu.



Mazda *does* win TT

Tourist Trophy winners Chuck Nicholson and Tom Walkinshaw have been re-instated at the top of the results sheets following an RAC tribunal last week. Their Group 2 Mazda RX-7 had been excluded following post-race scrutineering when the car was judged to have been too wide by the Stewards of the meeting.

Tom Walkinshaw Racing, who prepared the car, appealed against the decision on grounds that the car complied with the homologation papers and questioned the method of measurement used. The RAC's statement says: "The Tribunal is not convinced that the Mazda contravened the G2 regulations," and upheld the appeal.



Despite not having even sat in a Formula 3 car for over a year, Mike Blanchet posted a very creditable performance in Sunday's televised Marlboro championship round at Silverstone. The Jerseyman drove Roy Kennedy's Ralt RT3 and finished an excellent fifth, praising both the car itself and its standard of preparation. "The car was super," he enthused. "In fact I was a bit quicker on the straights than Thierry Tassin, but the car would understeer a bit too much if I got really close." Blanchet did try a last-ditch effort to grab fourth place at Woodcote on the final lap, but Tassin saw him coming.

British F1 details

The new Brands Hatch Racing Club has announced the first official details of the 1982 British Formula 1 Championship, which it will be promoting next year with the support of the BRDC, BARC, BRSCC and DRC.

The prize money scale will be: 1, £5000; 2, £2500; 3, £1500; 4, £1000; 5, £750; 6, £500; 7, £400; 8, £350; and 9-16, £300. An additional £250 will be given for pole position and fastest lap.

All competitors will become eligible for the prize money after the completion of one lap, and travel money for the proposed continental races will be at the rate of £500 per qualifier travelling up to 750kms one way from Calais or Ostend, and £1000 for greater distances.

Points will be scored to the traditional 9-6-4-3-2-1 basis, with additional points for pole and fastest lap.

Motor Race Consultants will handle the financial aspects of the championship, and will be entitled to deduct 2½% for their administration services.

All the rules and technical regulations will be as for the 1980 Aurora series, with the deletions of those appertaining to the now defunct Formula 2 class. Avon tyres will be used on 13ins rims all round. No flexible skirts or ride height adjustments will be permitted, and sidepods and their rubbing strips must be firmly fixed with no movement possible in any direction. A strict 6cms rule will be applied, with the vehicle stationary on level ground and with the driver in the car.

Dates of the British rounds will be: Apr 8/9, Oulton Park; Apr 11/12, Brands Hatch (GP); May 31, Thruxton; Aug 15, Donington; Aug 30, Brands Hatch (GP); Oct 2/3, Silverstone (GP). Up to three Continental rounds are being planned, hopefully for May, June and July.

Aston Martin to power new Le Mans car

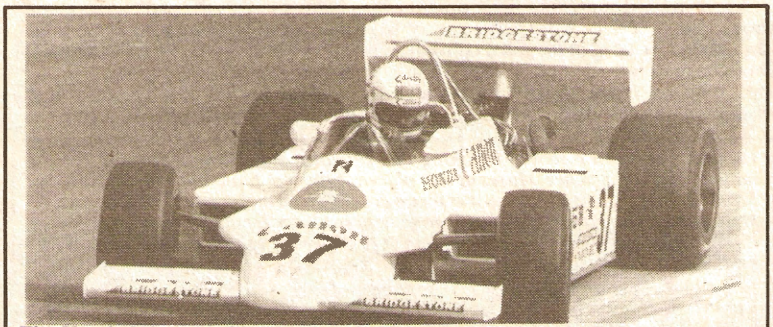
Further to our "exclusive" denial that Aston Martin were involved in a Group C project a couple of weeks ago comes news that quite the reverse is true, and that a full announcement will be made in about six weeks' time.

Victor Gauntlett, Executive Chairman of Aston Martin, said at the Frankfurt Show that Aston Martin would be providing engines for two or three cars at Le Mans next year.

The race engine will be based on the 5.4-litre unit which powers the current range of Aston Martin road cars. With the FISA World Endurance Championship regulations biased towards fuel economy, the Newport Pagnell engineers are currently looking at the best way of making the V8 more efficient, and we hear that the chances are that it will be a normally aspirated engine of slightly reduced capacity.

The origination of the chassis remains unrevealed, but sources in the trade suggest that it is almost certainly Lola who are in charge of this department. The last official Aston Martin racing venture, a decade ago, was the Lola Aston Martin run by John Surtees, while Lola have already had a year's experience running a Group C type car in Europe, and have all the necessary ability to marry the Aston Martin engine to their new chassis.

Because of Gauntlett's admirably unashamed national pride, the project will almost certainly be an all-British affair, including the drivers.



The Honda V6 engine has just won the European Formula 2 Championship for Geoff Lees, but over in Japan this motor has taken its first win in a chassis other than a Ralt, Satoru Nakajima winning the Suzuka F2 race at the wheel of this March-Honda 812 on September 27. Full report: Sportscard.

Elgh's appeal upheld

The FIA Court of Appeal has reinstated Eje Elgh in second place of the Easter Monday Thruxton Formula 2 race. The seemingly long-forgotten affair was decided in Paris on September 25, when the Maurer team had their Championship points 'returned' and were given a 3000 Franc fine instead.

The original exclusion by the Stewards of the Meeting, upheld at an RAC appeal, was because one side of the rear wing was found to be too high at the end of the race. The Maurer team, while not contesting the technical illegality, always maintained that it arose during the race when the wing support broke, allowing it to shift into a position which did not meet the regulations. The team contested the exclusion on the basis that there was an element of doubt about how the wing came to be illegal, and that the Stewards should have used their discretion in deciding upon the penalty for the infringement. The FIA Court of Appeal concurred with the Maurer team's point, and so Elgh moves up into third place in the final championship placings at the expense of fellow Swede Stefan Johansson, who also loses his sixth place point for the meeting. Ricardo Paletti loses two points, and Johnny Cecotto, Christian Danner and Piero Necchi one each.

Backing for Leslie

David Leslie's appearance in last weekend's Marlboro British Formula 3 Championship race at Silverstone was due to Carroll's Transport, who stepped in at the last moment to help the 'Racing for Britain' driver when another would-be sponsor dropped out on Friday.

After a troubled practice, Leslie worked up to sixth place from 11th on the opening lap, but further progress was made impossible by a sticking throttle.



Last week, we published the last of the present series of colour centrespreads making up the Valvoline Collection. Available only in AUTOSPORT, the series has comprised the following:

1	Marc Surer	F1 Ensign	Apr 30
2	John Fitzpatrick	IMSA Porsche 935	May 14
3	Eddie Cheever	F1 Tyrrell	Jun 04
4	Cale Yarborough	NASCAR Oldsmobile	Jun 18
5	John Watson	F1 McLaren	Jul 09
6	Stefan Johansson	F2 Toleman	Aug 20
7	Riccardo Patrese	F1 Arrows	Sep 03
8	Eliseo Salazar	F1 Ensign	Oct 01

If you missed any issues, you can fill gaps in your Valvoline Collection by ordering them from AUTOSPORT Back Numbers, 12-14 Ansdell Street, London W8 5TR (telephone: 01 937 7288).

Briefly . . .

● Poor old Tricentrol. All the post race dramas at Silverstone on Sunday concerned them directly. The Tricentrol sponsored Group 1 and Clubmans' races were both subject to protests, while Jonathan Palmer's Ralt, also bearing allegiance to the dealer chain, was excluded from the results.

● Will Colt go turbo next year? Current rumours suggest that Colt will abandon their conventional 1600cc Lancers for Tricentrol Group 1 racing next year in favour of their 2-litre turbocharged version. Equivalency factors would put the car in the top class at 2800cc.

● Group 1 fans have finally had their prayers answered. BBC cameras on site at Silverstone to record the Formula 3 action stayed to capture the Tricentrol race. The race will hopefully be broadcast this Saturday on *Grandstand*.



Brundle — F3 debut.

● Saloon regulars Chris Hodgetts and Martin Brundle are all set to join the Formula 3 circus at the televised Thruxton meeting in November. Hodgetts plans to run Eddie Jordan's Ralt, while Brundle has his eye on another Ralt which will feature backing from BP, TWR and "my old man".

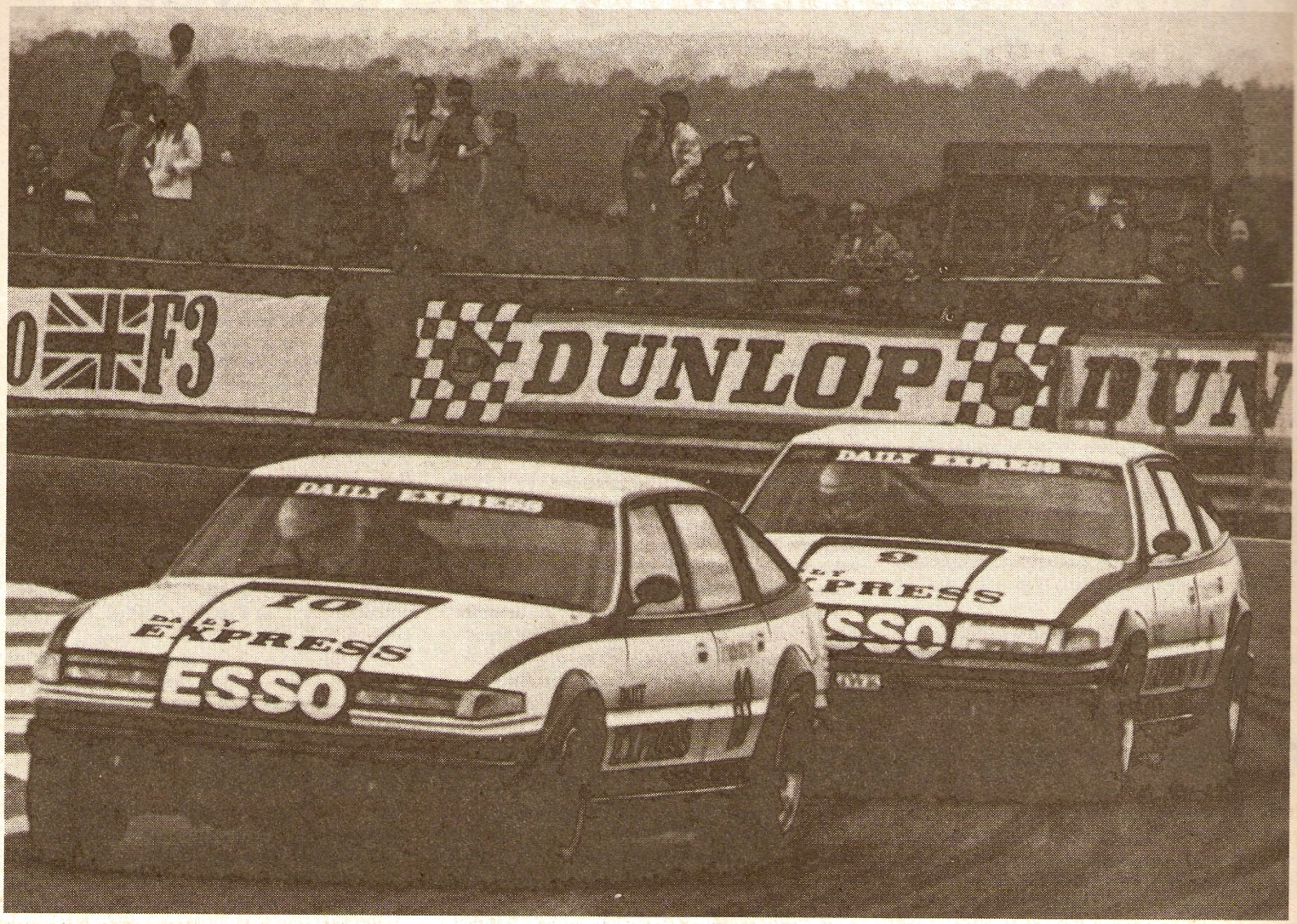
● BL Motorsport's supremo John Davenport is getting into the navigator's seat again. John will be guiding Rover star Jeff Allam through the streets of France on the annual Beaujolais run being sponsored this year by P & O Ferries.

● Chuck Jones, the man said to be responsible for the attempts to link his former Team Ensign with Dan Gurney's All American Racers for a joint Formula 1 project, has now parted company with Gurney. The Eagle boss reported over the weekend that the split was very amicable, and confirmed that his sole interest lies with his very promising CART programme.

● At the end of Sunday's Group 1 Tricentrol touring car race, the engine of Chris Hodgetts's Toyota was selected for routine detail inspection, and was sealed for subsequent examination.

● The FISA Plenary Conference in Paris decided last Tuesday to re-allocate two of the 59 seats held by worldwide ASNs. Singapore and Qatar, which do not organise international events, have been replaced by Andorra and the United Arab Emirates.

Formula for Success.



Rover 1st. 2nd. 3rd.

Tricentrol RAC British Saloon Car Championship, Final Round, Silverstone, October 4th 1981.

POSITION*	DRIVER	CAR
1st.	Jeff Allam	Daily Express/Esso Rover 3500
2nd.	Peter Lovett	Daily Express/Esso Rover 3500
3rd.	Rad Dougall	Patrick Motorsport Rover 3500

*Subject to official confirmation.

Peter Lovett has won Class A of this premiere British Saloon Car Championship over the year–Jeff Allam is second.
(Class A=2300–3500cc saloon cars.)

Rover

2300/2300S/2600S/3500SE/VANDEN PLAS

Success breeds success.

Car illustrated, Rover 3500V8 built to Group 1 Saloon Car specification.

Photograph courtesy of Autosport.

Comment

Protest, acrimony and dissent

Silverstone on Sunday, as the British national track racing season drew towards its close, was not the scene of peace and goodwill. After the Formula 3 race, two Ralt cars, one of them the West Surrey Engineering RT3 of series leader Jonathan Palmer, were declared to be illegal by the RAC scrutineers. After the Group 1 event, protests flew thick and fast, and six of the touring cars are now 'sealed' pending RAC inspection.

Both the F3 teams concerned have lodged appeals. Until the outcome is known, Palmer can no longer lay claim to the Marlboro British Championship title, having forfeited points scored in previous rounds. His lead now cut to a mere 11 points, he may have to 'clinch' the championship all over again in the remaining two races.

The Group 1 business is the more acrimonious, in that it involves official protests lodged by certain teams against others. Unlike the F3 affair, which has come at the end of a relatively harmonious season, the G1 dissension has been a long time coming, having been simmering gently (and sometimes not so gently) since the start of the year.

These are the bare facts about what occurred off the track at Silverstone last weekend. It is not for us to express opinions about whether the various exclusions and protests were justified. There is, however, a point which should be made.

Less than two weeks ago, Eje Elgh and the Maurer Formula 2 team learned that they could score the European Championship points they earned at Thruxton, as also reported in *Pit & Paddock*. After this race, the Maurer failed post-race scrutineering, and the team appealed. The appeal was thrown out by the RAC, and Maurer took it to the FIA Court of Appeal. The court's decision was known almost *twenty-three weeks* after the event in question.

Meanwhile, on the other side of the Atlantic, the top American teams were due yesterday (Wednesday) finally to get to know who won the 1981 Indianapolis 500. After Bobby Unser was penalised a lap in the controversial yellow-flag incident, the Penske team appealed against the decision of the USAC officials. They lost. After a complicated process, the matter has now been decided by a specially appointed Board of Inquiry, whose decision (which will not necessarily be binding, for the team could conceivably take the matter further yet) was due to be announced almost *twenty weeks* after the event.

Now, it has long been a standing joke in motor racing circles that the name of each team's lawyer should be stencilled on the side of the car, alongside those of the driver and crew chief. We have never found the joke to be particularly funny. It is an undeniable fact that judicial decisions in motor sport are taking far, far too long to be reached, to the general detriment of the sport's image.

If that sounds as though it overstates the facts, consider what the public would think of the sport if (perish the thought) there were protests, counter-protests, appeals and all the unwieldy paraphernalia of motor racing's judicial procedures after the forthcoming Las Vegas Grand Prix — and we were not to know who was World Champion until February!

In this sport, there are bound to be exclusions at scrutineering, protests, and appeals. They are inevitable and essential. But the authorities must find ways to resolve them more speedily — preferably by writing into the regulations procedures which meet every reasonably predictable eventuality. Let us hope that our own RAC Motor Sports Association will show the lead by bringing the present disputes to an early conclusion, to the satisfaction (enforced if necessary) of all parties.

Otherwise, Jonathan Palmer could, for example, be put in the position of telling a potential Formula 1 sponsor, "Well, I *might* be last year's Marlboro British Formula 3 Champion — but I won't know until a week or so after the South African Grand Prix."

Don't laugh. It's not funny.

Congratulations Williams, again

It is our pleasure this week, a little belatedly, to congratulate Williams Grand Prix Engineering on a second successive victory in the FIA International Cup for Constructors.

Although neither of the team cars was placed in the Canadian Grand Prix at Montreal, the result confirmed Williams as champions. The team now has 86 series points to the 59 of its nearest rival, Brabham, and the maximum any team can score in Las Vegas on October 17 next is 15 points.

Like last year, the Didcot, Oxfordshire based team has achieved its Formula 1 title through outstanding design and preparation, and once again the championship has been won as a result of a superb team effort. With its fast and consistent drivers, the team has entirely fulfilled the confidence of TAG, Leyland Vehicles and its other sponsors.

Frank Williams said this week, "Las Vegas will be tough because none of us has any experience of the track. The team will have to show its ability to react to new situations. It's going to be very close — may the best team win." TAG Williams Team may have only three World Championship victories under its belt this season, but it has placed its drivers in first and fourth positions in the drivers' points table with one race to go, and it has clinched the constructors' crown. If series leader Carlos Reutemann goes to Las Vegas confident that he is in that best team, his point of view will be understandable.

Correspondence

the editor is not bound to agree with readers' opinions

Dawson's accident

Some questions and answers on Andy Dawson's accident during the Pirelli Tour of Cumbria, reported in your October 1 issue:

Do the Tour of Cumbria organisers accept your criticism concerning the handling of the accident?

No — there were many inaccuracies in AUTOSPORT'S report.

Is it not true that there were long delays in the provision of a doctor and ambulance?

The commencement of Emergency Services was delayed for between 20 and 30 minutes because Kevin Gormley (a) did not use his 'Red Cross' card and (b) chose to remove the casualty by unofficial transport from the middle of Stage 3 to the start of Stage 4, without passing Stage 3 finish. These actions the organisers can neither explain nor understand.

Was there a doctor at the start of Stage 4?

No — but trained first aid personnel from the RAF Rally Rescue Unit were immediately summoned and they were able to discuss Dawson's condition with the Event Doctor through the radio link, and summon the doctor to the scene over that link when it became clear that Dawson's condition demanded this.

But the Radio Link was not working properly, was it?

Yes, it was, the Radio System worked perfectly — the first time this has ever been achieved in this area of Kielder, which is an extremely difficult region for radio transmission.

Why did you not use Rally Radio Link?

We used them last year and did not achieve full coverage in Kielder. This year we talked to a lot of poeple and chose Henry Ritchie and his team from Ulster AC, who did a superb job. We were so determined to get proper radio coverage that we even spent several weekends testing to decide the ideal positions for location of radios within the forest area.

Why did the ambulance come from Hexham (42 miles) instead of from Bellingham (9 miles)?

Bellingham Ambulance Station is Standby only i.e. it works 9am to 5pm Monday to Friday, and is NOT open on Saturday.

When the finish marshals realised that Dawson had not arrived in the correct place, why did they not stop the stage and go and find him?

Thirty-one retired from our rally in Kielder, and many others suffered delays of one sort or another in stages. It is absolutely impossible to keep stopping the event to go and look for them. This is why we provide a 'Red Cross' card to cater for the real emergency.

Having said all of this, we do very strongly appreciate the problem of high speed accidents in remote forest areas — particularly with the possibility that both crew members may be injured and the car may not be visible from the road. In common with other organisers, we can only strive to achieve the best emergency services possible with limited resources. We would very much welcome any constructive suggestions to improve the general safety aspects of forest rallying.

WETHERAL, CUMBRIA. PAUL GILLIGAN.
Secretary of the Meeting, Pirelli Tour of Cumbria Rally.

In answer to Mr Gilligan's second question — there were long delays. The injured party was removed by the most obvious route, a vehicle which was taken to SS4 Start, on a main road, and with radio communication. The time taken would be less than that of a course car driving through the stage to the accident. It still took over an hour for an ambulance to arrive.

I did not suggest that the radio link did not work.

I never questioned the organiser's right to employ safety measures they considered the best, but point out

that the established experts were not present.

I did not suggest that an ambulance should have come from Bellingham, but stated that the ambulance had travelled from Hexham.

I did not suggest that the stage should have been stopped. — PMF.

Plagiarism

I read with interest the editorial entitled 'Go-Kart to nowhere?' in the September 24 issue of AUTOSPORT. Mention was made of the introduction of the Brabham hydraulic suspension system, and how it was a matter of "copy it or get blown away".

As a short-term measure, this was inevitable, but in Formula 1 today plagiarism is far too often the name of the game. I remember with dismay several racing car constructors bemoaning the fact that, if the Lotus 88 was accepted, then they would have to copy it. A healthier and more positive reaction would have been for them to say they would have to design something better.

Now we are faced with the rather ironic situation where Chapman's Lotus 88 concept, that of the separation of the aerodynamic functions of the car from its mechanical and dynamic functions, would make for safer cars than these FISA-induced go-karts. What I find most annoying is that these rule-cheating adjustable ride-height systems, initially introduced to beat the sliding skirt ban, are of no technical importance whatsoever, whereas a technically advanced concept which took a long, long time to think out and design is banned, resulting in the suppression of Colin Chapman's ingenuity and engineering brilliance.

If Alan Jones and his colleagues are to be believed, and the cars now have "virtually solid springing", then the cars must spend a certain percentage of any given lap coil-bound, that is to say with the aerodynamic pressures compressing the suspension to its maximum. It is a moot point, but in this state the cars are illegal because the aerodynamic loads are being transmitted directly to the wheel uprights through the rocker arms and wishbones of the suspension.

But, moot point or not, it was similar pedantry that caused the ban on the Lotus 88.

HIGH LANE, CHESHIRE — CHRIS THOMAS

Support Andrea

It was a pleasure to read the letter from M. C. Copeman (AUTOSPORT September 24). At last someone has a good word to say for Andrea de Cesaris. I am fed up with the comments that have been written about him.

He has made mistakes and I can sympathise with the McLaren mechanics, but surely he is not to blame for *all* his accidents. After all how many other teams have a clean sheet when it comes to mechanical failures?

People will be less critical of him when he gets to the top, as I'm sure he will.

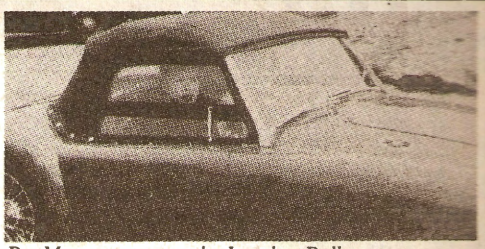
Better luck next season, Andrea.

PORTSMOUTH, HANTS — J. WHITE

10 Then as now? 25



François Cevert and the victory spoils.



Pat Moss sets out on the London Rally.

François Cevert took his first Grand Prix win ten years ago this week (AUTOSPORT, October 7, 1971) when he brought his Tyrrell home first at Watkins Glen, having taken over the lead on the 14th lap when team leader Jackie Stewart's car began to destroy its tyres. Jacky Ickx made a strong late challenge in his Ferrari, closing to within 2secs before the alternator fell off the back of the car's gearbox. Jo Siffert, therefore, finished second for BRM, ahead of Ronnie Peterson's March. The previous year's fortunate winner, Emerson Fittipaldi, had a terrible race, his Lotus being a visitor to the pits all day.

Pit & Paddock hinted that the Government was planning to ban tobacco advertising in sport, a move which would throw motor racing into real chaos. Ten years later, the same threat is still with us . . . also included was news that Alfa Romeo would not be continuing with their Formula 1 engine involvement in 1972, concentrating instead on sports car racing . . . the appearance of Frank Williams's first car — the Len Bailey designed Motul-Ford — was being delayed until the Argentine GP . . . the value of the Grovewood Awards was being increased, the top prize rising from £500 to £1000. . .

A chaotic day's racing at Snetterton saw Dave Walker, true to form, win the final round of the Shell Super Oil F3 Championship, although the race, and the whole meeting, was ruined by inept organisation and appalling weather. The accident which caused so much controversy started when rain began to fall during the F3 race, causing David Purley's slick-shod Ensign to aquaplane opposite the pits, ending up in the middle of the track. Two cars were destroyed after colliding with the wreck, Richard Longman suffering ankle injuries while trapped in his Ensign.

Leo Kinnunen clinched the Interserie Championship at Hockenheim with a gentle third place in his Porsche 917 Spyder, overshadowed by Brian Redman's fine win in a BRM P167.

"High cost, hard work, but great fun." That was the title of a feature by Ian Phillips, in which he described how he took the first step on the road to becoming World Champion by embarking on a season of Clubmans racing in a Gryphon.

One of the great names in British motor racing, Reg Parnell, decided to retire 25 years ago this week (AUTOSPORT, October 5, 1956). On his return from the winter season in Australia and New Zealand, he would become Racing Manager of the David Brown Aston Martin team, succeeding John Wyer, who had held the post for six years.

After a season in which he had always had to put up with second best (apart from the Mille Miglia), Eugenio Castellotti won the Imola Grand Prix for sports cars up to 1500cc, driving an Osca. None other than Jack Brabham came second in a Cooper, after pushing Castellotti hard in the closing stages.

The young Brabham, Geoffrey, who now competes in Indycar and CanAm racing, was pictured at the wheel of father's Maserati, having a go while the old man was away. But, at only four years of age, Geoff was entrusted with no more motive power than two pushing mechanics. . . .

The subject of our road test was the Standard Vanguard Sportsman, a full-sized family car capable of 90mph. Powered by a four-cylinder, 2.1-litre engine, the Sportsman offered lively performance by the standards of the time, thanks partly to the five speeds of its gearbox, a three-speed unit with overdrive on the two higher gears. The inclusive price was £1,231.

The London MC's National Rally was a popular — there were 300 entries — and tough event which saw premier awards go to John Waddington's Triumph TR2 and Jimmy Ray's Sunbeam Rapier. The unquenchable Moss family was represented by Pat and a stand-in for her usual navigator, who at the last moment was unable to take part. Pat's mother, Mrs Aileen Moss, filled the breach, and the game crew completed the first night loop before deciding to retire.

Six Formula 3 events made for a very full programme at a BRSCC-run Silverstone meeting, a total of 135 laps of the Club Circuit being completed by the 500cc boys during the day. The feature race was the traditional 'Hundred Miler,' a 65 lap 'endurance' event won convincingly by David Boshier-Jones's Cooper.

Catchpole

by Barry Foley





Not a Capri in sight: Lovett leads Dougall, Allam and Muir in the opening stages of the final G1 round. The Rovers have come good.

Farewell to Ford?

Rover 1-2-3 — Allam wins again — Dooley defeats Metros — Morris's stunning drive — Percy absent — Protests — Report: MATTHEW CARTER — Photography: JEFF BLOXHAM

Silverstone was nearly empty. The rain was pouring down and the few people still hanging around were thoroughly miserable. They were waiting to try to unravel the mess that had become the final round of the Tricentrol Group 1 championship.

More than five and a half hours after the race finished, the results were in turmoil. No fewer than seven cars had been protested, including the winning pair of *Daily Express* Rover V8s and all but one of the six Capris that arrived at Silverstone to do battle.

As the Rovers crossed the finishing line — Jeff Allam scoring yet another excellent victory — it seemed as if the Capri had finally been toppled. The King is dead, long live the King. As winners completed the victors' lap, though, the complexion changed. The "Capri Committee" set about protesting the eligibility of the Rovers . . . and Tom Walkinshaw retaliated with a protest against the Capris of the Gordon Spice, Andy Rouse and Vince Woodman teams.

In theory Sunday's race means Peter Lovett wins his class in the championship. In practice we shall have to wait to see. The only certain facts are that Jon Dooley has won the 1300cc class and the BL Metro has won the manufacturers' prize. Win Percy, absent from the grid on Sunday, had already won the title outright and Chris Hodgetts the 1600cc class.

ENTRY & PRACTICE

For a man with a mission, Andy Rouse was looking distinctly non-plussed. It was, he knew, virtually impossible. Your mission, Andy, should you decide to take it, is to go out there and beat the Rovers at their own game, winning the championship class at the same time.

He would like to have taken up the challenge, but he couldn't: "Rain, Ford Capris and Dunlops don't mix." That was how Andy Rouse, the man who has led the big Tricentrol class since the year began, summed up Saturday's practice season. At the end of the two wet sessions, Rouse found himself in the middle of the third row — "par for the course" — with all five Rovers ahead. Yes, five.

His biggest threats were the two *Daily Express*/TWR Rovers of Peter Lovett and Jeff Allam, the cars that between them have won the class on the previous five outings. Like most of the runners throughout the field, the Rovers were using their Michelin wets to good effect, Lovett winding up in the middle of the front row with Allam a row behind. Jeff should have been alongside his sister car, perhaps, but was happy enough with his progress. The second session started off wet, but previous sessions for Formula 3, Super Sports and Clubmans, had done their bit to throw water off line.

"I came in and changed to intermediates," said Jeff, "but it was still too wet so I decided to change back to wets and really go for a time. But as I came in the second time a split was found in an oil line and that was that. At least we saved an engine."

So, if the TWR Rovers failed to take the pole, who had it? It certainly wasn't Win Percy, champion elect, who was watching the action from the spectator enclosures . . . Tom Walkinshaw's threat not to run Win (*Pit & Paddock* last week) was upheld, Tom preferring to keep hold of the title rather than run the risk of losing points retrospectively on a technicality. And it certainly wasn't a Capri.

The role belonged to a Rover, true enough, but one with an unusual face behind the wheel. Rad Dougall, erstwhile Formula 2 star, was having only his third race of the year . . . and the first in a Rover. He was immediately at home. Second in the first session, he improved in the second to claim the number one slot ahead of his new Patrick MotorSport team-mates. "Yes, I'm happy enough. The car isn't as easy to drive as the Capri, but I'm getting the hang of things," said the South African.

Lovett was the meat in a Patrick MotorSport sandwich, the outside of the front row belonging to Brian Muir. A poor first session time was put down to gearbox problems by team manager Martin Thomas, and "driver problems" by Muir himself. Funny, it's usually the other way round, the team manager blaming the driver and the driver blaming the preparation. The third member of the team, Rex Greenslade, just failed to make it five Rovers in the top five, being pipped by Gordon Spice and his Michelin-shod Kamasa Tools Ford Capri. Gordy, for so long a Dunlop stalwart, knew that if he had any hope of scoring well in this final championship round, he would have to resort to a few tweaks. Michelins in the wet was one. It certainly helped, for not only was Gordy just about in touch with the Rovers, but his team-mate, Phil Martin-Dye, was also higher up the grid than usual.

Alongside Greenslade's Rover came the unhappy Rouse and the unhappy Vince Woodman. Andy's *Daily Mirror* Capri and Vince's Esso machine were struggling, their Dunlops not helping Ford's desperate bid to win the class yet again. There were five Rovers and but six Capris at Silverstone, all the Ford runners wearing frowns. Behind Rouse and Woodman came Martin-Dye and Graham Goode, the latter making one of his rare appearances in his immaculate Bestmoor computers example and trying M&H tyres in the wet. The final Capri — *Daily Mirror*/Juicy Jeans team patron Charles Sawyer-Hoare — resigned himself to starting behind the 1600cc front runners. It was that bad.

With no Win Percy, the fastest 2500cc class men was Chuck Nicholson in the only TWR Mazda RX-7 on the inside of the fifth row ahead of Dave Brodie, once again fastest in the 1600cc class in the Hughes of Beaconsfield Toyota Corolla. Saturday was miserable, a grey day with a biting wind and constant rain, but Brodie was still wearing sun glasses.

The Hughes team had a problem. Hasty repairs had seen the class-winning Celica of Chris Hodgetts repaired after its Thruxton excesses, but there had been no time to go testing without the boot spoiler that had been removed before the last race. It was sorely missed at Silverstone. The team also had one good engine. Should they put that in the Celica and allow Hodgetts to rubber stamp his class authority, or leave it in the Corolla — next year's car — to allow more testing under race conditions. They opted for the latter course and the risk of upsetting Hodgetts.

In fact Hodgetts was philosophical . . . at least this time he was to start the race from the middle rather than the back of the grid, even though John Morris's black VW Golf was a row ahead alongside the Brode. The Morris Vulcan Flyer GTi was doing just that.

John spent the first session and started the second on tyres, but actually set his time on Dunlops, preferring to save the Michelins. Had he stayed on them he might well have outqualified the Corolla.

The Colts and Audis were again outclassed. In the Audi camp Martin Brundle and Stirling Moss jumped from race car to T-car in a bid to move them higher up, while not even Barrie Williams — upholding the legend 'Colt drivers do it sideways' — could drag the strangled Lancer further up. And snapping at the heels of Dave Morgan's Colt came the baby class.

Heading the class before Silverstone was Jon Dooley's Napolina Alfasud. Heading the class on the grid was his closest championship rival, Richard Longman in a Datapost Metrol. Longman was lucky to be there at all, as Tuesday practice at the circuit saw him roll one of the team's three cars in a ball — "I was running on slicks and just got the car onto a damp patch at Club" — and he was forced to use the spare which had been earmarked for Terry Nightingale.

Still Dooley has support at hand in the shape of Rob Kirby's 1.5 Sud Sprint, slightly quicker than Jon in qualifying, while Longman's support was well to the back. Alan Curnow's Datapost car was troubled with duff shock absorbers, and was well off the pace.

More Metro help would come from Neil McGrath's Everest car — alongside Dooley — though Roger Saunders had to scratch his Wadham Stringer machine after it broke a crank. The only other man in with a chance — a slim one — was David da Costa, whose handling of the Julian May-run Endeavour Ford Fiesta in the wet flattered to deceive. Tardy? Well, it's not as quick as the rest, is it!

RACE

Andy Rouse was a little happier on Sunday. It wasn't exactly summer but at least the rain had stayed away. His chances looked brighter.

He stuck to a known quantity. With nothing to lose, Gordon Spice was experimenting, his Capri featuring Avon slicks, the first time the Melksham tyres had appeared on a Tricentrol grid. Also experimenting was pole man Rad Dougall whose Rover was Michelin shod. Tom Walkinshaw — who spent the first half of the year trying to make Michelin-shod Rovers work — gave the car five laps before the tyres went off.

From the start, and with a cool breeze drifting over the circuit, it looked as if Dougall's tyres might work. Rad stormed away from the line to lead into Copse from the two *Daily Express* cars with Brian Muir's V8 fourth. Rovers 1-2-3-4. It could have been Rovers 1 to 5 for Rex Greenslade also made a good start as did Andy Rouse. The pair



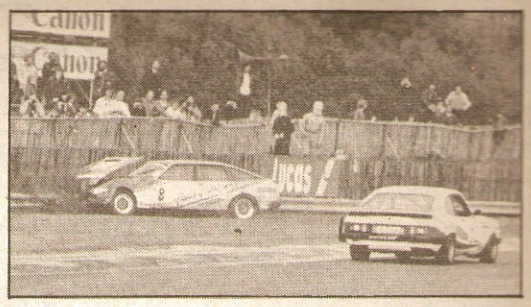
Greenslade on the grass: Rex's Rover just clips the catchfencing at Copse as Vince Woodman keeps clear. The Rover is spun and heads into the barrier . . .



QUALIFYING

Rad Dougall (3.5 Rover V8)	1:50.75	**1:48.50**
Peter Lovett (3.5 Rover V8)	1:51.71	**1:49.23**
Brian Muir (3.5 Rover V8)	1:53.34	**1:50.10**
Jeff Allam (3.5 Rover V8)	1:50.54	**1:50.32**
Gordon Spice (3.0 Ford Capri)	1:52.05	**1:51.17**
Rex Greenslade (3.5 Rover V8)	1:53.30	**1:51.34**
Andy Rouse (3.0 Ford Capri)	1:53.62	**1:51.38**
Vince Woodman (3.0 Ford Capri)	1:53.90	**1:52.55**
Phil Martin-Dye (3.0 Ford Capri)	1:54.54	**1:53.39**
Graham Goode (3.0 Ford Capri)	1:58.92	**1:53.62**
Chuck Nicholson (2.3 Mazda RX-7)	1:55.46	**1:53.87**
Dave Brodie (1.6 Toyota Corolla)	1:55.42	**1:54.47**
John Morris (1.6 VW Golf GTi)	1:55.72	**1:54.94**
Chris Hodgetts (1.6 Toyota Celica)	1:57.85	**1:55.02**
Charles Sawyer-Hoare (3.0 Ford Capri)	**1:55.06**	1:56.89
Martin Brundle (1.6 Audi 80GLE)	1:57.59	**1:55.64**
Stirling Moss (1.6 Audi 80GLE)	1:59.71	**1:56.76**
Barrie Williams (1.6 Colt Lancer)	**1:57.03**	1:57.51
Dave Morgan (1.6 Colt Lancer)	1:59.04	**1:58.40**
Richard Longman (1.3 Austin Metro)	2:01.44	**1:59.44**
Rob Kirby (1.5 Alfasud Sprint)	2:02.73	**1:59.98**
Jon Dooley (1.3 Alfasud ti)	2:02.76	**2:00.06**
Neil McGrath (1.3 Austin Metro)	**2:00.48**	2:00.50
David da Costa (1.3 Ford Fiesta)	**2:01.42**	2:04.66
John Bishop (2.0 Triumph Dolomite)	2:05.78	**2:02.61**
Mike Buckley (2.0 Ford Escort RS2000)	2:09.16	**2:02.61**
Robin Carlisle (1.6 Toyota Celica)	2:06.70	**2:04.31**
Alan Curnow (1.3 Austin Metro)	**2:04.72**	2:05.14
Tim Goss (1.3 BL Mini 1275GT)	2:07.35	**2:05.69**
Andy Driver (1.6 VW Golf GTi)	2:11.85	**2:05.84**
*Roger Saunders (1.3 Austin Metro)	**2:07.97**	NT
John Tait (1.6 Toyota Celica)	2:16.55	**2:12.68**
James Burrows (2.0 Toyota Celica)	2:23.22	**2:15.59**

*Non-starter



. . . which it clouts with considerable force. The car spins again, dropping panels en route. *Rex was lucky to escape with little more than a stiff neck.*



disputed territory, Rouse won and Rex retired to the pits with a flat tyre, a valve having been ripped out in the contact.

At the end of the first lap the order was Dougall, Lovett, Allam, Muir, Rouse, Woodman, Spice, Sawyer-Hoare, Goode and Martin-Dye. For once the big class cars were all ahead of their smaller rivals. Following the last of the Capris came Martin Brundle performing miracles with the Audi but followed closely by John Morris. Of Brodie there was no sign. The incident sheet records the Corolla "ran wide into catchfencing" at Club. An understatement. The once pristine white car had no panel left unbent, Brodie being lucky to emerge from the accident unscathed. This confusion and a deft piece of team driving saw Dooley's answer to the Metro challenge emerge . . . at the end of that first lap the little 'Sud had a huge margin over Longman and McGrath who spent their first tour dealing with Kirby's 'Sud Sprint.

Chuck Nicholson's race was already over. Ignition problems saw him drive into the pits at the end of the first lap, only for the problem to clear. He set off again but retired the flame spitting machine at the end of his second lap.

Up at the front it was evident that the Capris had already lost. By lap 2 Lovett had got past Dougall and a lap later Allam followed suit. But the four V8s were leaving the V6 Fords behind. Even Rex Greenslade who rejoined a lap down after a quick wheel change was substantially quicker than the Capris. Running in 'ninth' slot on the road on lap 3 he worked his way up to 'fifth' before his demise.

The Walkinshaw Rovers were running like clockwork. Team tactics were for Lovett to keep the pace as cool as possible while still allowing the pair to pull away from the rest. Tyres and cars would be thus preserved for the latter stages when Jeff would take the lead, go for fastest lap and a further 10 points. Peter's second spot would give him the class overall.

And that's just what happened. The *Daily Express* cars circulated nose to tail for lap after lap while the two Patrick MotorSport machines tried in vain to keep in touch: "Yes, Walkinshaw was right. My tyres did go off after five laps," said Dougall. The Capris, meanwhile, were slowing each other up. Rouse headed the bunch, throwing the car around to try and catch the Rovers while Spice and Woodman fought tooth and nail, wary of a sprited Graham Goode running just behind, putting in his best performance to date.

Martin Brundle's run at the head of the 1600cc class came to naught when the engine expired on the third lap: "They always say engines run beautifully smooth just before they go. They're right," said Martin. Team-mate Moss was also in trouble but at least was able to soldier on. His throttle stuck wide open and Stirling had to become: "A touch-typist. The Audis have a control box out of the flight deck of an aircraft and to turn the ignition on and off the driver has to juggle switches out of sight to his left. Why can't they leave us a key?"

He had forgotten that after a similar problem earlier in the year the team *did* fit a simple ignition on/off switch for the driver to use in such emergencies- . . . Still Moss, in his last Audi saloon drive, was happy with the day. "My tell-tale has stopped at 9600rpm and yet the engine feels fine. Amazing, boy."

He was happy but Jon Dooley wasn't. The little 'Sud was keeping the Metro mob at bay but could do without the rather erratic progress of Moss in front. For a few laps Dooley waved his fist at the BP car, eventually getting by as the Longman Metros began nibbling at his boot. Now they would have the same trouble.

The chance of a Rover top four went by the board when Muir's car suffered clutch problems promoting Rouse to fourth — albeit briefly. Capri calamaties came almost at once. Spice retired to the pits with gear box problems just after half distance. Phil Martin-Dye retired with a puncture after very nearly spinning in front of Charles Sawyer-Hoare at the chicane (the battle of the double barrelled) while at three-quarter distance Rouse's V6 expired in a huge cloud of white smoke. "The oil pressure had been looking a little dodgy for a while but I carried on in the hope it would hold together. It was all I could do," said Andy. Goode's good run came to an end on the same lap.

It looked sewn up at the front and at the back, but in the middle there was a real scrap developing. John Morris held the class lead after Brundle's demise, but Chris Hodgetts was catching. By lap 8 the Toyota was right behind the Golf. From then until the end the pair swopped places, diving in and out of each other's slipstreams, entertaining themselves and the crowd with their antics. In past races the Toyota would have driven around the Golf. On Sunday the comparative lack of twin cam power and gearbox problems put the pair on a par. It was Tricentrol racing at its best, neither car showing a dent afterwards.

At the flag it was as expected. With three laps to go Jeff pulled out from behind Lovett and went for gold, with Dougall heading Woodman and Sawyer-Hoare as the only big class finishers.

The baby class was taken by Dooley from Longman, Curnow and McGrath with Da Costa's Fiesta as the final points finisher having enjoyed a race long tussle with Kirby's Sprint. All these finished ahead of the winner of the 2500cc 'race', Mike Buckley's Escort.

The class that provided the action was still doing so at the flag. Under the *Daily Express* bridge came the Toyota and Volkswagen. Into Woodcote the Golf just got the edge and Morris — having got a spin out of his system on the warm-up lap — made sure this one was his. He vaulted the chicane, landed heavily but still made it to the flag first.

His performance earned him a thoroughly well-deserved Crompton Driver of the Day award . . . and a good-natured ragging from Hodgetts. That was the good news. No sooner than the race was over the next race began . . . the race to enter the *Guinness Book of Records* for the largest number of protests after a Tricentrol event (see *Pit & Paddock*).

There was only one winner at Silverstone. As darkness fell and the rain started again it was quite obvious that Tom Walkinshaw's decision not to run Win Percy had been vindicated — just ask Jonathan Palmer. Win may have preferred to have been out there racing rather than hanging out Peter Lovett's pit signals — "That's the first Group 1 race I have watched in seven years . . . it's a bit hairy isn't it" — but at least he held his title.

There were no prizes at stake but da Costa and Kirby still had fun.



SILVERSTONE (GB)
Oct 4
Tricentrol RAC British Saloon Car Championship, round 11
20 laps — 58.64 miles

Overall
1, Jeff Allam (3.5 Rover V8), 34m 16.41s, 102.66mph;
2, Peter Lovett (3.5 Rover V8), 34m 19.11s;
3, Rad Dougall (3.5 Rover V8), 34m 30.65s;
4, Vince Woodman (3.0 Ford Capri), 34m 43.03s;
5, Charles Sawyer-Hoare (3.0 Ford Capri), 35m 16.44s;
6, John Morris (1.6 VW Golf GTi), 35m 53.05s;
7, Chris Hodgetts (1.6 Toyota Celica), 35m 54.24s; 8, Barrie Williams (1.6 Colt Lancer), 19 laps; 9, David Morgan (1.6 Colt Lancer), 19 laps; 10, Jon Dooley (1.3 Alfa Romeo Alfasud ti), 19 laps; etc.

2501 — 3500cc: 1, Allam; 2, Lovett; 3, Dougall; 4, Woodman. **Fastest lap:** Allam, 1m 41.72s, 103.77mph.

1601 — 2500cc: 1, Mike Buckley (2.0 Ford Escort RS2000), 92,23mph; 2, James Burrows (2.0 Toyota Celica); no other finishers. **Fastest lap:** Burrows, 1m 52.55s, 93.78mph.

1301 — 1600cc: 1, Morris, 98.05mph; 2, Hodgetts; 3, Williams; 4, Morgan. **Fastest lap:** Hodgetts, 1m 45.88s, 99.69mph (**record**).

Up to 1300cc: 1, Dooley, 94.66mph; 2, Richard Longman (1.3 Austin Metro); 3, Alan Curnow (1.3 Austin Metro); 4, Neil McGrath (1.3 Austin Metro). **Fastest lap:** Dooley, 1m 49.76s, 96.17mph.

These results are provisional.

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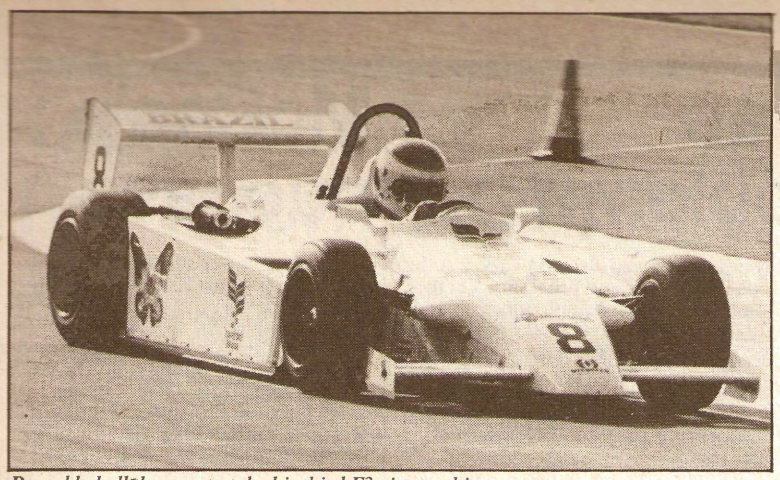


Boesel led all the way to take his third F3 victory this year.

Obscured by clouds

Fine win for Boesel — Disqualifications mar meeting — Blanchet's fine return — Championship wide open? — Report: JEREMY SHAW — Photography: JEFF BLOXHAM.

From the moment Sunday's Marlboro British Formula 3 Championship race began — on a dry track — Raul Boesel was in charge. He immediately nipped through from his second row starting position with Murray Taylor's Café do Brasil Ralt RT3 and was never headed.

Jonathan Palmer, who qualified easily on pole in wet practice, chased hard with his similar car, despite being hampered by lack of straight-line speed. He ostensibly finished second but the real drama came afterwards when both he and sixth-placed Roberto Moreno were dramatically excluded from the results. Both drivers have appealed against the decision and the results remain provisional. If their disqualification is confirmed, the series is wide open again, but not even leading rival Thierry Tassin was able to derive any satisfaction from what appeared to be a petty offence.

ENTRY & PRACTICE

The presence of BBC Television cameras at Silverstone last weekend probably had a great deal to do with the sudden increase in the entry size after the relatively poor turn-out at Oulton Park six days previously. A healthy field of 22 assembled for the two half hour sessions on Saturday.

Sadly, the weather once again proved inhospitable as a cold, rain-laden breeze attempted to dampen everyone's enthusiasm. One man it did not affect, though, was newly crowned Marlboro British Formula 3 Champion Jonathan Palmer. Indeed his form in qualifying perhaps even out-shone his two brilliant drives in the two previous rounds!

The 'Flying Doctor' was not only fastest — claiming his sixth pole position of the year — but he was so by a very substantial margin. Over 1sec, no less, was the extent of his superiority in the first session, while even after completing only seven flying laps in the afternoon period his best time was still 0.55sec faster than that achieved by anyone else. Yet, as ever, his well-presented WSE/Racing for Britain/Plastic Padding *Grand Prix International* Ralt RT3, which also bore allegiance to Tricentrol at this meeting, did not *look* particularly swift, its driver again displaying his almost uncanny smoothness on the treacherously wet track.

"You've got to be so delicate in these conditions," explained Palmer, "it's like walking on a tight-rope. You've got to try and make it look as if you're going down to the shops with your Granny!"

In the second session, the car had been changed onto Koni adjustable shock-absorbers, rather than the fixed rate Bilsteins, but results were inconclusive: "We'll decide which ones we're going to use in the morning." In addition, the RT3 also sported slightly reprofiled sidepods but, as Dick Bennetts observed: "I'm not sure whether it's them making the car go so fast or JP's driving."

Palmer's speed and consistency was matched by no-one, although Roberto Moreno came nearest of all to his time. "There is not a good balance on the car," reported the little Brazilian after the first session, having set fifth best time, 1.47secs from Palmer. Miraculously, however, all that changed in the afternoon. "I played around with the settings until it was right," he explained after posting his time right at the end of the session when the track was at its least wet.

Heading row 2, having been second fastest in the morning, was Mike White, making a most welcome return to full competitiveness, although his Autowindscreens/Dave Price Racing March 813 was not all it appeared to be. For a start, he was now installed in the car used most recently by erstwhile works March team-mate Toshio Suzuki and, for only the second time this year, he was using a Toyota engine. "It's got much more torque than the Alfa," reported Mike, "although we had a slight misfire in both sessions and I'm really surprised to be this far up the grid."

Raul Boesel equalled White's time in the afternoon, after suffering too much understeer in the morning; the change to softer front springs brought him back to the pace-setting form he had shown during the week's testing. Raul was fastest for a while in the afternoon but then threw away his chances of a front row placing by spinning off into the mud at Club: "I just put a wheel on the kerb and . . ."

Thierry Tassin headed row 3 with a time set in the morning, the young Belgian never looking completely at home, while his companion on the grid, by contrast, made exceptionally good progress. Despite not having sat in an F3 car all season, Lola Sales Director Mike Blanchet set sixth best time in a Ralt RT3 hired from Roy Kennedy. "It's taken all the money I've got," stated the diminutive Jerseyman, yet he certainly used it to excellent effect and earned many congratulatory comments.

Blanchet's fine effort in the closing minutes nudged the Silverstone winner last time out, Dave Scott, back onto row 4 — "I should have tried to drive the car better instead of putting on a softer front roll-bar for that second session" — alongside David Leslie, who clipped 1.5secs from his morning best. Eddie Jordan's Racing for Britain/Carrolls Transport crew had taken off trim tabs and lengthened gear ratios to make the Scotsman's RT3 fleeter down the long straights. "It felt a lot better," he concluded.

Argentine Enrique Benamo did a good job to set ninth best time in his self-run Ralt, while Mexican Claus Schinkel also showed well in the second of Neil Trundle's cars.

One row back, Ian Shaw performed creditably in his first outing with the Docking-Spitzley-run Ivens Lumar Group Ralt, while other newcomers to the scene included FF2000 front-runner Simon Kirkby, who showed respectably in the Race Car Services March 803B, and BL engineer (and former F1300 champion) Richard Hurdwell.

QUALIFYING

Palmer (Ralt RT3)	1:37.99	**1:37.93**
Moreno (Ralt RT3)	1:39.46	**1:38.48**
White (March 813)	**1:39.14**	1:39.80
Boesel (Ralt RT3)	1:39.24	**1:39.14**
Tassin (Ralt RT3)	**1:39.29**	1:39.93
Blanchet (Ralt RT3)	1:39.91	**1:39.51**
Scott (Ralt RT3)	**1:39.55**	1:40.35
Leslie (Ralt RT3)	1:41.33	**1:39.87**
Benamo (Ralt RT3)	**1:39.99**	1:41.22
Schinkel (Ralt RT3)	**1:40.81**	1:42.39
Krab (Ralt RT3)	1:42.08	**1:40.99**
Shaw (Ralt RT3)	1:41.93	**1:41.76**
Nierop (Ralt RT3)	1:43.06	**1:42.90**
O'Brien (Ralt RT3)	**1:43.22**	1:44.54
Kirkby (March 803B)	1:44.01	**1:43.27**
Hansen (Ralt RT3)	**1:43.36**	1:43.92
Rosso (March 813)	1:47.50	**1:44.79**
Hutson (March 793)	1:51.94	**1:49.39**
Dixon (March 793)	**1:53.18**	1:54.52
Williams (Ralt RT1)	**1:54.54**	2:00.46
Norton (March 773)	**1:55.60**	2:04.29
Hurdwell (March 803B)	**1:57.90**	NT

RACE

Race-day dawned reasonably bright and then developed into a quite beautiful morning. As a result, a good crowd assembled and, with all the teams having to make new estimates for suspension settings, an interesting race lay in prospect. The improvement in conditions led to Palmer opting for the Bilstein dampers once more on his RT3, while impecunious Argentine Victor Rosso had been forced to scratch after his engine devoured a piston in qualifying.

For the third race running, Palmer's usually impeccable start routine let him down and the two Brazilians, Boesel — up from row 2 — and Moreno, battled out the lead towards Copse for the first time. Side-by-side through the corner they went before Boesel unceremoniously edged Moreno out onto the grass and assumed his position at the head of the pack. Palmer recovered his composure to slip through the first corner ahead of White and then went one better by outbraking Moreno into Beckett's.

At the end of the first lap, then, Boesel held a handy lead over Palmer and Moreno with White, the impressive Blanchet, Scott and Tassin all in his tow, although the latter was already finding his Belga-Ralt slow in a straight line, not a helpful characteristic at this ultra-fast circuit.

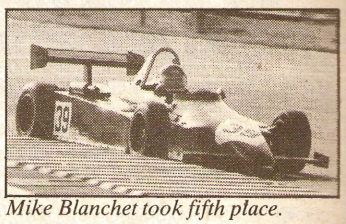
The order soon settled down with the two leaders remaining in fairly close contact, yet swiftly drawing ahead of the rest, while Moreno and White were already struggling with excessive understeer. The Brazilian held his third place until lap 9, when Scott found a way through under braking for Stowe Corner, while White faded rather more quickly — "it was completely undriveable" — and pitted for some adjustment to the angle of his March's front wings. Thereafter, he immediately found over 1sec a lap and had little difficulty in running just ahead of third-placed Scott until the finish.

Ahead of these two, Boesel confirmed the promise he had shown during the week and duly scored his third victory of the year, while Palmer was slowed by some loose bodywork — the fairing around the airbox had come adrift and was flapping in the air-stream. "It cost me 150revs on the straights," complained Palmer later, although the errant piece of alloy flew off before the finish and he was able to close up slightly, setting a new lap record on one of the closing laps.

Tassin strove hard with an understeering and down-on-power car to take fourth place — "it was so frustrating" — while Blanchet made a great effort to displace the Belgian at Woodcote on the final lap but had to be content with fifth, some way clear of the disconsolate Moreno.

A few seconds further back, Leslie brought home his Racing for Britain Ralt, albeit troubled badly by a broken throttle return spring from a little after half-way, while Schinkel, Krab and Benamo completed the top ten on the road.

And then came the bomb-shell (see *Pit & Paddock*). The affair cast a nasty shadow over the meeting, not to mention the series, which has previously been held in such a friendly manner. Suddenly, Palmer's title seems not so certain. Next Sunday's race at Snetterton should be interesting . . .



Mike Blanchet took fifth place.

SILVERSTONE
Oct 4
Marlboro British Formula 3 Championship, round 18
20 laps — 58.64 miles

1, Raul Boesel (Ralt-Toyota/Mader RT3/81), 28m 52.64s, 121.84mph;
2, Jonathan Palmer (Ralt-Toyota/Mader RT3), 28m 55.28s;
3, Dave Scott (Ralt-Toyota/Anglia Cars RT3/81), 29m 22.66s;
4, Thierry Tassin (Ralt-Toyota/Toda Racing RT3/81), 29m 26.41s;
5, Mike Blanchet (Ralt-Toyota/Novamotor RT3/81), 29m 26.93s;
6, Roberto Moreno (Ralt-Toyota/Nelson RT3/81), 29m 32.34s;
7, David Leslie (Ralt-Toyota/Judd RT3/81), 29m 36,87s; 8, Claus Schinkel (Ralt-Toyota/Mader RT3/81), 9, Fred Krab (Ralt-Toyota/Novamotor RT3/81), 29m 40.89s; 10, Enrique Benamo (Ralt-Toyota/Novamotor RT3/81), 29m 42.89s; 11, Ian Shaw (Ralt-Toyota/Judd RT3/81), 29m 59.33s; 12, Kees Nierop (Ralt-Toyota/Titan RT3/81), 13, Mike O'Brien (Ralt-Toyota/Hesketh RT3), 30m 03.73s; 14, Simon Kirkby (March-Toyota/Novamotor 803B), 30m 16.86s; 15, Cliff Hansen (Ralt-Toyota/Titan RT3/81), 19 laps; 16, Mike White (March-Toyota/Novamotor 813), 19 laps; 17, Michael Dixon (March-Toyota/Novamotor 793), 19 laps; 18, Paul Hutson (March-Toyota/Novamotor 793), 19 laps; 19, Jeff Williams (Ralt-Toyota/Novamotor RT1), 18 laps.

Fastest lap: Palmer, 1m 25.80s, 123.02mph **(record).**

Retirements: Richard Hurdwell (March-Toyota/Titan 803B), 2 laps, burst tyre — accident.
Did not start: Victor Rosso (March-Toyota/Anglia Cars 813), engine; Tony Norton (March-Triumph Dolomite 773), reason unknown.
Results are provisional.

Rohrl leads San Remo as Mikkola hits engine problems

The San Remo tenth round of the World Rally Championship, started in fairly predictable mood last Monday. Walter Rohrl, the current World Champion, took his Porsche 911SC to a slim lead over the mountainous tarmac roads used on the opening day, while Hannu Mikkola's Audi Quattro suffered engine problems — if a little earlier than usual. In between those two drivers, the entire list of world class drivers completed the asphalt sections safely.

Rohrl actually held an 8secs lead over Attilio Bettega's Fiat 131 Abarth at the end of the first day, although the strong challenge from team-mate Markku Alen did not materialise. Instead he was 1min down to his 'junior' and one of many drivers complaining of tyres and brakes overheating. The conditions were dry for the early sections and the wear rate on both rubber and asbestos was high.

The threat from the Italian Opels did materialise as expected, and 'Tony' had his Ascona 400 in third place ahead of the next Fiat driver, Daniel Ceratto. 'Lucky' chased hard in his Opel.

On the first stage there was obvious trouble for Hannu Mikkola, whose Quattro suffered a strange lack of power. At times apparently healthy, the unit would suddenly lose power and, by the end of the first sections, he had lost 15mins road time, and some 4½mins in the stages. His total time penalty was nearly 20mins behind the leaders. Out on that same first stage was Holger Bohne, who put his Mercedes 500 SLC into a bridge parapet.

All the drivers involved in the exciting race for World Championship points (both makes and drivers) survived the opening day without problems. Vatanen was laying seventh, and approximately 30secs ahead of rival Guy Frequelin — tied on time with team-mate Henri Toivonen. The two Audi drivers, Michele Mouton and Daniele Cinotto followed with the Datsuns of Timo Salonen and Tony Pond a few seconds in arrears.

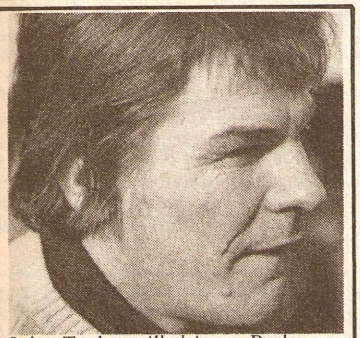
At midnight on Monday, the cars restarted for the long haul round the coast to Pisa, and the start of the real rally. Here the conditions changed, and gravel roads now formed the special stages.

FIA World Championship of Makes (positions before San Remo)

1	Talbot	95
2	Datsun	88
3	Ford	73
4	Fiat	58
5	Opel	54
6	Renault	50

FIA World Rally Championship of Drivers

1	Guy Frequelin (Talbot)	81
2	Ari Vatanen (Ford)	75
3	Markku Alen (Fiat)	54
4	Shekhar Mehta (Datsun)	43
5	Hannu Mikkola (Audi)	32
6	Bernard Darniche (Lancia)	26



John Taylor will drive a Rothmans Escort on the penultimate round of the World Rally Championship in the Ivory Coast. The entry is intended as a back-up for Ari Vatanen's championship hopes because of servicing difficulties caused by the terrain. "Its certainly not a come-back," joked Taylor earlier this week.

Pace setters

The list just gets better and better. Latest additions to the Pace Petroleum National Forest Rally include the new Rothmans Open Rally Champion (and last year's event winner), Jimmy McRae. Other nominations come from Rod Millen, eager to try the Walkinshaw prepared Mazda RX7 in the British forests, and also a possible two-car entry from Colt. Andrew Cowan and Anders Kullang are the likely drivers.

Add those stars to the entries already received by the organisers, and the rally promises to be a superb warm-up for the Lombard RAC Rally in November. Already entered are Henri Toivonen (Talbot Sunbeam Lotus), Russell Brookes (Talbot Sunbeam Lotus), Malcolm Wilson (Ford Escort RS), Roger Clark (Ford Escort RS), and Terry Kaby (Toyota Celica).

The organisers are delighted at the response from both works efforts and club drivers alike, and it now looks as if there will be well over 100 cars gathering in Aberystwyth on Saturday, October 17, for the final Castrol/Autosport rally. Certainly the works teams will be undertaking considerable testing during the rally, but that should not stop some 'friendly' rivalry ensuring an action-packed day . . .

New Zealand returns to World series

At a meeting of the FISA Rally Commission last weekend, further decisions were made in relation to the impending Group A, B, and N regulations to be introduced at the start of 1982. At the same meeting the dates were announced for rounds of the World Rally Championship, and the European Rally series. In the major series, New Zealand has made a surprise reappearance on the scene, and there is disappointment for British hopes as all events in this country retain their present coefficient ratings. It had been hoped the Rothmans Manx International would be upgraded.

The return of the Motogard New Zealand event to both championships (makes and drivers) is on condition that the organisers accept a change of date to June. If they insist on sticking to September 11/18 (the dates they applied for), then the event will only count for the driver's series. The calendar is too busy in September for an event on the other side of the world. Even so there seems an amazing wish suddenly to bring the rally back into the series. If it does opt for the September date, then the Ivory Coast event will continue to score for both drivers and makes series.

In the European series, the Zlatni-Piasstzi (Bulgaria), Four Regions (Spain), and Cyprus rallies are all upgraded to main status while Elba, Hunsruck and the Polish events all drop to co-efficient 3. At the bottom of the list, in the co-efficient 1 events, the Criterium de Garrigues (France), the Rally della Lana (Italy) and the Tatry Rally (Czechoslovakia) all become part of the European Championship.

The Scottish Rally stays coefficient 3, Galway, Circuit of Ireland, and the International Manx stay coefficient 2. The RAC Rally will again be the final round of the World Rally Championship.

The weekend also saw further movement towards clarifying the new Group N, which will be for standard cars. The class should now be for International homolgation.

The Commission also confirmed that in the World and European series four for Group A, and three for Group B. The manufacturers apparently wanted the addition of another class category in the specialist Group B category. Group 2 will have three classes and Group 4 two classes, as expected.

Further details on homolgation of particular cars into the Groups is expected soon. The Commission did accept that alcohol powered cars in Latin America would be eligible for championship points, providing the cars were commercially produced in that form.

FIA CHAMPIONSHIP CLASSES 1982

Group N: up to 1300cc; 1300cc to 1600cc; 1600cc to 2000cc; over 2000cc.
Group A: up to 1300cc; 1300cc to 1600cc; 1600cc to 2000cc; over 2000cc.
Group B: up to 1300cc; 1300cc to 2000cc; over 2000cc.
Group 2: up to 1300cc; 1300cc to 2000cc; over 2000cc.
Group 4: up to 2000cc; over 2000cc.

1982 FIA World Rally Championship of Makes

Jan 16/23	Monte Carlo Rally, Monte Carlo
Mar 2/7	Portugal Rally, Portugal
April 8/12	Safari Rally, Kenya
May 7/8	Tour de Corse, Corsica
May 29/Jun 4	Acropolis Rally, Greece
Jun 23/27	New Zealand Rally, New Zealand
Jul 23/30	Codasur Rally, Argentina
Aug 28/29	1000 Lakes Rally, Finland
Oct 4/9	San Remo Rally, Italy
Nov 20/25	RAC Rally, Britain

World Rally Championship of Drivers

All above events plus:

Feb 12/14	Swedish Rally, Sweden
Aug 10/15	Rally of Brazil, Brazil
October 26/31	Rally of the Ivory Coast, Ivory Coast

1982 European Rally Championship Co-efficient 4

Feb 12/14	Swedish Rally, Sweden
Feb 19/21	Costa Brava, Spain
Feb 7/8	Rallye Zlatni-Piassatzi, Bulgaria
May 12/16	Four Regions, Italy
Jun 25/27	24 Hours of Ypres, Belgium
Sep 1/5	Halkidkis Rally, Greece
Sep 18/23	Tour de France, France
Sep 24/26	Rothmans Cyprus Rally, Cyprus

McRae's success

Jim McRae boosted his hopes of achieving A-grading next year by moving up to third place in the European Rally Championship at the weekend. His Boleyn-Cattini Motorsport Opel Ascona 400 ran perfectly on the Rally du Vin in Switzerland, to fend off a strong challenge from the Renault 5 Turbo of Jean Ragnotti. Partnered by Mike Nicholson, McRae finished over 3mins ahead of Ragnotti with Ferjancez third in another Renault.

The Scotsman has actually overtaken the Hungarian in the Euro Series, although we understand that Ferjancez is likely to enter Antibes Rally in an effort to boost his points tally. Antibes, the final coefficient 3 event in the series, is likely to have an effect on honours at the top of the European Championship, as Jean-Claude Andruet will start in the Ferrari 308 GTB.

The current leader of the championship, Adartico Vudafieri was excluded from the results of the Rally du Vin, for a couple of speeding offences. He actually booked into the first special stage ahead of time and so was behind the leaders when he was excluded. It means, however, that the Jolly Club Fiat 131 driver could not lose his grasp on the series.

McRae's programme does not include further European assaults (although Boleyn-Cattini have supported the Dealer Opel Team a great deal in recent months), and so the compact team celebrated McRae's first Continental win in true style last Saturday night. Included in the party were Alex Strathdee and Ian Anderson, the two SMT mechanics who have been heavily involved in the sport in the past, and who may be seen again in the future . . .

Tenerife team-work

The two Rothmans drivers on last weekend's Rallye Corte Ingles, held in the Canary Islands, achieved a remarkable feat by completing the event with identical penalties. The problem was — they finished seventh equal! Pentti Airikkala had a troubled time with his Ford Escort RS, while Jorge de Bagration was not completely fit to drive the team's Lancia Stratos.

Airikkala set some quick times early in the event, which contained 16 special stages, but could not match the eventual winner Beni Fernandez, driving a Porsche 911. The Porsche was suited to the all-tarmac stages, and eventually took fastest times on 14 of the tests.

The Finn had little chance of staying in touch, because tyre problems again hampered his efforts, and as he overcame these, the fuel injection gave trouble until the end of the event. His team-mate Bagration was still recovering from a serious accident on the Spanish Rally earlier this year and was walking with the aid of crutches.

Both finished without further drama, but out of the top positions and behind the local crews. Perez took a couple of quickest times in a BMW 323, while Ricardo and Enrique Zillar were engaged in a private battle for third place. Eventually Ricardo brought his Porsche home just 7secs ahead of his brother.

Kaby signs for Toyota on RAC Rally

Terry Kaby, the current Castrol/AUTOSPORT Champion, has signed a deal to drive a Toyota Celica on the forthcoming Lombard RAC Rally in November. Before then, however, he will appear on the Pace Petroleum Rally, the final round of this year's National series, to acclimatise himself to left-hand-drive.

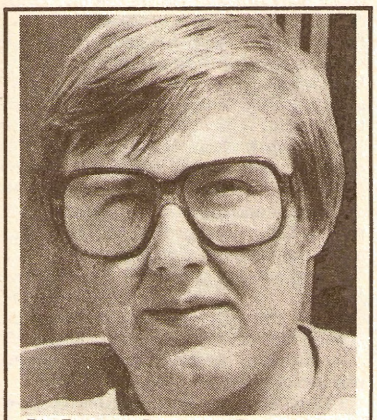
"We are very glad to give a young British driver a chance in the team," commented Steve Johnson of Toyota last week. "With an ex-World Champion in Bjorn Waldegaard, and an ex-Swedish champion in Per Eklund, I hope the RAC Rally will be a good end to the season."

Kaby will drive a new left-hand-drive Celica on the RAC Rally prepared in Cologne by Team Toyota Europe, while on the Pace event he will use the car driven this season by Per Eklund in the Open Rally Championship. He is not at all worried about driving a left-hooker for the first time, and determined to get on with the job in hand.

It is a fine chance for the young British driver, who has run a restricted programme this season, but has been heavily involved in background work for a number of teams. He was in Monte Carlo making ice notes, tackled the Tour de Corse for Datsun, won the Manx Stages in a Vauxhall and also used a Triumph TR7 V8 for another European outing. "Just because your name is not on all the entry lists, does not mean it's all bad," he mused.

For Team Toyota GB — a relatively young team — the next few months could see some changes. Immediately following the Pace Petroleum rally, the 'old' car will be pensioned off and sold, hopefully to a team prepared to run it in this country. For next year the outfit is keen to run the complete programme from this country rather than use a car prepared initially in Germany.

"David Eyles has a few ideas he would like to incorporate into the car, and we are waiting for the budgets to be accepted for 1982," continued Johnson, "but certainly we will stick to a Group 4 car for next year." After that, it is anticipated that Toyota will join the Group B challengers.



Moving?

Timo Salonen, the lead driver in the World Championship Datsun team is rumoured to be on the move.

Apparently the Finn is eager to find a team which will give him a real chance for outright victory. This year, Datsun are challenging for the lead in the World championship of Makes but, despite some good results, Salonen does not figure in the Drivers' points table.

TV stars

The Granada TV Rental Rallysprint, to be held at Donington Park on Saturday, October 24, promises to be a real competition between Britain's best rally drivers, and the world's best. Jimmy McRae, Tony Pond and Russell Brookes, will all drive their regular cars, and challenge Finland's Hannu Mikkola in an Audi Quattro. Promoter Nick Brittan is convinced he now has the Audi Quattro on its British début.

Brittan is also pleased to have the last British appearance of the current Grand Prix World Champion, Alan Jones, who will also be up against Nigel Mansell, John Watson, and Derek Daly. AUTOSPORT will have an in-depth report of the action, as it happens, for Assistant Editor Matthew Carter will partner Derek Daly in Pond's Chevette for the proceedings. Mansell will drive McRae's Ascona, Watson the Sunbeam, while Jones has been given a Quattro for the competition.

With the rally stage (one trip in each direction) completed, the *Grandstand* cameras will then turn their attention to the race track, where Mini Metros will then be used by the aces for a quick thrash — *sans* journalists!



Russell Close has won the Norflex/ANECCC Stage Championship following the Tour of Hamsterley rally at the weekend. It was a dramatic finale to the series, as on the second loop of stages through the forest his Opel Kadett broke the crown wheel and Close (with Geordie Tyndall co-driving) only just managed to return to the service area. The back axle was changed and Close eventually finished second overall, behind Hamsterley expert Fred Henderson, driving his Clubmans Chevette. Tyndall took the co-drivers championship.



Derek and Terry Evans have clinched the ShellSport Welsh Stage Championship following the Nutcracker Rally last Saturday night. Their Vauxhall Chevette could only be challenged by the Ford Escort RS of Jeff Churchill, the current leader in the Castrol/AUTOSPORT National championship. On Saturday however, the Escort collected a puncture on the opening special stage, and Churchill elected to complete the test, rather than stop and change it. Unfortunately, the tyre ripped on the inside and then stripped off the caliper. With the prospect of another couple of stages before service (and ever aware of the battle for national honours in their home country next weekend), Churchill and co-driver Roger Evans opted for retirement.

America's growing!

The American scene grows stronger with the announcement of next year's International SCCA series. Second tier National events will also count for points, although at a lower coefficient. An announcement has also been made about two forthcoming events in Nevada to be held on consecutive weekends.

The Reno International Rally will be held over the weekend of December 12/13 as a two day gravel road event over the snow bound roads of the High Sierras and the desert around Reno. The Las Vegas Rally, due to be run on December 19/20 will concentrate on the desert roads around the City.

Cam Warren is looking after the rally entires and both events boast prize funds of $25,000. There is also an effort being made to attract foreign crews to the rallies, and support from local dealers is anticipated. Warren can be contacted at: Reno International Rally, PO Box 10588, Reno 89510, Nevada, USA. Tel: (702) 323 7446.

Rothmans Autosport

The winner of this year's final Rothmans Autosport competition is Rowand Prentice. The lucky man has already flown to the Canary Islands as a guest of Rothmans to see this weekend's Tenerife Rally — on his return to this country next week he will then visit Road & Racing Accessories in London to be kitted out in rallying gear. What a prize!

The competition, the fifth in a series linked to Britain's Open Rally Championship, attracted a great deal of interest and entries simply flowed into the AUTOSPORT office. A lot of all-correct answer sheets appeared coupled with completed crossswords, reflecting the effort everyone put into the competition. A lot of people wanted to go to Tenerife!

Rowand's answers were picked out of a hat, and he lost no time in accepting the invitation to join Pentti Airikkala and the rest of the team for one week in the Canaries. He will travel with the service crew for the first day of the event, joining the team manager in the supervision car for the second day of the rally.

On his return he will visit Road & Racing, and also spend time at David Sutton Cars, the company responsible for the preparation of all Ford Escorts used in the Rothmans Rally Team.

The correct answers are printed below, to give those of you who could not manage that last crossword clue the satisfaction of knowing the answer — at last.

Competition Answers

1 Ecurie Cod Fillet organised the first Manx Trophy Rally.
2 The Isle of Man Parliament is 1002 years old — it celebrated its millenium in 1979.
3 The Manx International Rally is unique in Britain as it takes place over closed public roads, and with pace notes.
4 All the places listed are famous landmarks on the Motorbike TT course
5 01-246 8020 is the Telecom dial-a-result service.
6 Walter Rohrl is the 1980 World Rally Champion.
7 Rohrl has driven a Porsche 924 regularly this season.
8 Robert Droogmanns is Belgian.
9 Droogmanns has driven a Ford Escort RS this year rented from Tony Maslen.
10 Pentti Airikkala finished fourth on the Scottish International Rally this year.

1R	A	L	L	Y		5T	R	A	C	K	S
A		E		U	8A		O		A		P
9C	H	A	P	M	A	N	10T	H	R	E	E
I		V		P		G		H		L		E
11N	E	E	D			12L	I	M	I	T	E	D
G				13E	Y	E		A		O		O
	14M	A	N	X				15N	O	N	E	
17E		B		C		18A	D	S				19L
20D	O	U	G	L	A	S			21P	22A	C	E
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26D	R	E	A	D	S			27D	O	N	O	R



Billy Coleman powers the brand new rear wheel drive Escort Mk 3 onto the tarmac, on his way to four fastest stage times.

To Erica — a sister

PETER FOUBISTER looks at an exciting new privately produced rear wheel drive Escort

The front-engine, rear-wheel-drive Escort Mk 3 has arrived. No, it is not the official factory offering from Boreham, but an exercise developed by Gartrac in Surrey, prepared by Sydney Meeke in Dungannon, and driven last weekend in Cork by Billy Coleman, sponsored by Team PR Reilly.

On its début, the car actually retired with distributor and overheating problems, but that should not cloud the arrival of this exciting new car. When the problems were sorted, Coleman, on his first drive in some time, set four fastest times against Ger Buckley's winning Vauxhall Chevette HSR. That is an indication of the car's potential.

The design was undertaken by Gartrac in Godalming, Surrey, because of customer demand for a new Escort which would take the othewise obsolete running gear from the old Group 4 Escort Mk 2. Their work took some months while the shell was prepared, and modified to accept a reworked crossmember. The Mk 3 is slightly shorter than its predecessor, and slightly wider, but it was made to accept a four-link rear axle system, a vital part of the 'old' car.

The project was undertaken as a commercial exercise. "Unfortunately we are just not in a position to run a team," commented Rod Cooper of Gartrac. So the offer of involvement from Sydney Meeke in Dungannon was quickly taken up.

Meeke's reputation for rally car preparation is second to none, and on his suggestion a 2.2-litre Ford Pinto motor, with twin-cam head developed by Cosworth, was chosen as the power plant. It develops approximately 280bhp through fuel injection, and this is actually where the only problem materialised on the Cork Rally. The design of the unit means the distributor sits at the top of the motor, and a long shaft feeds it. It produces a whiplash effect which can then break the distributor caps. The shaft is also driven by a belt from another lay shaft, and there were other minor problems here as well. It is likely that a quick return to the drawing board will be required before the car can be used at maximum revs. There is time.

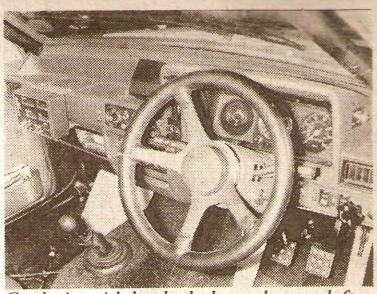
The work between Surrey and Dungannon has continued during the summer, both parties contributing to the final specification. For tarmac competitions (only scheduled at the moment), compression front struts are used, all fully Rose-jointed. At the rear the four-link system is used with either Panhard rod or Watt's linkage. All this made the Escort look more stable than the current crop of Irish 'racing' Chevettes.

"The car had only covered about 100 miles when it started the event," commented Rod Cooper, "and it retired with distributor and injection problems. They took a little time to sort but Billy was absolutely delighted with the car."

The message came across on Monday as well, for enquiries were filtering through even before Cooper returned home. The success, however, brings its own problems, as the original idea was to run the car once and then sell it.

Colman's enthusiasm means he now wants to raise the cash to run it next year, and so a meeting later this week will decide the final fate of the car. It could be that Meeke will run it, with continued support from Gartrac, who now intend to offer the basic 'production' shell for sale.

"The biggest problem is that it is never going to be homologated," continued Cooper. "But it is going to be the only way a driver has of running a new-shape Escort in competitive trim in the foreseeable future." With the vast number of Escorts running in this country, that alone should ensure that the order book at Godalming will be healthy.

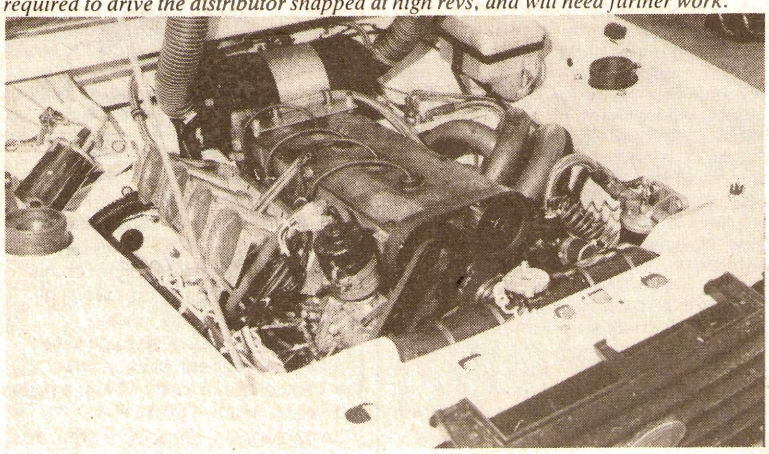


Cockpit, with brake balance bar on left

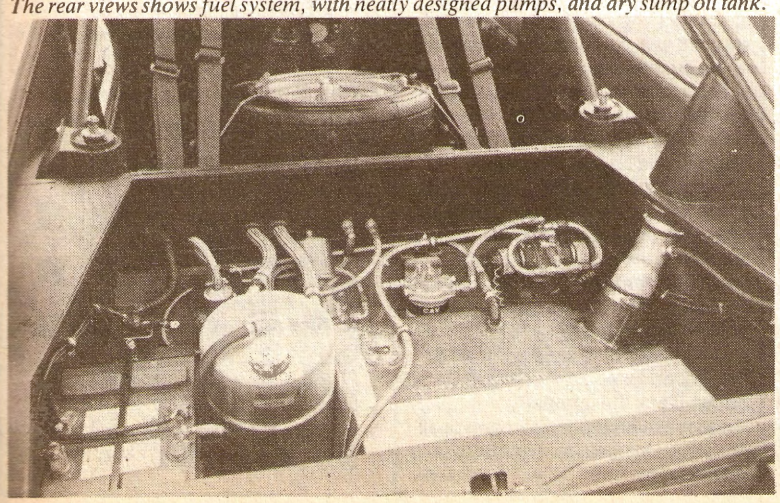


Coleman — back in the driving seat

The heart of the new beast. The 2.2 litre Pinto motor sits high in the shell, although it does not seem to affect the car's handling at all. The problem lies with the distributor drive seen at the front right of the unit with the belt supply from the camshaft pulley. The long shaft required to drive the distributor snapped at high revs, and will need further work.



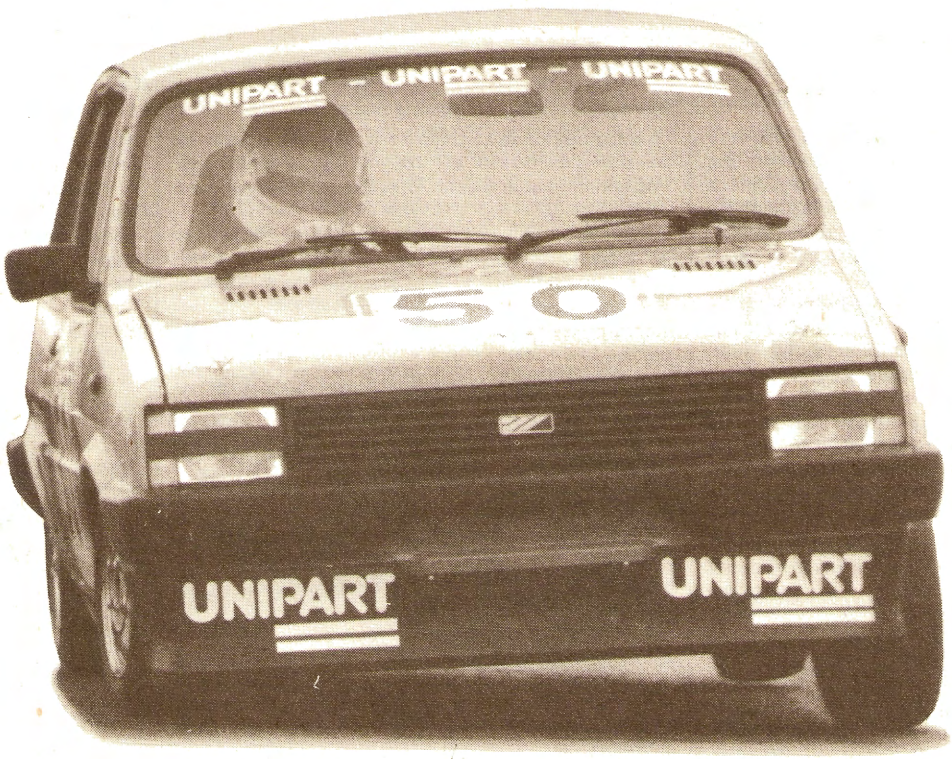
Quality workmanship in evidence from both Gartrac and Sydney Meeke Motorsport. The rear views shows fuel system, with neatly designed pumps, and dry sump oil tank.



That registration number originally appeared on Roger Clark's Mk1 Escort, some years ago. This new Escort could soon prove quicker than all its predecessors.



Fast moving parts on fast moving cars.



UNIPART

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



Six appeal

Alfa Romeo's GTV sounds an even better bet now that it has the appeal of six cylinders. JOHN BOLSTER has been trying this 130mph sports car.



When pressed hard on winding roads, this Alfa Romeo's adhesion was not as high as expected.

The Alfa Romeo GTV has for a long time been a very attractive car in 4-cylinder form. The body is of sporting appearance, yet it provides comfortable seating for four people, while the advanced design appeals greatly to the owner who appreciates engineering finesse. Above all, the car is not too large, for excessive width spoils some of the latest sports cars.

Now, the GTV is available with a fuel-injection version of the 2.5-litre Alfa V6 engine. Quite a lot of strengthening, especially of the transmission, has taken place, but the new car retains the looks and compact dimensions of its smaller-engined sisters. I drove the machine at its introduction in Italy and liked it enormously, so I looked forward with much interest to a full road test in England. In particular, I wanted to see whether or not it suited our peculiar road conditions as well as it did those of its native land.

The technical details are fairly well known so I shall be brief. The engine is a 60deg V6 with a single overhead camshaft per bank, which operates the inlet valves directly and the exhaust valves by cross pushrods and rockers. This short power unit is also light, by virtue of its aluminium alloy block and heads, while the 4-bearing crankshaft saves friction, compared with a 7-bearing straight-six. Bosch L-Jetronic injection and electronic ignition complete a thoroughly modern design.

Technical excellence

To obtain a high polar moment of inertia, the engine is forward mounted while the combined 5-speed gearbox and final drive is at the rear. An important detail is that the clutch is on the front of the gearbox and not on the engine flywheel. With an engine-mounted clutch, the inertia of the propeller shaft would place an extra load on the synchronising arrangements during gearchanges. In the GTV6, only the two driven plates of the small-diameter clutch have to be synchronised, which is just one example of the technical excellence of the design.

The front suspension is by wishbones and torsion bars, with an anti-roll bar. At the rear, there is a trailing dead axle by courtesy of the Marquis de Dion, located laterally by James Watt's ingenious linkage and sprung on coil springs, plus an anti roll bar. The rack and pinion steering is unassisted, the low-profile tyres are Pirelli P6s, and the disc brakes are ventilated in front, inboard behind.

Wide doors make entry easy, particularly for the rear passengers, as the front seats move forward when folded. All the seats are comfortable but the driving position did not suit me. I am 6ft tall and both the steering wheel and gearbox were too far away, to engage first speed requiring an almighty stretch. My wife, on the other hand, who is only 5ft tall, sat farther forward and was quite at ease.

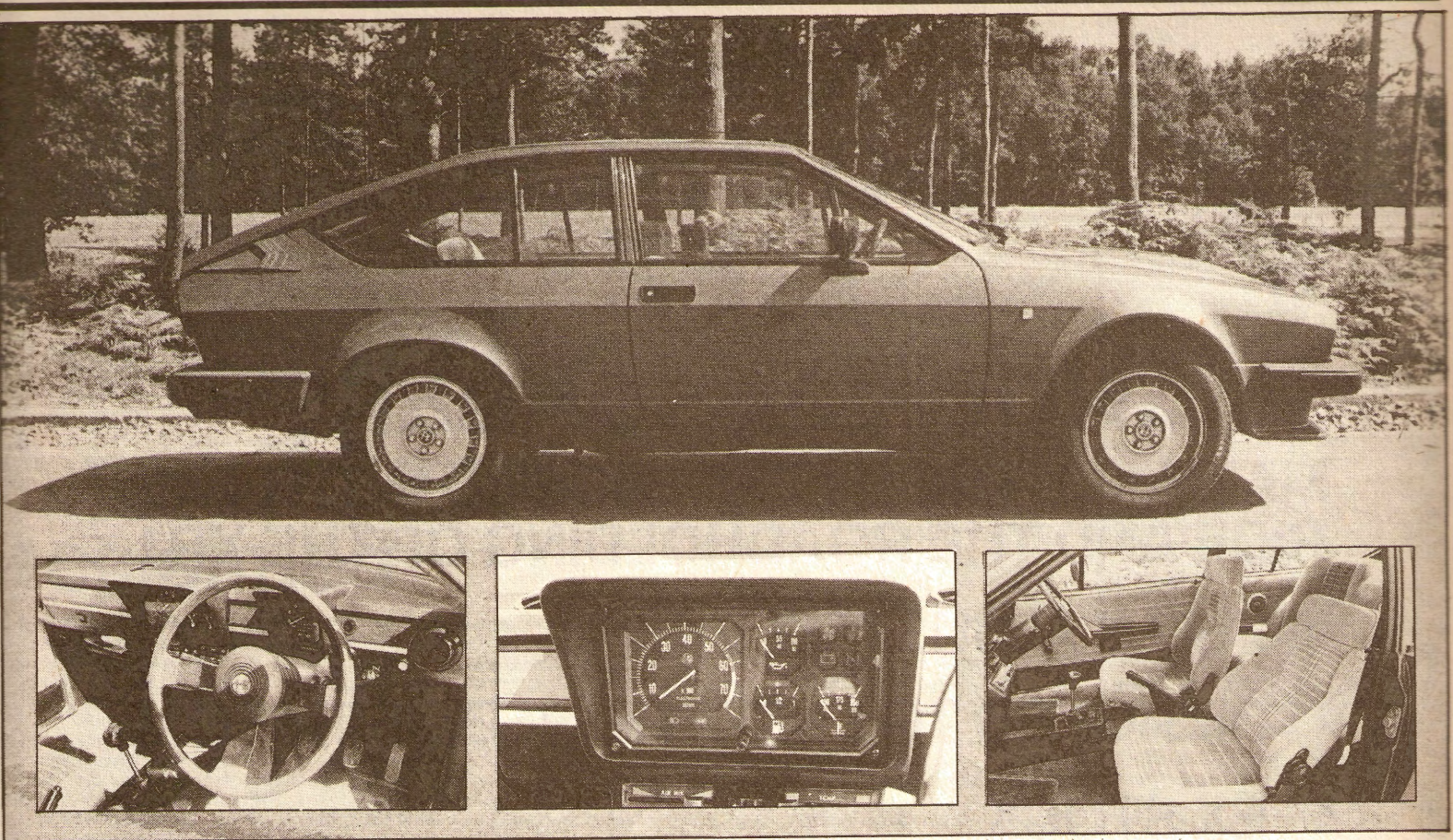
Greatly improved from earlier models, the gear-change has no lost motion and feels very direct in action, that peculiar 'clonk' having been eliminated. However, the springs for centralising the lever in the gate are far too strong, so that it is quite an effort to engage first and, unless one keeps up the pressure, the first to second change becomes first to fourth. This is a pity for the operation is precise and may be as rapid as one wishes,





Above: Familiar hatchback style tailgate gives easy access to the moderately-sized boot. Below: During normal driving, the handling is excellent, the effectiveness of the rear end ensuring that understeer is the chief tendency.





The GTV6 2.5 is aerodynamically very efficient. Inset: Interior features badly-placed instruments (left and centre) and 'Italian' long-armed driving position (right).

while the clutch is outstandingly sweet in action, though reverse was sometimes difficult to engage.

While on the subject of the gearchange, I wonder why the ratios have been chosen with first and second forming really two alternative bottom gears — I admit that I often started in second. Fifth is not a high cruising gear but it is just right for maximum speed, the car exceeding 130mph easily, though the revs are held below the ignition cutout speed. Yet, let us forget such criticisms, for cruising speeds of 110 or even 120mph are easy and effortless while the 100mph fourth may be used for miles on end when the road winds.

The engine is incredibly flexible, pulling away smoothly from 20mph in fifth gear. It revs very willingly and is quiet during normal driving, but when pressed hard it sings that glorious song that only a really good 'six' can produce. It is never noisy, but the sound that it makes is exactly right for a very refined sports car; the transmission is silent on all gears. Wind and road noise are also well subdued.

ALFA ROMEO GTV6 2.5
£9495

Specifications

Cylinders, capacity	60deg V6, 2492cc
Bore × stroke	88 × 68.3mm
Valve gear	Single belt-driven camshaft per bank
Compression ratio	9.0:1
Fuel system	Bosch L-Jetronic injection
Power/rpm	160bhp DIN at 5600rpm
Torque/rpm	157lbf ft DIN at 4000rpm
Gear ratios	0.78, 1.026, 1.345, 1.956 and 3.50:1
Final drive	4.1:1
Steering	Rack and Pinion
Brakes	Servo-assisted discs, ventilated in front, inboard rear
Tyres	Pirelli P6, 195/60 HR15
Suspension (F)	Ind. wishbones, torsion bars, anti-roll bar
(R)	De Dion axle on coil springs, trailing arms and Watt's linkage, anti-roll bar

Dimensions

Wheelbase	95ins
Track (F/R)	53.5, 53.8ins
Length	165ins
Width	65ins
Weight	23cwt 1qr
Boot capacity	7.9cu ft

Performance

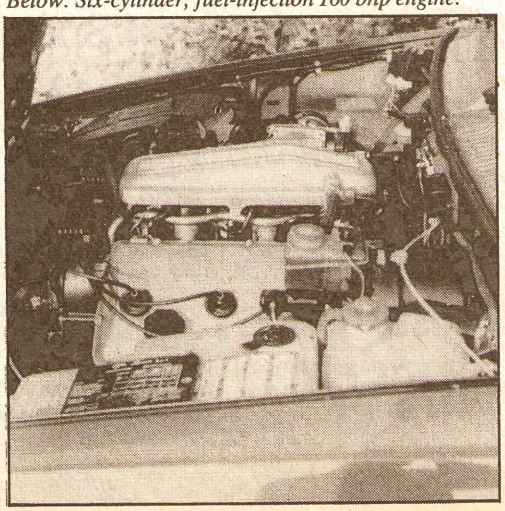
Max in 5th	131mph
Max in 4th	100mph
Max in 3rd	77mph
Max in 2nd	52mph
Max in 1st	29mph
0-30mph	2.7s
0-50mph	5.8s
0-60mph	8.1s
0-80mph	13.2s
0-100mph	22.2s
50-70mph in 4th/5th	5.8/8.5s

Fuel

Urban, 56, 75mph	19.1, 36.7, 28.5mpg
Testing	22-26mpg



Above: Neat alloy wheels are one distinctive feature. Below: Six-cylinder, fuel-injection 160 bhp engine.



The steering is heavy at parking speeds but otherwise quite light, in spite of the wide tyres and absence of power assistance. The roadholding is excellent and the car is not deflected by bumps, the handling being first class during normal driving. However, when pressed really hard on winding roads it understeered fairly strongly and the cornering power was not quite as high as I had expected. The behaviour of the rear end was impeccable under all conditions.

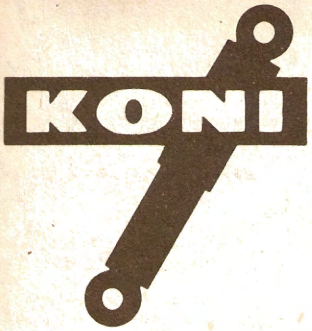
As for the ride, exactly the right compromise has been chosen, with suspension that feels firm at low speeds but gives real comfort when cruising fast, almost irrespective of the surface. The brakes are truly excellent and while they give tremendous retardation from high speeds, with never a sign of fading, they also afford an instant stop when a drunk steps off the pavement — a virtue which all-disc systems sometimes lack.

Delightful

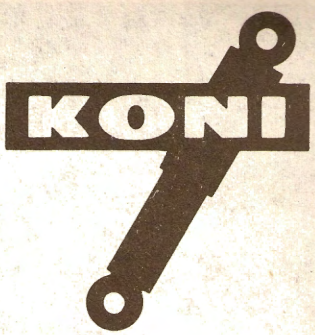
I was unable to test the heater properly in the hot weather but I did find that its fan was somewhat noisy. Very properly, the eyeball ventilators have entirely separate ducts but the airflow is feeble at low speeds. The instrument dials are legible but the rev-counter is mounted too far to the left — it would be better in front of the driver, beside the speedometer.

The GTV6 2.5 is a delightful car and it is difficult to put into words the pleasure that I obtained from driving it. It is exceptionally fast, even by the standards of today, but it is in smoothness and refinement that it excels. Its few shortcomings would certainly not prevent me from buying one and, who knows, perhaps the manufacturers will one day realise that Englishmen and Italians are of entirely different shapes!

Let us conclude with the most important aspect of any car nowadays. This Alfa Romeo is remarkably economical and even quite a fast driver should average around 25mpg. This is not achieved by having a high fifth gear for economy but by combining a really efficient engine with a good aerodynamic shape. There are other 130mph cars, but most of them would use a lot more petrol if they tried to keep up with this very lively sports car that bears a famous name. ■



KONI DOUBLE LIFE



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Triumph's new Acclaim shows its obvious Japanese heritage.

A new Triumph acclaimed

The cost of producing new models is now so great that few manufacturers can carry through such a project on their own. Already, we see Renault, Peugeot, Citroën, and Volvo sharing engines, without losing their individuality. Such group manufacturing projects will become increasingly common, for this is a logical solution. National boundaries and even mighty oceans form no barrier to such collaboration, so it should perhaps occasion little surprise that British Leyland now have a Japanese partner.

BL have recently pulled off the very successful launch of the Metro, but they needed a new Triumph. The enormous cost of designing and developing an entirely fresh vehicle would have been beyond their resources so soon after this major effort, so they have gone into partnership with Honda, but only over this one car. The British and Japanese manufacturing groups remain entirely separate and if they decide to combine over any future model, the form of collaboration will be re-negotiated.

The Acclaim replaces the Dolomite, which had become out-dated. It is no secret that the Triumph bears a close similarity to the Honda Ballade, indeed the engine and transmission of that car are at present being imported for the Acclaim. The larger proportion of the machine, however, is British made and actual manufacture takes place at Cowley. At present, BL have insufficient capacity to tool up for the engine, but this may well happen in due course. The interior furnishing is to British taste and the suspension settings have been chosen to suit European tyre equipment.

In any case, the transverse engine and front-wheel drive configuration came from Sir Alec Issigonis and his immortal Mini. The design does not use his step-down gears, however, but follows the in-line gearbox layout of Fiat.

The engine is of 1335cc with a single, belt-driven overhead camshaft, operating the valves through rockers. An aluminium cylinder block carries a 5-bearing counterbalanced crankshaft and there are twin horizontal constant-vacuum carburettors. The DIN output is 70bhp at 5750rpm,

Two transmissions are offered, a 2-shaft, 5-speed manual gearbox and a 3-speed, semi-automatic box with a hydraulic torque converter. This 'Trio-Matic' transmission is also a 2-shaft unit, with helical spur gears, and changes are made through three multi-plate clutches. It is really a 2-speed gearbox with an extra overdrive ratio, which is comparable with the fifth speed of the manual box.

The body is of 'three-box' design, alleged to be a 5-seater but more suitable for four substantial Britons. Strut-type independent suspension on the MacPherson plan is used all round, with an anti-roll bar in front, the steering being by rack and pinion. Disc front and drum rear brakes have servo assistance, diagonal circuits and twin pressure-limiting valves. Tyres are 155 x 13, or 165/70 x 13 on the most costly version of the car.

There are three standards of equipment, HL, HLS, and CD. However, the basic HL version is most elaborately appointed, having such things as rev-counter, digital clock, radio, and hydraulically adjusted headlamp beams as standard. The CD has electrically-controlled windows front and rear, headlamp washers, and a radio/cassette combination, among other accessories. It also shares some extras with the HLS, including halogen headlamps and tinted glass; rear fog guard lamps are on all models.

Road Impressions

The Triumph Acclaim is a well finished car with an attractive interior; the shape is conventional and not particularly slippery while the external mirrors seem rather large. It looks a solid vehicle but is remarkably light for its size, which pays dividends in fuel economy, not to mention acceleration.

In fact, one's first impression is that this is a very lively little car with a good gearchange. It is slightly faster on fourth than fifth, the probably optimistic speedometer indicating 100mph on occasion. The engine has a slightly raucous note when accelerated to its maximum on the gears but it is otherwise smooth and unobtrusive, with good low-speed flexibility and a useful spread of torque. The transmission is silent, apart from a faint whistle at high speed, while road and wind noises are well subdued.

The car corners effectively, with little roll. The suspension is comfortable though fairly firm, only pitching slightly on rippled surfaces; the seat cushions contribute to the ride. The steering is excellent though perhaps a little heavy at parking speeds. The Acclaim is livelier than some 1600cc cars, and it gave rapid overtaking on the crowded roads of Devon and Cornwall. This Triumph is an important car on which many jobs depend and we wish it well.

JOHN BOLSTER

TRIUMPH ACCLAIM

Specification

Cylinders, capacity	4, 1335cc
Bore x stroke	72 x 82mm
Valve gear	Belt-driven overhead camshaft and rockers
Compression ratio	8.41:1
Fuel system	Twin horizontal constant-vacuum carburettors
Power/rpm	70bhp at 5750rpm
Torque/rpm	85lbf ft at 3500rpm
Gear ratios	(Manual) 0.712, 0.846, 1.181 1.764 and 2.916:1; (Trio-matic) 1.032, 1.370 and 2.047:1
Final drive	(Manual) Helical spur gears 4.642:1; (Trio-matic) Helical spur gears 3.105:1
Steering	Rack and pinion
Brakes	Servo-assisted disc/drum
Suspension (F)	Ind. MacPherson, anti-roll bar
(R)	Ind. MacPherson with transverse links and trailing arms
Tyres HL/HLS	155 x 13
CD	165/70 x 13

Dimensions

Wheelbase	91.3ins
Track (F/R)	53.5, 54.3ins
Length	161.2ins
Width	63.0ins
Weight	1784 to 1819lbs
Boot capacity	9.5 cu ft

Performance

Maximum speed	96mph
0-60mph	12.5sec

Fuel

Urban, 56, 75mph	32.8, 48.8, 34mpg



Daihatsu, having played Charades for some years, have now taken up Domino.

More party games from Daihatsu

Think small. That's the message from Daihatsu. Their latest offering is a city car pure and simple. The Domino, née Cuore, is a tiny three door, front drive hatchback, powered by an equally small two cylinder four stroke 574cc engine, mounted transversely.

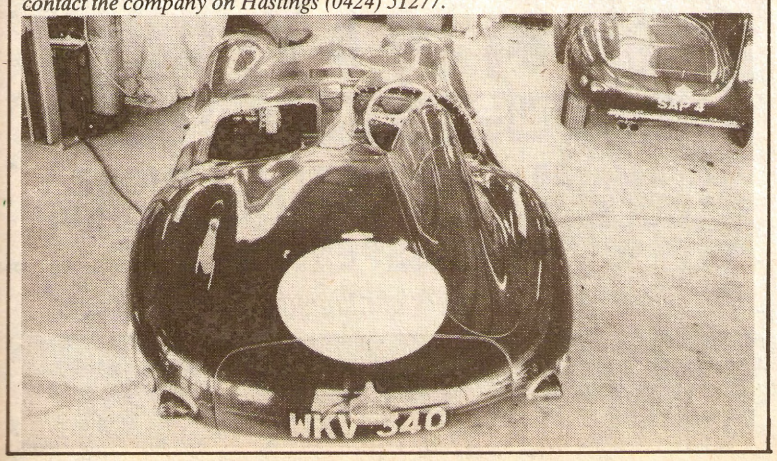
The Domino — the name was changed as it was felt not many could pronounce Cuore — joins the three cylinder Charade in Daihatsu's British passenger car line-up. Priced at £2,799, its features include all independent suspension — struts at the front and semi-trailing arms behind — rack and pinion steering, a four speed all-synchro gearbox and radial tyres. Brakes are drums all round.

The car is fully carpeted and features a heated rear window — though there's no rear wiper — a locking petrol cap and seats with cloth inserts.

On the road the 29bhp power unit can hardly be expected to perform miracles, though an indicated top speed of just 70mph is no mean achievement. Acceleration is leisurely and not helped by the gearing which would seem to suit town driving more than the open road. The bottom three gears are quite closely spaced but there is a huge gap to top . . . but then that does help the fuel economy. Daihatsu claim a figure of 50.4mpg at a steady 56mph with 41.5mpg returned on the urban cycle.

Although small, most adults will find enough room in the front even if the rear is best suited to children, while the folding rear seat adds to the car's carrying capacity. Handling is fun and roadholding limits are high.

Lynx Engineering, who make the delectable Jaguar C and D-type replicas, are expanding. They have moved to new premises near Hastings where increased production of the replicas and convertible XJS models is planned. The XJ Spyder is fast reaching the production line stage and Lynx plan to hold its price for the next few months, at least, at £6,950 plus VAT for each conversion. For more information contact the company on Hastings (0424) 51277.



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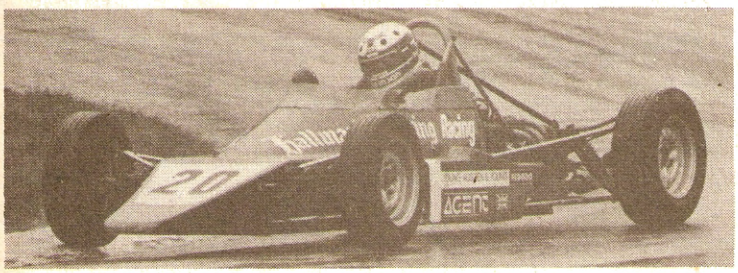

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Northern Lights

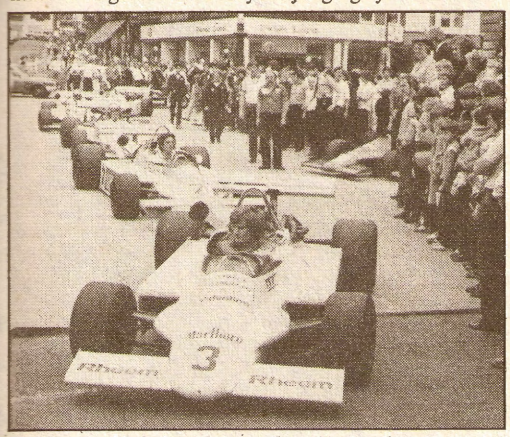
by Chris Mason

Pure class

A race meeting of the stature of a European Formula 2 Championship round within 90 mins drive of *Northern Lights'* base near York is a rare treat. The big meeting at Donington was more than that though. It was a real tonic and merits a lingering backward glance. A huge entry fiercely contesting race after race without irksome delays, good pre-event promotion, an enthusiastic sponsor in the Howitt Printing Group and, to crown all, glorious sunshine. It was splendid.

The only petty annoyance was the congestion in the paddock after the day was done. But then I thought it prudent not to enforce 'right of way' with a transporter bearing the daunting legend: "Brambilla — Monza"! However, even this surfeit of clutter was a refreshing sight to one who has too often stared across the uninspiring bleakness of a half empty Croft paddock.

Most of us had come to see the F2 circus in full cry, and to those who are not blasé with regular exposure to this very professional, only just sub-F1 (at it's non-political best) standard racing it looked very, very good. The overall standard of driving ability, competitiveness and well-prepared machinery was exceptionally high and represented a Quantum leap from even F3. So it should be, but perhaps it is worth pointing out to racegoers who only read or hear about one F2 race being more or less exciting than another, or who often hear about such-and-such a regular 'tailender' being slow, that habitual observers of the scene underestimate the high standard they are judging by. Put another



Taking Formula 2 to the people in Nottingham.

way, Johnny Cecotto was pretty impressive and even Guido Dacco was not hanging around.!

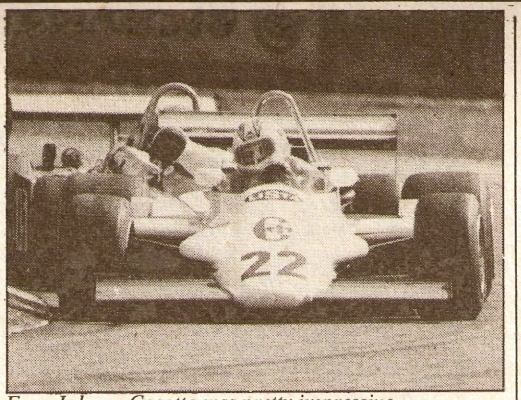
The now confirmed European F2 Champion, Geoff Lees, in the rare-sounding Ralt-Honda, was definitely *the* man of the day, and richly deserves his title, but the writer was not alone in being profoundly impressed by 20-year-old Corrado Fabi. Despite his Italian nationality, his mature coolness matched his undoubed driving skill. *(Thinks: young James Thomson is also just 20. He shows the same speed, judgement and astonishingly mature calm with an F2-type car on the hills. Wonder what he could do on the circuits?)*

Even the hardened veterans of the Tricentrol Group 1 series seemed slightly 'clubbie' after this, though certainly not lacking in spectacle. Some of the panel bashing was coming in for criticism after the larger cars had been let loose but one can't help feeling that this apparent carnage is due rather more to a surfeit of driving skill and competitiveness over unwieldy (in racing terms) machinery than to irresponsibility.

Now the spectator

So, all who enjoyed this marathon meeting which never dragged should thank Messrs. Fearnall, Howitt, Felix, Iddon et al for putting on a superb show. Lunchtime observers at Redgate will also vote a special 'thank you' to Tom Wheatcroft, who came so very close to dropping the BRM P48 terminally into the sand trap. Now, that would have been a little embarassing!

Nevertheless, although the vigorous pre-meeting promotions centred on Nottingham paid off, the official 11,500 crowd figure does not seem all that large in a



Even Johnny Cecotto was pretty impressive.

broader context. Not when 27,000 attended York Racecourse's Tote-Ebor Day the following *Wednesday,* on a thorougly wet day, to watch (and bet on) a meeting of roughly comparable stature.

Part of the problem of attracting large numbers of spectators to motor racing when it is not F1, and not held on a Bank Holiday — when one sometimes has the impression that the otherwise cautious paying public will flock to watch a monkey on a stick — is crossing the awareness threshold where a category of racing is known and appreciated outside the enthusiast sphere.

In 1981, sadly, only F1 and Le Mans have crossed that threshold. As a start, great efforts must be put in by promoters to interest the non-specialist media. At least Donington has made a big and partially successful start in this direction, as have BRDC and MCD over the years, although sometimes one suspects the effort has sometimes been counter-productive when heavy promotion has gone in to a sub-standard product such as F100, FAtlantic — sorry, but it still is when judged against F3 or F2 — and F5000.

But, there is more to attracting a big gate than just good publicity, especially when there are far more, just as well promoted, non-motoring attractions around than once was the case. Donington has been absolutely right to re-establish itself initially by going all out to attract the 'insiders' with a superb circuit, generally excellent facilities for competitors and officials, good prize money and a sympathetic race organisation. But at present, notwithstanding first class programmes of races and highly superior loos, it is not really a very good spectator course.

Pardon? Yes, really, at least for the uncommitted 'day out' onlooker we need many of. Only at the Old Hairpin and up through Coppice Wood can paying spectators gain an elevated view of proceedings over The Wall, and then thanks to natural contours. Even a crowd of modest proportions rules out a good view for all but the front row at key points such as Redgate and Park Chicane. We can't expect everything at once, of course, and bankings, stands, high grade catering and so on will hopefully come in time. For the time being, Donington has done well to plump for being the racers' circuit.

One other thought which occupied the writer on that sun-scorched day was wondering how many major motor race promoters push to attract group outings to major meetings the way other sports do. Apart from motor clubs, numerous other organisations such as works social clubs, youth clubs, coach operators and so

Group 1 — a surfeit of incidents.



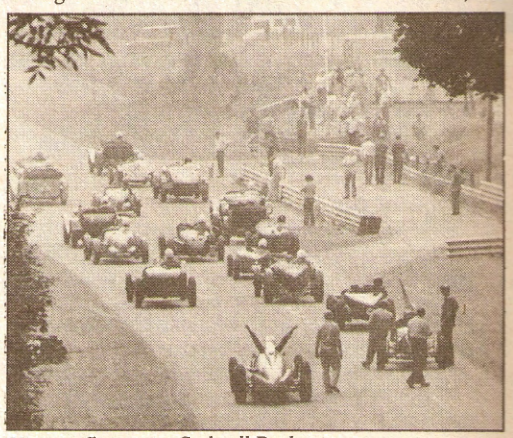
on could be receptive when the package laid on is appealing. Of course, advance booking concessions are most effective in obtaining money 'up front' and in partly covering promoters against the Russian Roulette of the British weather. But, other than at the Grand Prix, lines of coaches are conspicuously absent from bigger motor race meetings, and that could just mean a missed opportunity to cross that aforementioned awareness threshold.

Vintage day out

No British circuit recaptures better the atmosphere of 'the old days' of motor racing (so we are assured, being *far* too young to remember) than Cadwell Park, so it is highly appropriate that the Vintage Sports Car Club's August Bank Holiday weekend fixture takes place there.

This year a splendid, all pre-war entry, given added lustre by the return to racing of ERA R4D in the hands of the inimitable Willie Green — that man has the most enviable team drive bar none! — put on an excellent show, although the meeting timetable had already fallen far behind schedule before the lengthy delay caused by John Howell's mishap in his rapid Sunbeam. Perhaps the VSCC's relaxed approach can be taken too far?

The old cars were at their best on the sinuous and relatively slow Lincolnshire course, although Johnty Williamson will probably not agree with that after bravely lugging the near-brakeless 10.5-litre 1923 LSR Delage round with honour. As is so often the case, the



Vintage flavour at Cadwell Park.

ERAs were stars of the show, sounding and looking really magnificent and driven really hard by the victorious Martin Morris and Messrs. Green, Day, Bill Morris, Marsh, Mann, Spollon, and Classic, with Patrick Lindsay taking a day off from 'Remus' but still in among all but the fastest Bourne cars with the ERA-Delage.

Among the large fields of varied and interesting machinery were that ubiquitous duo, Ron Footitt (AC/GN Cognac Special) and Guy Smith (Frazer Nash-Alvis). These two arch-enthusiasts have been racing their exciting old specials for a very long time, the former since 1954. They are close rivals in races, sprints and hillclimbs and take in an astonishing number of events each year. Whenever this writer sees them in action they invariably race hard yet with remarkable reliability from their elderly machinery. Rarely given star status despite many successes, the 1925 GN with the AC six engine, and the Norris-built, ex-Harry Spence 1934 Frazer Nash with the Alvis Speed 25 engine, and their skilful drivers are the very essence of club motor sport.

The VSCC also gave us yet one more illustration of how thoroughly worthwhile handicap racing is when the handicapper knows his business. It was good for the onlooker too, aided by a minimum of credit laps and a knowledgeable commentator. At club level it is essential to cater for all kinds of cars — and the varied financial resources of their drivers — and there is no better way of giving everyone a fair chance to show their ability than in short, intelligently-grouped handicaps. This column has often made the point and the VSCC prove it time and again. ■

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What's the first name you think of when you think of motorsport?

Ferrari? Porsche? Lotus?

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Monte Carlo Rally winners 1953. Maurice Gatsonides and Peter Worledge and their Ford Zephyr.

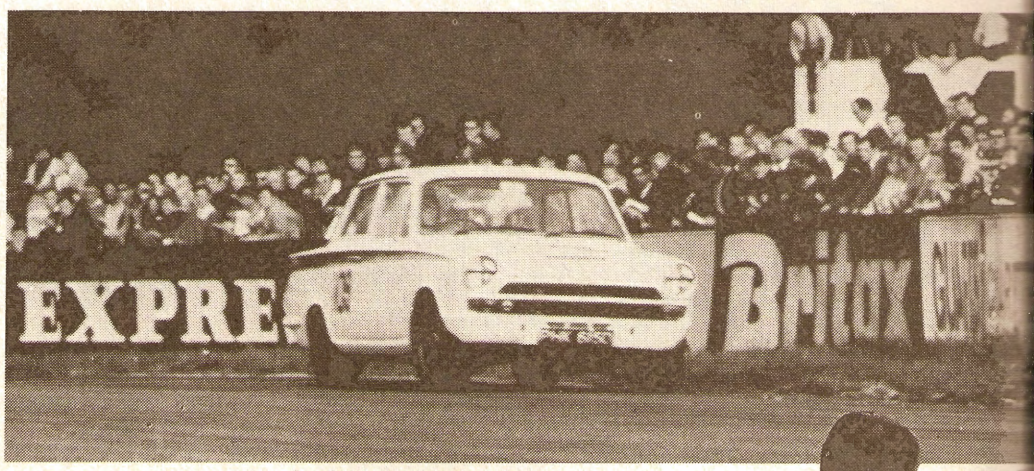
Sometimes winning, sometimes losing, but always learning.

Few companies have shown such devotion to the sport, or had as much success.

Come back twenty years with us and see how much you can remember of the triumphs and tragedies, men and machines that are motor racing. And along the way we'll try and explain what makes us run . . .

Although Ford cars were racing long before (a Zephyr won the Monte Carlo Rally way back in '53), we'll start this story in the '60s, because that was a golden era.

Wherever you looked, Fords and Ford-powered cars were competing, just as they have been ever since.



Jim Clark. Lotus Cortina.

1964

Remember 1964? By now the all conquering Jaguars had been dethroned by our rumbling Galaxies and the amazing Lotus Cortina had made its debut. Those were the days when Grand Prix stars regularly drove saloons as well. Who will ever forget the sight of Jim Clark two wheeling his Cortina to victory in the British saloon car championship?

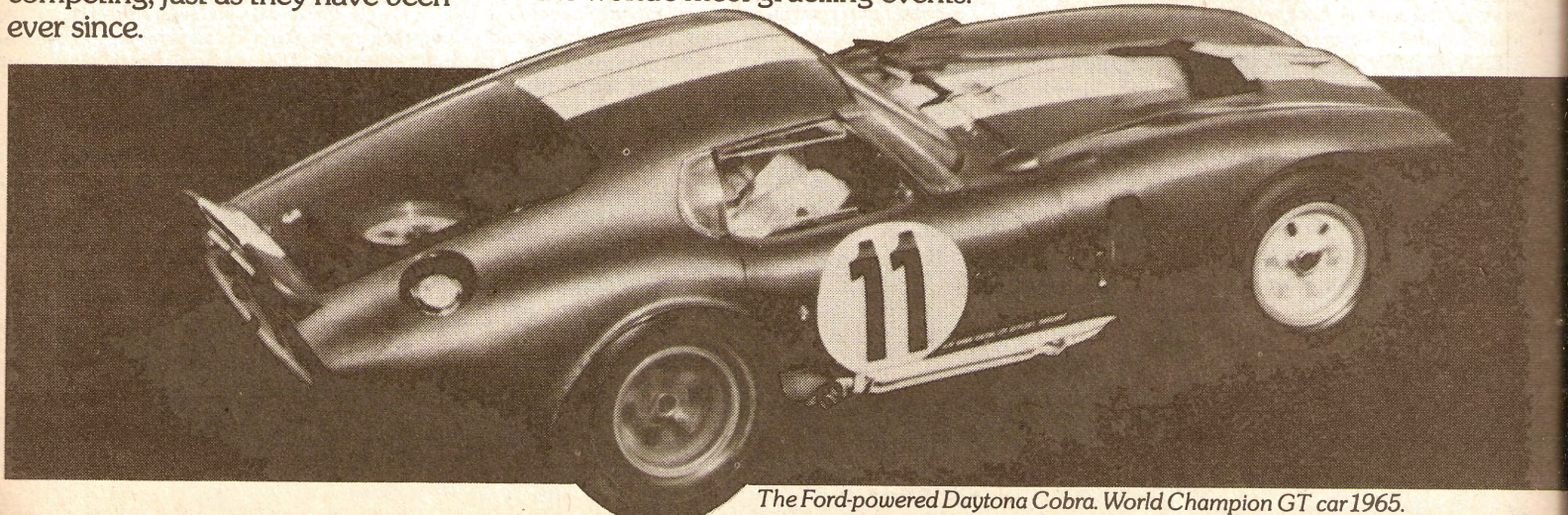
It was also the year that the Ford GT40 first went to Le Mans. And we learned that you didn't take on Ferrari and win at your first attempt!

There was some consolation though. The Ford-powered Cobras finally broke Ferrari's hold on the GT Category, beating the equally glorious GTOs. There's nostalgia for you.

Meanwhile, on the rally front, a Cortina won the Safari with Peter Hughes at the wheel. It was the second of five Ford wins in one of the world's most gruelling events.



GT40 Mk IIs Le Mans 1966.

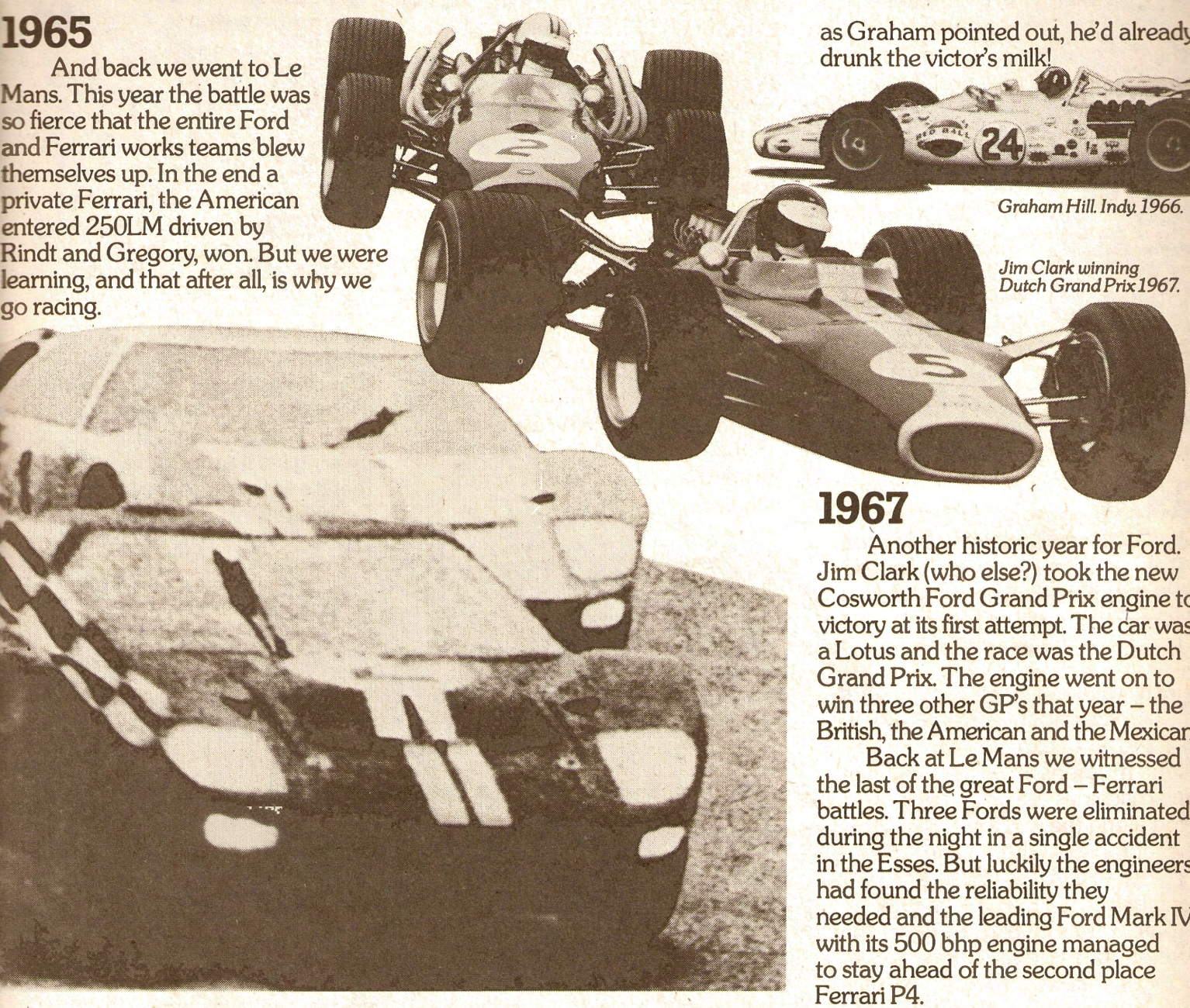


The Ford-powered Daytona Cobra. World Champion GT car 1965.

racing in its blood?

1965

And back we went to Le Mans. This year the battle was so fierce that the entire Ford and Ferrari works teams blew themselves up. In the end a private Ferrari, the American entered 250LM driven by Rindt and Gregory, won. But we were learning, and that after all, is why we go racing.



Across the Atlantic, a quiet Scotsman did the unthinkable. Jim Clark beat the Yankees at Indy. Not only that, but he did it in a Ford-powered Lotus. The rear engined revolution had arrived in America.

1966

It's third time lucky at Le Mans. Ford GT40 MkIIs, by now sporting 7 litre engines, producing 485 bhp and topping 200 mph on the Mulsanne straight, finished first, second and third. Remember the scene? Denny Hulme and Bruce McLaren tried to stage a dead-heat. But the organisers gave the race to Bruce because his car had started behind on the grid and therefore covered the greater distance.

GT40s also won the World Championship of Makes. And a Lotus Cortina driven by Bengt Soderstrom took the RAC Rally. You may think of the Cortina as just a family car. But it's had its fair share of excitement.

Back at the Brickyard, it was Graham Hill's turn to blow off the locals, with Clark second and a young Jackie Stewart sixth. All in Ford-powered cars. At the finish Jimmy thought that he'd won the race and mounted the rostrum, but as Graham pointed out, he'd already drunk the victor's milk!

Graham Hill. Indy. 1966.

Jim Clark winning Dutch Grand Prix 1967.

1967

Another historic year for Ford. Jim Clark (who else?) took the new Cosworth Ford Grand Prix engine to victory at its first attempt. The car was a Lotus and the race was the Dutch Grand Prix. The engine went on to win three other GP's that year – the British, the American and the Mexican.

Back at Le Mans we witnessed the last of the great Ford – Ferrari battles. Three Fords were eliminated during the night in a single accident in the Esses. But luckily the engineers had found the reliability they needed and the leading Ford Mark IV with its 500 bhp engine managed to stay ahead of the second place Ferrari P4.

1968

A year overshadowed by the death of Clark in an unexplained accident at Hockenheim.

Graham Hill won the World Drivers' Championship. It was his second but the Ford engine's first.

At Le Mans the regulations had changed and the race was held in Autumn. But Ford won again, this time with a GT40 entered by John Wyer and driven by Rodriguez and Bianchi.

Meanwhile, a slightly humbler Ford had taken to the fray. The first of the Escorts. It would soon be winning virtually every rally in sight.

Racing in the blood (continued)

1969

1969 was Jackie Stewart's year. He took the World Championship in a Matra powered by Ford. It was also the first year in which Ford engined cars won every race on the G.P. calendar. They did it again in 1973.

And the GT40 won Le Mans for the fourth and final time. On this occasion it undoubtedly owed its victory to Jacky Ickx who managed to keep the by now ageing car just ahead of a new Porsche, beating it to the line by a mere 30 yards.



Jackie Stewart. World Champion 1969, 1971, 1973.

1970

Jochen Rindt was champion. But, as everyone remembers, the spectacular Austrian was killed in practice at Monza. Motor Racing mourned.

1971

One of racing's most successful partnerships was developing. Jackie Stewart and Ken Tyrrell. The blue car, with its Cosworth Ford engine, dominated the Grand Prix season, giving Stewart his second World Championship.

Meanwhile, in Europe, Ford went saloon car racing with a vengeance. The feature of the season was the epic struggle between our German entered Capris and the winged BMWs. From an engineering point of view, saloon car racing is especially important to us since the cars are that much closer to the ones that we sell. Who would believe that a Ford Capri could be developed to the point that it could lap Le Mans faster than the fabulous Ferrari Daytona.



Clark and Mason celebrate RAC victory 1972.

It was also the first year for 12 years that a British driver won the RAC Rally. Roger "Albert" Clark did it in an Escort. The Escort would go o to win the RAC eight years running, proving (as if proof were needed) that it's as tough as they come. As for "Albert," no one could catch him. For the next 4 years he and his Escort remained the dominant force in British rallying, cleaning up the British Rally Championship in 1972, '73 and '75.

Hannu Mikkola Ford Escort. World Cup Rally 1970.



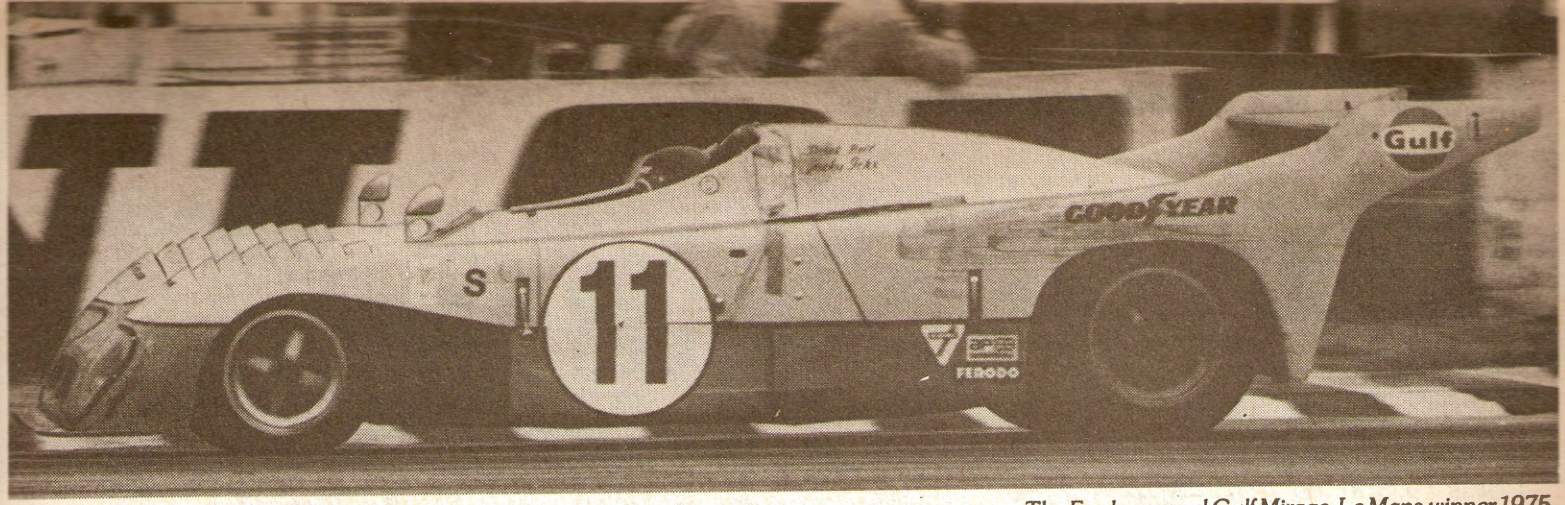
Earlier in the year, Ford entered a team of Escorts in the longest rally ever staged. The World Cup from London to Mexico. One of them was driven by a young Hannu Mikkola, who drove so fast in the early stages that his co-driver threatened to get out, convinced that the Escort would never last the pace. It did though, and won. To celebrate, we brought out a special edition of the Escort called the Mexico. Today a Mexico is something of a collector's piece, but slightly cheaper than a GT40!

1972

Now it was Colin Chapman's turn to throw his cap in the air. His new driver, Emerson Fittipaldi, crowned a meteoric rise from Formula 3, by winning the World Championship in a Lotus. As ever, he had a Ford engine behind him.

The season was marked by two other historic events. It was the first year that the East African Safari was won by a non-African driver. Remember who? Hannu Mikkola. The car? An Escort.





The Ford-powered Gulf Mirage. Le Mans winner 1975.

1973

Jackie Stewart was back in control. In this, his final season, he clocked up his 27th Grand Prix win beating Clark's and Fangio's records. 25 of those wins were powered by Ford. The other two were at the wheel of a BRM.

On the rally scene, that original Flying Finn, Timo Makinen, was driving Ford Escorts as they had never been driven before. (Apparently they handled rather better than the timber trucks he used to pilot round his native forests!) This year he was to score the first of a hat-trick of victories in the RAC rally, a feat no-one has equalled since.

1974

A sleeping giant was waking up. After several years of having been outclassed by Ford powered cars, Ferrari was back in contention, with Niki Lauda and Clay Regazzoni driving. But the Cosworth Ford engine wasn't ready to lie down yet. Fittipaldi driving a McLaren Ford narrowly won the championship.

1975

The flat 12 Ferrari engine finally gained the upper hand and a non-Ford-powered car won the World Championship for the first time since 1967. When it first appeared, the Ford engine developed around 350 bhp. By now it was producing closer to 450. And the pressure was on for still more.

Back at Le Mans, though, it proved that it still had more than enough, plus the reliability it takes to run flat out for 24 hours. This time it was mounted in the blue and orange Gulf Mirages entered by John Wyer, one of sports car racing's most experienced team managers. (He master-minded Aston Martin's win back in 1959, then several Ford wins.) This year he did it again. The drivers? Derek Bell and Jacky Ickx. They covered 2,847.7 miles.

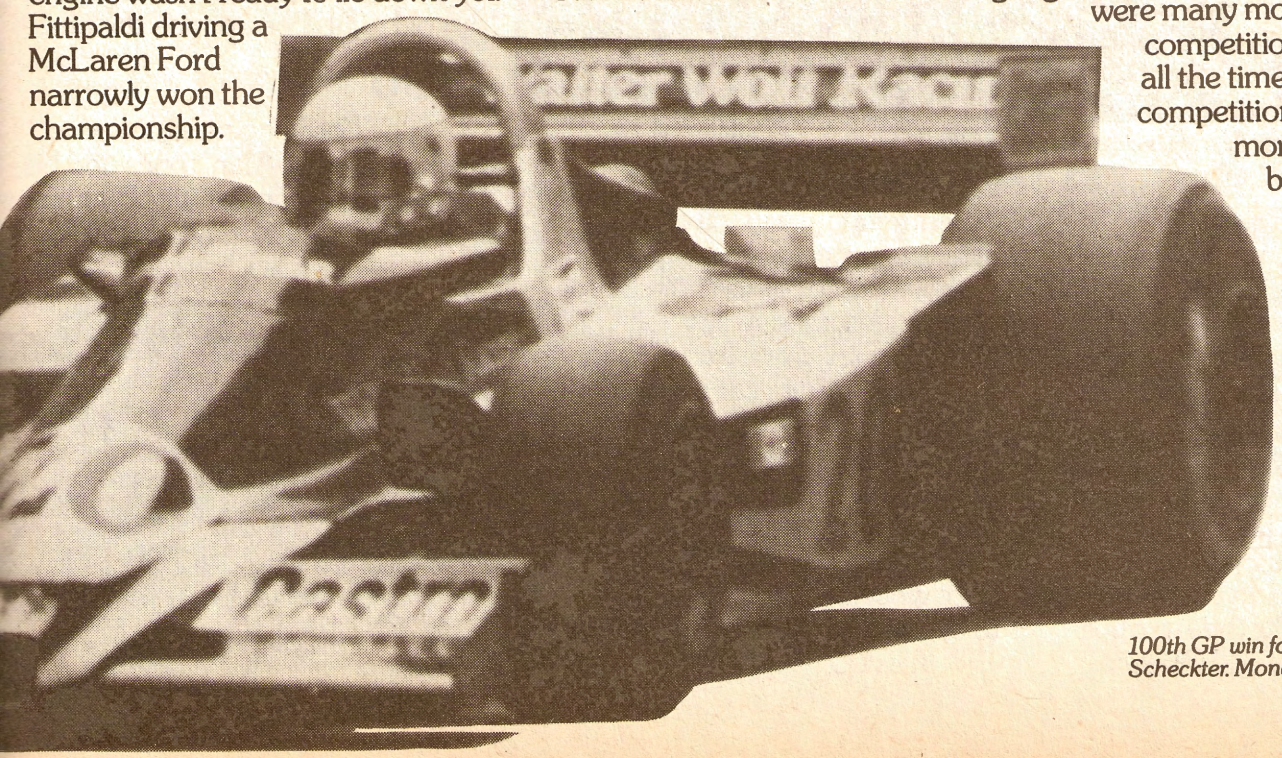
1976

A dramatic year in Grand Prix. Niki Lauda crashed at the Nurburgring and then staged an amazing comeback. But James Hunt in a Ford-powered McLaren came from behind to clinch the title in the famous wet race at Mount Fuji, Japan.

Talking of James reminds us of the grass roots of motor racing. Like so many champions before him, his career had started in Formula Ford, where they use only slightly modified Ford engines. Isn't it amazing that basically the same engines that powered Ford Cortinas are so effective in racing? It says a great deal for the original design.

1977

Ferrari's year again, and the pundits were predicting that the Ford engine had finally had its day. That didn't stop a Ford-powered Wolf driven by Jody Scheckter, winning at Monaco though, and chalking up our 100th Grand Prix win. As history would relate, there were many more to come though the competition was getting tougher all the time. We welcomed that competition. After all, it's far more satisfying when you beat Ferrari, Alfa Romeo and Renault engined cars than it is just racing against yourself. Rallying was getting tougher too. To win the 1977 Safari we had to beat works entries from Lancia, Fiat, Peugeot and Datsun.



100th GP win for Ford Cosworth engine. Scheckter. Monaco 1977.

1978

The genius who invented the monocoque Grand Prix car now started another revolution. Colin Chapman taught us all a lesson in aerodynamics with the beautiful Lotus 79, and the words on everyone's lips were "Ground Effect." Soon everyone was building "wing cars," but for 1978 the two black Lotus of Andretti and Peterson left everyone behind, challenged only by Bernie's outlawed "fan car." (Motor racing is still the hot house for new engineering ideas.) "Ground effect" gave the Ford engines a new lease of life and Andretti a clear cut championship, but the year ended tragically when Ronnie Peterson, affectionately known as "Superswede," and one of the fastest drivers ever seen, was killed at Monza.



Mikkola, Escort winning the RAC.



Gordon Spice Racing Capris. Five times class winners in British Saloon Car Championship.

1979

This was to be our last year of rallying with our old warhorse, the Escort. But what a year it turned out to be. After years of continuous development the two litre engine was producing a reliable 240 bhp and the car had five bar link rear suspension. It took its eighth consecutive win in the RAC Rally, and after a season long battle, defeated Fiat for the World Rally Championship, winning the Portuguese Rally, the Acropolis and in New Zealand and Quebec.

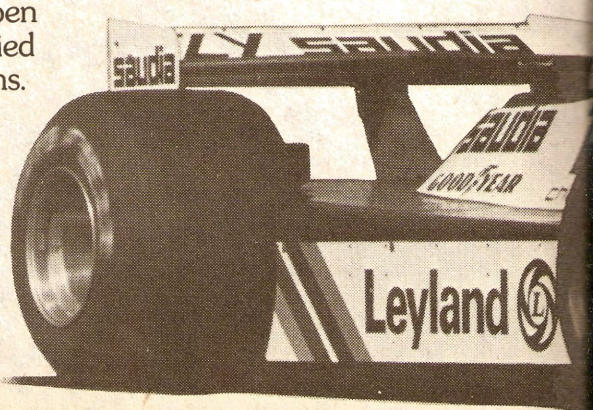
Meanwhile we had started experimenting with a Rally Fiesta. This was purely a development exercise to see what would happen when 160 horsepower was applied to front wheel drive transmissions. The development car surprised us all by coming second in its class in the Monte Carlo Rally. The lessons we learned were fed into the system. One car that benefited was the new front wheel drive Escort, later to become Car of the Year, 1981.

In saloon car racing a Ford Capri won the Spa 24 hours race, a test of stamina and endurance. And Capri driver, Gordon Spice won his class in the British Saloon Car Championship for the fourth year running. He was to make it five in 1980.

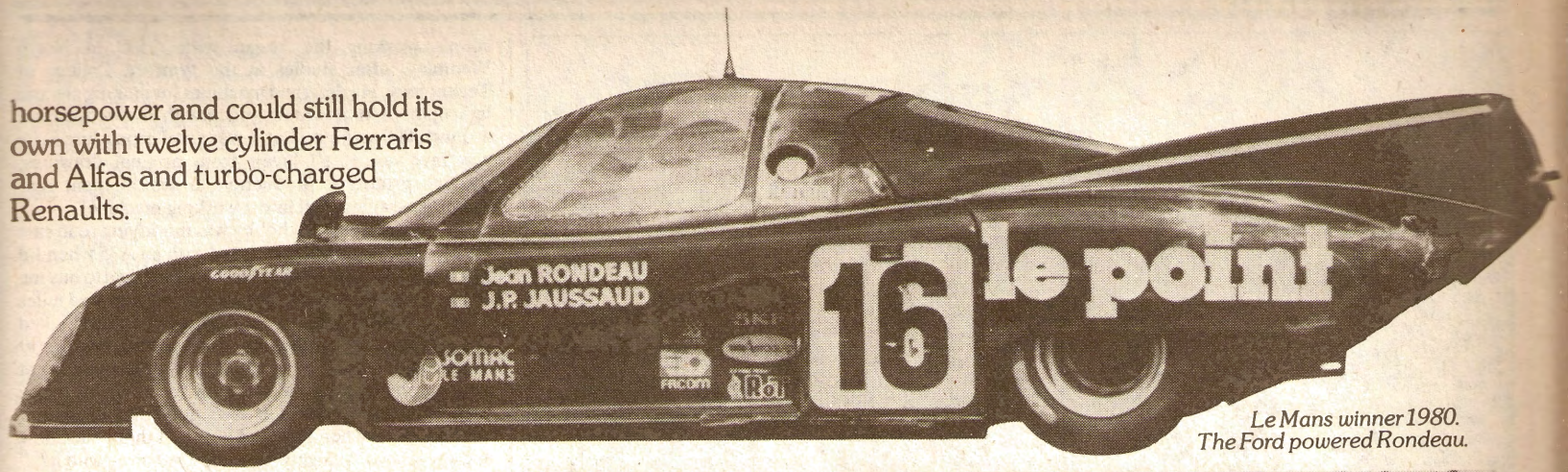
And in Formula 1 our engine was still winning races. Alan Jones and his Williams won 4 Grands Prix but our old rivals Ferrari took the title.

1980

The Ford engine soon came back, powering Alan Jones and his Williams to a popular win. By now our V8 was developing close to 500



horsepower and could still hold its own with twelve cylinder Ferraris and Alfas and turbo-charged Renaults.

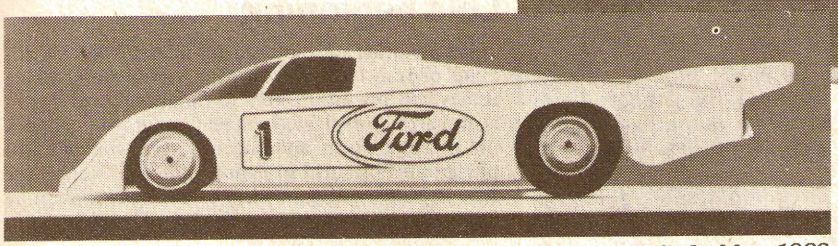


Le Mans winner 1980. The Ford powered Rondeau.

It also beat the cream of the world's sports cars in a French Rondeau at Le Mans. And a turbo-charged Ford engine took Indianapolis. Our tenth win in the last 15 years.



Follow that Fiesta. Club racing at Silverstone.



The new C100 long distance racer for Le Mans 1982.

And beyond . . .

By now you might be asking, haven't we done enough to prove our point?

Not a bit of it. Because motor racing provides more than just publicity. Today's racing and rally cars explore the outer limits of automotive technology. The competition inspires our engineers and designers and supplies them with a wealth of knowledge they wouldn't otherwise have.

That's why, even now, we are developing another mobile test bed, the C100 long distance racer. It's a car that will have to run under strict fuel economy regulations.

If, as a result, the Ford cars you can buy for the road are a little more efficient, a little more reliable and a little more exciting to drive than other makes, it's partly because they have racing in their blood.

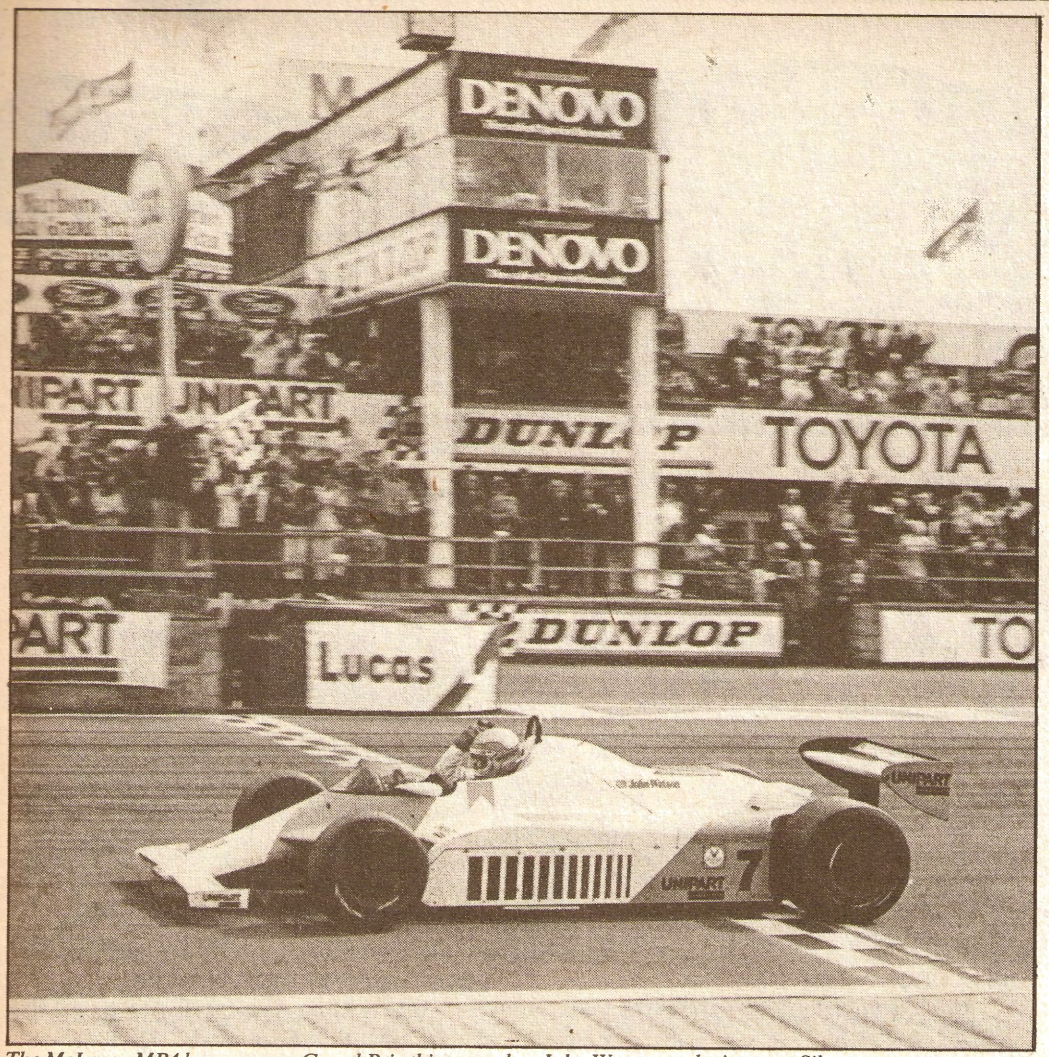
We'd like to pay tribute to all the drivers and technicians who have brought us so much success and leave you with this message.

The race goes on.

If ever you needed proof that competition improves the breed, here it is. The XR3. Efficient engineering plus adrenalin.



Alan Jones. World Champion 1980.



The McLaren MP4 has won one Grand Prix this year when John Watson took victory at Silverstone.

John Barnard

DOUG NYE finds out how John Barnard, the man behind McLaren's carbon-fibre monocoque, arrived at his novel approach to Formula 1 design.

Back at the beginning of this Formula 1 season there was some discussion of McLaren International's new direction. The Woking team's innovative carbon-fibre monocoque MP4 cars were rubbished by some who should have known better, "What a rash idea", "I hope they never hit anything hard, they'll find themselves sitting in a pile of powder . . ." So the stories ran.

But the team's new Chief Engineer, John Barnard, wasn't about to be deflected from his chosen path. He had researched composite construction thoroughly, was assisted by some of the leading carbon-fibre technologists and was confident it would work and work well.

After a rocky start the team's MP4 cars progressed at a remarkable rate. We saw the re-emergence of John Watson's true form, and the strength and integrity of the MP4 itself was demonstrated in a long series of incidents, mostly by courtesy of second driver Andrea de Cesaris, plus Wattie's enormous shunt — the French might call it a *carambolage* — at Monza. The MP4 won the British Grand Prix in John's hands and brought several other fine placings. The new McLaren team emerged vindicated from their reformation season, and at its heart stood 35-year-old John Barnard and his engineering staff.



John's working life began with GEC in North Wembley, after studies at the Watford College of Technology. He designed machines for making electric light bulbs, a complicated process with production rates around 2000 an hour. But it was good grounding as he was involved at all levels from original drawings, through prototype production to development running, "massaging it all into a working machine".

At the same time his hobby was modifying road cars for high performance: "I started with an A35 when I'd just turned 17. My father point-blank refused to buy me some special I fancied which would do a hundred miles an hour, so I bought an old A35 instead, and looked around for a supercharger . . . I found an Arnott blower and fitted it. Frog-eye Sprites were the thing at the time, but the A35 would blow the pants off them, until you wanted to stop. It was a good introduction to what happens when you do it wrong. I think back now and say 'Gawd Almighty, how did I get away with it?' "

An Aston Martin DB2/4 later occupied much of his time. It threw a rod early in his ownership and he "concluded that that repair was too expensive so fitted a Chevvy V8 with a Borg-Warner gearbox; it meant remaking the engine mounts, designing and fabricating new exhaust systems, and making an incredibly complicated new gear linkage because the 'box was basically for a left-hand drive car."

Lola beginning

His motoring and motor racing interests blossomed, "until one day I just wrote to McLaren and Lola asking if they had any jobs. I went to Colnbrook and saw Jo Marquart who explained you really ought to start work on Formula Fords and suchlike, you couldn't just plunge into Formula 1 straight away. Then I went to see Eric Broadley at Lola and in a brief conversation he listened to what I wanted to do and said 'Fine, start in the drawing office'. I was in . . ."

It was late 1968: "I started on a CanAm project, with Eric and Bob Marsden. Mike Smith was there too — he moved on to Ford Competition — John Griffiths was there making 5000 engines, and Peter Bohanna, who designed what became the AC 3000ME road car. Patrick Head joined later; Lola was a kind of Polytechnic of race engineering, umm, Lotus being the High School."

John became responsible largely for Lola's minor-Formula designs: I'd moved onto Formula Fords, then SuperVee was born. I talked it over with Eric and laid out a spaceframe chassis with exceptionally low sides, made a quarter-scale model, clayed it up and started styling it myself." He'd been there only nine months but, "I was straight into the racing approach, staying there late, always taking work home, thinking about it the whole time . . ."

The original SuperVee plan was for 1500cc engines. John's new car was almost complete when he had his first experience of a motor racing rule change, and 1600cc engines of different design were suddenly imposed. "I'll never forget it — I was just about ready to put a match to it all, the frustration was incredible because the new engine just wouldn't fit into the car the way I'd tailored it around the old one. I learned a lot from Eric. The first day the engine arrived we stood around, willing it to get smaller and it didn't, and eventually about 8pm with no good ideas Eric just said 'Well, don't worry boy, go home, sleep on it and you'll find the solution in a couple of days'.

"And that's a great truth in race engineering. You just keep thinking about it but stop panicking and another go will produce a workable alternative when initially you can't see any . . ."

John recalls Eric Broadley as a fine employer: ". . . as things developed he virtually left the small car side of Lola to me. He'd start us off with a scheme then we'd have to sort it out. But his big thing was suspension geometry and theory. Whereas today a suspension pick-up point is a very basic part of the chassis design, not to be tampered with lightly, we'd have something laid out and next morning new pick-up points would appear on your drawing board and would have to be incorporated, somehow.

"I think that was wrong really. The first time through a design, you should have all your requirements fairly

fixed in your mind, all before you. To get something new into an otherwise complete design, you compromise other areas. Sometimes when you've got the car complete on the ground and running, you want to change something and have to do it, but that's really the first step down the road towards a new car, a new chassis. You've got to aim at perfection around your basic requirements, granted that your requirements will always be changing . . ."

Into the seventies John designed the Lola T280 3-litre Cosworth and T290 2-litre Cosworth sports-racing chassis "pretty much on my own" and worked extensively on the Jackie Stewart CanAm T260: "We did a lot of aerodynamic work on those cars in Specialised Mouldings' new wind tunnel, but I'm sure they had problems there through newness, as we know today with our own rolling road tests, some of the silly things which throw up misleading results. Obviously second time round you're prepared for the misleading results, aware of what can happen. Generally speaking the tunnel models we were using probably weren't sufficiently detailed, as there was no moving belt to mimic the road surface. But that experience did illustrate how much you need good data. It is enormously important . . ."

By 1972 John wanted to enter the top echelon of design for F1 or USAC. Lola hadn't had a serious USAC project for some time, confining itself largely to making Indy cars in parts and despatching them for assembly to the States.

"But a place became available at McLaren where I became sort of number two to Gordon Coppuck. My first job was on the M23 F1 car, which was in quarter-scale outline when I arrived. There was a mock-up chassis under way of jigging but no proper tub drawings, so I started doing them, apart from the front bulkhead, which Dave Quill drew. It was fairly complicated, with aluminium outer skins and glass inner sandwich around the radiator ducts which had foam filling injected to form the new deformable structure. The chassis was fairly elaborate and very strong. It worked well."

John himself seems to have worked well with Chief Engineer Gordon Coppuck, but could not tolerate—as Gordon did—McLaren's committee-style design with, "some bright spark on the workshop floor insisting you should do it his way. For my money, if you are Chief Designer the people making the bits should do just that, unless you make an obvious mistake or there's some bloody good reason you can't do something, that you haven't recognised . . ."

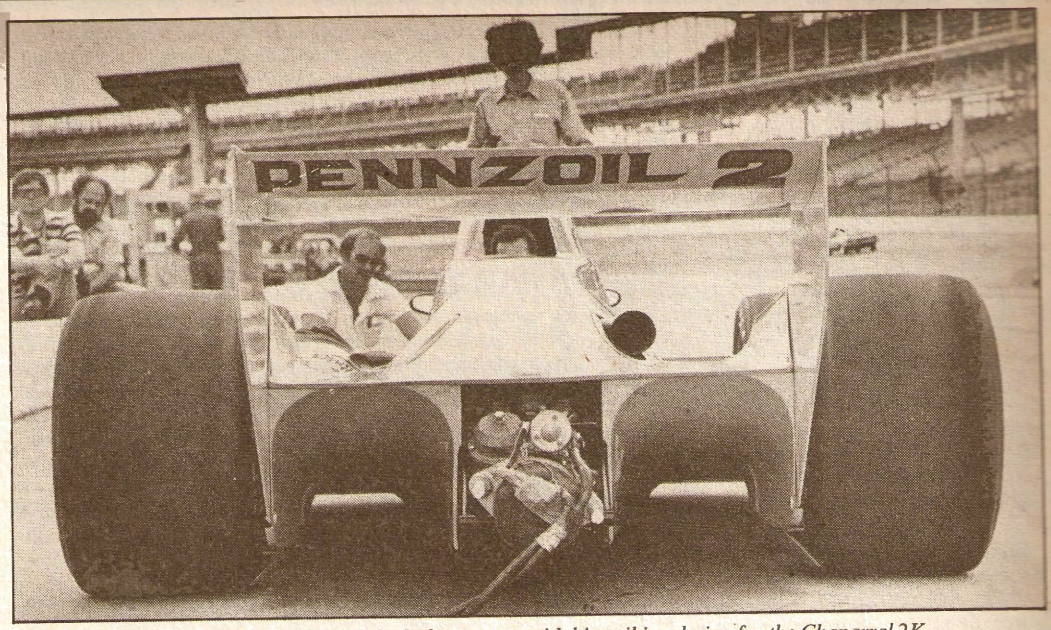
He designed the ill-fated McLAren M25 Formula 5000 car, virtually an M23 with a much-modified Chevvy V8 mounted stressed at the back through a special water pump casting and just two low-level torque tubes bolted to the tub. "Denny tested it right near the mark first time out, but the tub lay on the toilet roof for about two years after that while the legal side wrangled away over it . . ."

USAC operation

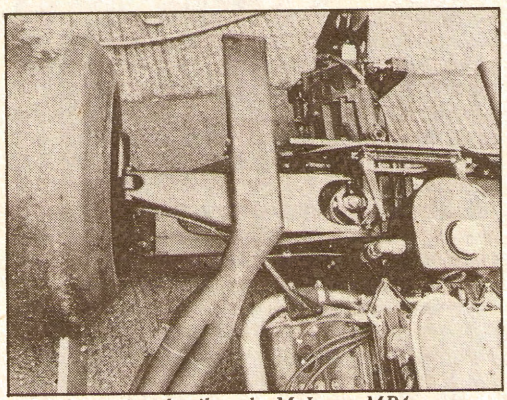
What interested him more was increasing feedback from McLaren's USAC operation. "On the later M16B, C, C/D and 16E with the new tub I became more involved. I completely redrew the M16 tub front to back for the 16E because, over its long development life, all sorts of nasties had grown inside to support mods. It had grown weight and complication, so it was time to re-do the design, save weight and stiffen it up. We kept the outer skins, but all the innards were revised. . ."

Another move was fast approaching. Mechanic Hughie Absalom had joined Parnelli in California and, "I got a call from Jim Chapman, who had been with Lola on CanAm when I started, and was then running the Parnelli operation with George Woodward. Jim told me Maurice Phillippe was leaving, 'Here's a chance to see what you can do'. I thought it was a good idea, because I knew most of the people — it was virtually a British team working overseas."

It was July 1975 when John arrived in Torrance at the lavish Vel's Parnelli Jones racing team HQ, having got married, bought a house and moved to America in the space of one month! "I was the only one in the drawing office when I got there, Mario was still running the F1 car, they had just got the turbocharged DFX running in an F1 chassis, there were F5000 Lolas running Jim Chapman suspension mods and they were building these Blazer off-road things — ha, they were just enormous bends of hefty-looking '4130' tube strapped onto a surface plate when I got there . . .



John Barnard brought ground effect to the Indycar scene with his striking design for the Chaparral 2K.


Rear suspension detail on the McLaren MP4.

The first job was to fit outboard instead of inboard front brakes on the F1 car, trying to get it going better because sponsorship was very marginal. We were thwarted actually by lack of time, people *and* money which was a pity because we made some progress with it. Its last race was Long Beach '76 with new body bits, but Mario went over a kerb early on while charging through the field; he cracked the water pipe coming out of the bottom of the sump and lost all the water. That was the end of Parnelli's F1 racing. . . "

He concentrated on the DFX car for the USAC racing: "The VPJ6 which developed from the F1, using the same outward shape because there was a ruling that 'new' cars had to run new, crashworthy fuel cells, which we couldn't afford, so we kept the old shape to run the existing cells." The VPJ6B "Ongais shape" followed for '77 Champaar racing, then the VPJ6C with transverse gearbox designed jointly by Pete Weismann and Barnard. "The idea with that transmission was to put the turbo down low behind the gearbox; I designed the casing and Pete did all the internals. First time out at Michigan, Al Unser drove and couldn't believe how well it handled. We were encouraged and checked-out its aerodynamics in Lockheed's full-size wind tunnel in Georgia, and the dropped turbo mounting cleaned-up the shape very satisfactorily. But we had a lot of problems with the "box . . . you've heard it all before . . ."

By this time Parnelli's team was falling apart: "We suffered from continual change. Al got upset. There was never any clear future mapped out, no direction from the top. Danny Ongais came along as our saviour in Champcar racing, with Ted Field's money and so on, but he was our undoing. He had no preconceived notions about Indy cars and he liked his car neutral or even oversteering, while Al would never like it that way, so Danny would often qualify quite well and pull more revs very often. In a race Al would have Danny well taken care of most of the time, but it all led to a lot of grunts and groans. Al left to drive a new Lola for Jim Hall, a little while later Danny said he wanted to buy the cars and run his own deal, so Parnelli was left without a driver, the team folded and I left . . ."

Al Unser contacted John and explained that Jim Hall wanted a new Chaparral Indy car, would John pencil it for them? "I talked to Hall in Midland, Texas, explaining what I had in mind — Lotus 78, ground effects, all that. We had just a brief discussion and he said 'OK, do it for us'. Part of the deal was that I wanted to get home and build the car in the UK. I'd said 'I think I could do you a better job in England, there are more specialised skills we need there'."

Patrick Head

While Rosemary Barnard, John's wife, stayed in California to wind-up their affairs, John flew home and set up the company to build the new Indy Chaparral: ". . .it was designed in my dad's front room at his home in North Wembley! Gordon Kimball, who'd worked for me at Parnelli, came over and helped with the new car before returning to the States to become Pat Patrick's designer. Gordon is what I like to call my protégé—I've a very high admiration for his work".

Wind tunnel testing of the new Chaparral was conducted in John's head. "Patrick Head is a reasonably good friend and he showed me a little of the work they'd started to do for Williams. It was my introduction to the numbers they were seeing, not too much, but at that time they were doing F1, I was into Indy and there was no clash. The irony is that now I'm into F1 and he's fiddling with Indy but the information he shared then is way obsolete today, just scratching the surface. . ."

John admits that the magnitude of the aerodynamic loadings involved hadn't sunk in as in its first few races the Pennzoil-sponsored Chaparral-DFX was troubled by underbodies (venturi ceilings) being just not strong enough: "They were only fibreglass at the time." But Unser led Indy in the car before its gearbox failed, and the Englishman became rather embittered by media adulation of 'Jim Hall's latest brilliant design', whereas it had been emphasised in the original agreement that John Barnard should be given proper credit for the car. "I think within the trade everybody knew who'd done the car, where and how, but I suppose I was trying to ▶

John Barnard
continued

to build myself a future and I was a bit sensitive about not getting the credit for it."

The last job he did for Hall was a set of sliding skirts for the two complete Chaparrals and spare chassis built in England by BS Fabrications. Thereafter he did a little work for Hector Rebaque's private F1 team, "the idea being to produce an all-new car for them, but it became very apparent we'd have to know much more about ground-effects and they weren't prepared to wait that long. . . I was more or less living on a little fat accumulated from the American period, when late in November '79 Ron Dennis of the Project Four team called for me. I didn't know him at that time, but I'd been talking to Patrick Head, saying that I wasn't sure what to do next and he mentioned that Ron wanted an F2 car designed. We got talking and Ron explained that it wasn't an F2 car he was after, it was Formula 1!"

John comes across as a very determined character and after having been submerged by the Jim Hall charisma he wanted some recognition. Ron Dennis was no great design engineer and clearly would not "swallow me up, in fact it helped him to blow my trumpet a little to show credibility you see. What was impressive to me was that he was prepared to appreciate the necessity for research before serious design could begin — and this was the birth of the Project Four car, the MP4. . ."

Carbon fibre

Investigations began in December, 1979 and looking for enhanced chassis stiffness while minimising monocoque weight John turned to carbon-fibre. "It had been used for skirts and bits; McLaren used it for underbodies, and somebody there knew a carbon-fibre expert at British Aerospace who invited us round one day and we saw what it could do. That BAC contact fired me up, gave me an insight into what carbon-fibre was all about, its properties and potential. How you can make a racing car out of it takes longer, that's difficult because you need to know just what you can do with it, and what you can't, before you start serious design. . . You have to consider how you are going to mould it, and how to join it. It's a completely different animal from steel and aluminium."

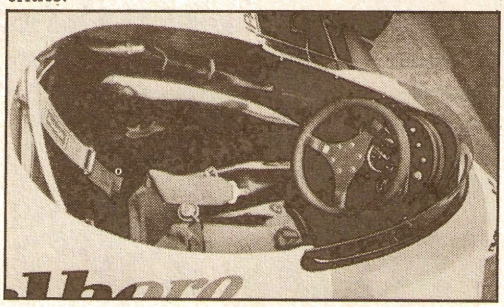
In the first few months of 1980, Ron Dennis and Creighton Brown of Project Four did their sums, recognised the investment necessary to realise their new venture and studied avenues to generate it. They had a long Marlboro association from Formula 3 and discussions began on joining forces with McLaren.

John admits he was anti: "My initial reaction was that we would be engulfed by McLaren — I couldn't be as susceptible as Gordon Coppuck had been to design by committee" — the very idea clearly grates on him — "committees design camels, but then discussions came around to the amount of influence each of us would have on the project, and I was so far down the road towards the carbon-fibre car I was reluctant to let it go. . .

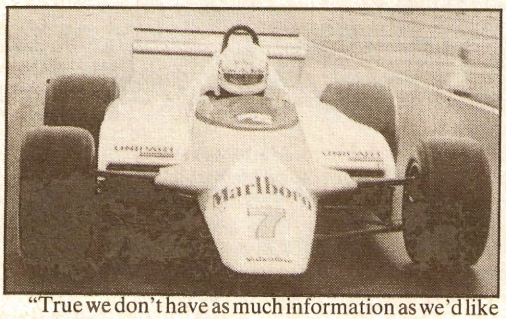
"We'd started making a few parts, not many, but including the monocoque moulds, before the tie-up with McLaren — then I got in briefly on their M30. We made underbodies for it based on MP4 research, which — umm — meant compromising the design to make it fit. But at Italian GP time we did make some improvements to the basic race car, with new ride heights, rake angles, and so on. Working with just that little extra bit of knowledge you gain from serious wind tunnel testing, we used the Southampton University tunnel with its rolling road surface. . .

"But there had been no enthusiasm in this country to make our carbon-fibre monocoques, the big people capable of doing the job didn't have the capacity for such specialised work. Our reception was very dispiriting. Then a friend in the States, Steve Nichols, who had been Gabriel damper chief on Champcars, gave me a name at Hercules Inc, who were interested in all kinds carbon-fibre applications. One Friday I got back from another abortive visit to a UK company and Ron called these Hercules people on the 'phone. He eventually got the chap who could say 'Yes' or 'No' and glory be, he was interested . . . So we went over to Salt Lake City to see him and their R&D people were willing to have a go. So they came to mould our tubs, and we assemble cars around them here in Woking."

John was accompanied on initial visits to Hercules by Arthur Webb, a BAC carbon-fibre engineer and stress expert who acts as consultant to the new team. When the prototype MP4 was unveiled the criticisms began, but John and his colleagues — Alan Jenkins, Steve Nicholls (ex-Gabriel), and draughtsmen Colin Smith and Mike Locke — felt confident they knew more about the material than their opponents. "I'll admit there are a few areas I'm not totally happy about and I'd like to have another go at, but that's just the way I chose to go at the beginning. The simple description of the structure is 'carbon-fibre' but it's a carbon composite really, we don't make a big song and dance about it, we used some Kevlar, some honeycomb, fibreglass, whatever . . . The point is that the design is not just me stumbling around in the unknown — Arthur Webb of BAC has perhaps more experience in uses of this material than anybody else, anywhere. Perhaps it was just that we did it first that irritated some of our major critics.



All John Barnard's critics said that the carbon-fibre monocoque of the McLaren MP4 was a waste of time. The car's results this year have proved otherwise.



"True we don't have as much information as we'd like on the crash resistance side, but we've certainly tested it pretty thoroughly in practice and it's stood up very well. We have talked to the Civil Aviation Authority who, of course, are interested because of the carbon composite construction LearFan aircraft, and even they don't yet have proper information and set-standards for it.

"In fact we are looking for the point where we can take one of our chassis out of service and together with CAA engineers do real crash work on it. I suppose we are into frontier research— hopefully motor racing can at last return some information to the aviation industry?

"I would be really pissed off if anybody turned round and said to me, 'You obviously don't give a damn for driver safety, because that simply *is not true!* In this case there simply wasn't a driver out there who knew what he would be climbing into, and if you take that view then you've really got to hand it to Wattie. That would mean that at Silverstone and at Montreal and one or two other places he was really hanging it right out in the breeze.

"We do have some theories about the thing, and for that reason we have an aluminium footbox on it, but safety is the whole package. In all Andrea's accidents, and John's at Monza, impacts seem to have been pretty well absorbed before they reached the monocoque, which is what should happen anyway. John's at Monza was exceptional — all accidents are unique in their circumstances — but we have written-off that tub, not just because the top engine mounts were ripped out — we've repaired engine mounts before — but because some lines were visible in the rest of the structure, and its torsional stiffness was probably compromised. You can't be too sure how much the rest of the chassis has been degraded by the impact. It might have shattered the glue lining in five out of 100 honeycomb cells, and that compromises its efficiency as a structure — so we write it off . . .

"Wattie was really lucky you know, the accident not only took the beam off the bottom of the engine and smashed the gearbox in two, but ripped the entire gear-linkage complete with gear-lever out of the tub backwards, like filleting a kipper. If John's luck had been out, that gear-lever could easily have caught his hand or arm on its way out . . . and that would have made it a 'freak accident' . . ."

Compromises

For Barnard the high-point of the season was not, as one might imagine, the Silverstone victory, but the French GP at Dijon: ". . . because there everything went the way it should. After tunnel testing we said this is the way we'll set-up the car and other than shifting a wing, perhaps one or two positions, that's the way the car proved best, and was the way it raced. It was balanced right, the tyres were good and Wattie said that, in the long sweeping corners there, the car seemed to him to generate almost the same order of side force as the skirted cars used to . . . remember that the MP4's gestation period ran from Christmas '79 to January '81 and so it set out to be a skirted car and was designed with that in mind. If I'd set out to build an unskirted car it would have been different in several areas . . . compromises again, you see . . . ?"

The low point of the year for him was the MP4's début at Long Beach: "It just wasn't ready. It had gone to its press day without its underbodies but nobody noticed — ha! Typical! I was opposed to be taking it to Long Beach but I think the idea was to show the flag on Hercules' home ground. It was leaping around all over the place, the tail pipes blew apart and set fire to the fibreglass tail, Wattie had a bad wrist, probably worse than he was admitting and it looked *baaaad*, really amateur — but it was all stuff that a couple of good days' testing could have put right . . ."

At Imola, the team came nearer to achieving aerodynamic balance, Watson's confidence was growing, and he drove hard and well. At Zolder, he lost fourth place with a mysterious dog ring failure on fourth gear, pneumatic suspension appeared at Monaco, the team reacting to constant changes in interpretation of the regulations, along with everybody else . . .

They came to grips with pneumatic suspension devices pre-Spanish GP, when Wattie ran so well, the doubters believing he had just found himself caught up in the leaders' traffic jam and was being swept along in it!

He proved them all wrong at Dijon and Silverstone, though paradoxically John Barnard's satisfaction with the British Grand Prix result was muted. That is some measure of the type of engineer he is: "My big motivation is to get the car to work the way the driver wants it, to see the times come down. In testing there Wattie could do what he wanted with his car and clocked 1m 13.1s with no problem on a race tyre. Come race weekend, and we just couldn't get the car to feel the same; he had a little less confidence in it and that took some of the gilt off the gingerbread for me . . ."

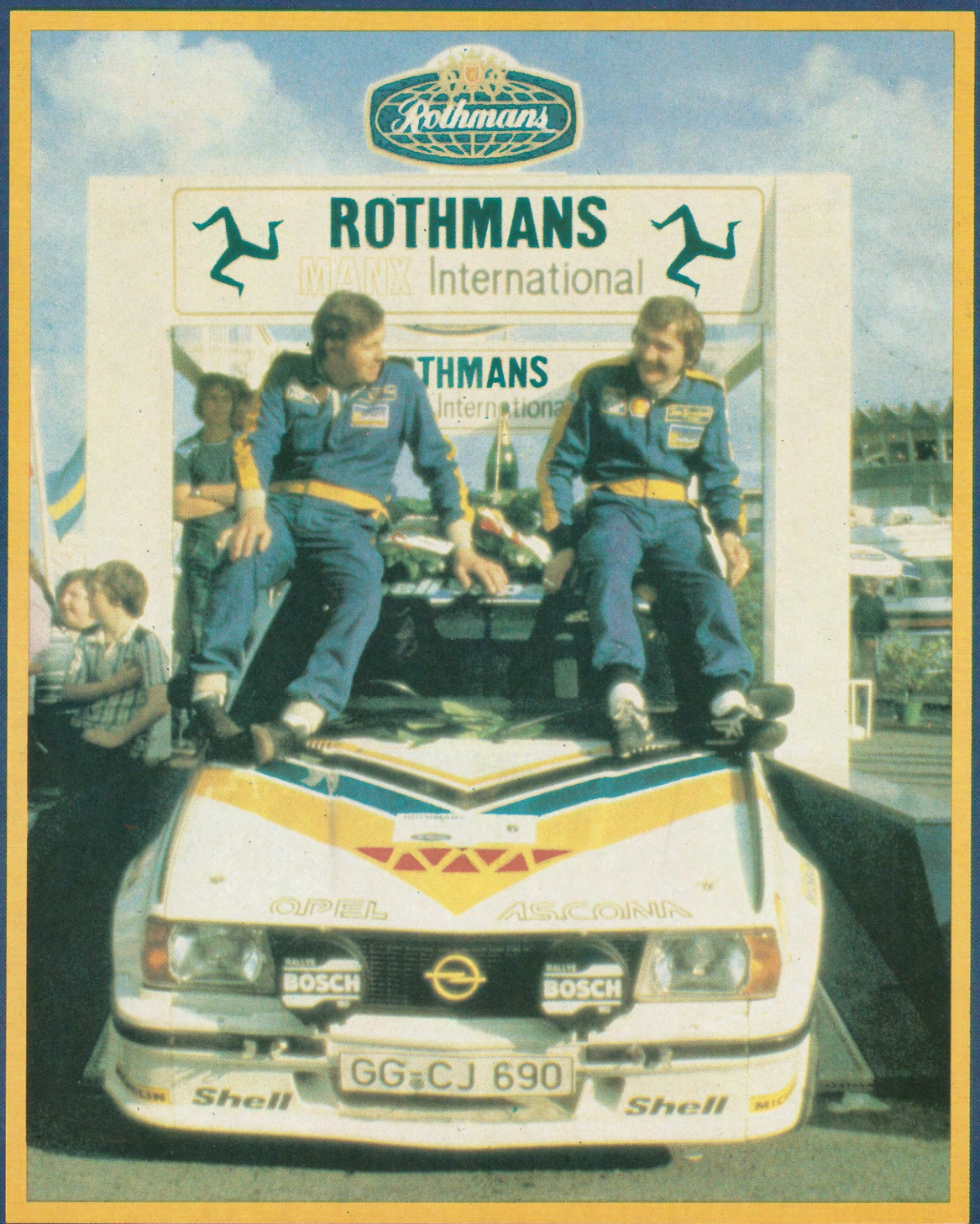
One constant MP4 problem proved to be a bounce effect on the ultra-stiff suspension now necessary to optimise aerodynamic download by keeping the skirt-ground gap as consistent as possible. This effect — "almost porpoising at times" — was very bad at Hockenheim — "a desperately disappointing race for us" — while John Watson's latest drive at Montreal in the wet brought smiles all round.

The McLaren MP4 is one of the most handsome Formula 1 cars of the current breed and the plant at Woking from which they are operated is an eye-opener, its modernity and surgical cleanliness — to say nothing of a splendid pot-plant display — making some other F1 team abodes look like the local bus garage. John Barnard's first full season in F1 has brought considerable success for all his frontier research, which must please him; after all, many designers complete a career without a single Grand Prix win to their names . . . there are surely more McLaren successes to come. ■

Autosport

Supplement

ROTHMANS R.A.C. OPEN RALLY CHAMPIONSHIP 1981





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Introduction

A Year To Remember

AUTOSPORT's review of the Rothmans RAC Open Rally Championship, Britain's premier rallying arena.



Jimmy McRae—the Open Champion.

Welcome to the AUTOSPORT review of the 1981 Rothmans RAC Open Rally Championship, a series which started predictably, perhaps, in the cold wastes of Northumberland in February, but which developed into a classic battle over tarmac and forestry roads alike, through day and night, and which eventually gave Britain her first Open Champion.

That man is Jimmy McRae, who ended the three-year domination by the Finns by achieving a 100% finishing record with his Opel Ascona 400. His car was never out of the top three places, and McRae scored a sensational win on the Circuit of Ireland Rally at Easter. And Jimmy claimed the crown in the best possible way — against quality opposition from at home and from Scandinavia — by taking the pressure when it was being dished out, and still collecting the results.

It meant that 1981, the first year in which Rothmans have sponsored the Open Rally Championship, will go down in the history books as a classic. But if you were lucky enough to see one of the events this year, you will already know that. You will know about the speeds the cars are now reaching, about the determination needed to survive a modern International rally, and about the 'instant excitement' generated when it is all over.

For those of you who could not join in the action as it happened, here we set out to convey some of the atmosphere from this dramatic year. We talk to the new champion Jimmy McRae, and take a look at the dedicated team behind him. We examine the results of the different teams, and look further down the entry list because, while the household names battled at the top, there were many other important awards to be decided, in Group 1 and in the classes.

The Rothmans Open championship is undoubtedly Britain's premier rallying arena. We hope you enjoy this review of a year to remember.

The Championship Year 3
Results, story and action through the season — plus driver's ratings.

The Professionals 11
A look at the successes, and the disappointments.

The People's Team 17
A look at Dealer Opel Team, and the champion Jimmy McRae.

The Adventurers 22
The privately run cars shook the might of the works teams, sometimes.

Group 1 and Classes 25
International events always see fierce battles, all the way down the field.

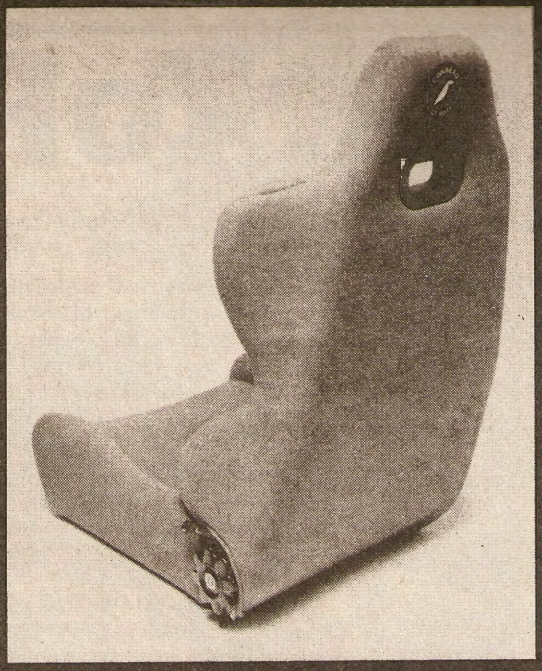
The future 28
The new Group B cars are coming — plus details of next year's Championship.

AUTOSPORT ROTHMANS RAC RALLY REVIEW 1981 free with AUTOSPORT, October 8, 1981. By Peter Foubister and Mark Wheeler. Produced by Peter Foubister and Peter Hyde. Advertisement Manager Tony Schulp. Published by Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex, TW11 0JE. (Phone: 01-977 8787). Copyright AUTOSPORT 1981.

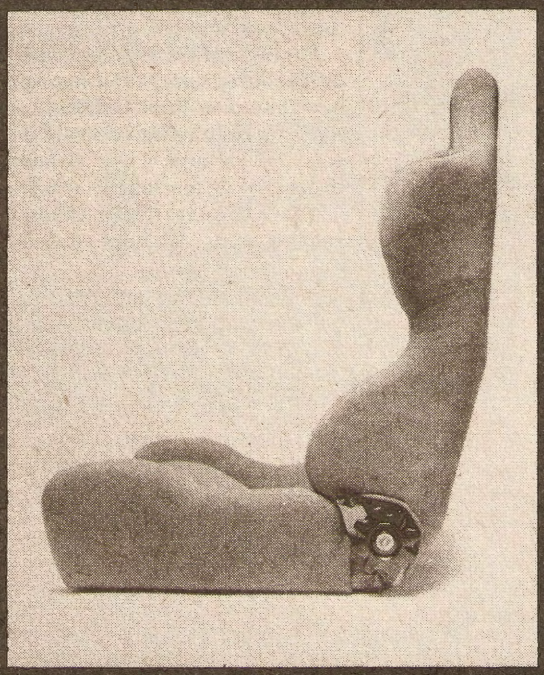
McRae's Opel Ascona 400 in the Highlands of Scotland, where the combination finished second and virtually assured themselves of the premier award in British Rallying.











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The Rallies / The Drivers

Pentti makes the break

There was only going to be one winner on the Mintex International Rally in February, and that was Pentti Airikkala driving his Rothmans Escort RS. Just back from the Swedish Rally (in which he finished third), he adapted to the icy conditions superbly and dominated from the start, as soon as he hit the frozen roads over the Otterburn Ranges. Matching him perfectly, the David Sutton prepared Ford Escort RS performed equally well to ensure that the championship sponsors started the year in style.

The start made by Tony Pond was a marked contrast, as he had been expected to produce the real challenge in the betting stakes. Driver error stranded him on the ice, although for a time it looked as if the stage would be cancelled (in the end it was the only tarmac stage to count), and he continued claiming second place, until the organisers clarified his exclusion. Jimmy McRae and partner Ian Grindrod made a sensible start earning second place in the Opel Ascona 400.

It was third place which dominated the news, however, for early calculations put the Toyota Celica of Per Eklund next, despite some frantic servicing on the way to the finish when a carburettor problem recurred. Eventually the stewards imposed a 10mins penalty for some "inconsiderate driving," and the Swede fell out of the top ten. But that promoted young Irishman Austin McHale to third in his Group 1 Escort RS2000, signalling his attempt on the Open G1 championship in the best way possible.

The second Rothmans driver, Malcolm Wilson, and the Andrews Heat for Hire representative, Russell Brookes, both opened their accounts with respectable placings after an incident in the final forestry tests which saw them both struggling to get each others cars out of the same ditch.



Irish Group 1 ace Austin McHale shook the establishment on the Mintex Rally.



JIMMY McRAE

★ ★ ★ ★ ★

Born: October 28, 1943, married.
Lives: Lanark, Scotland.
Results in 1981: 1st on Circuit; 2nd on Mintex, Scottish and Manx; 3rd on Welsh.
Drives: Opel Ascona 400.

The champion! For years, everyone's favourite runner-up, a tarmac specialist. Now accepted as a man capable of running with the best, maintaining the pressure, and winning. Although his winning margin in the championship may look large, the amiable Scotsman has had to work for every single point he has collected during the five-round series.

He kept the bulky World Championship car in immaculate condition (not even a wing was bent), despite the frantic pace with which events have been run this year (much more than can be said of his main rivals, who spent time in ditches on at least one occasion). The duel of 1980, when McRae crushed Vatanen to win the Circuit of Ireland, was only a warning of things to come. He did the same thing to Brookes this year, taking an immensely popular win with the big car. And when he is doing the chasing (as on the Isle of Man in September), he still lays down the pressure — there are few men capable of staying with Tony Pond in a determined mood on the Isle, and yet Pond was not allowed to relax until he reached Douglas.

Never once did the combination of McRae, Ian Grindrod, and the Opel Ascona 400 look like finishing out of the placings, and that speaks volumes for the car's preparation and the back-up offered by the DOT team. That is one of the secrets behind McRae: he is an integral part of any team.

Jimmy McRae has shown tremendous fighting spirit to take the Open championship with a team which started the season as the outsiders. Perhaps such success could push him further.



Highlight of the year for Pentti Airikkala — his Escort crushed the opposition.

MINTEX INTERNATIONAL RALLY
Feb 19-20
Rothmans RAC Open Rally Championship, round 1

1, Pentti Airikkala/Phil Short (Ford Escort RS), 178m 58s;
2, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 184m 20s;
3, Austin McHale/John McGee (Ford Escort RS2000), 190m 39s;
4, Steve Bannister/John Robinson (Ford Escort RS), 190m 44s;
5, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 193m 07s;
6, Malcolm Wilson/Terry Harryman (Ford Escort RS), 193m 17s;
7, Ian Cathcart/Dave West (Ford Escort RS), 193m 51s; 8, Malcolm Patrick/Brian Rainbow (Opel Ascona 400), 194m 09s; 9, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 194m 50s; 10, John Thompson/Caroline Simpson (Ford Escort RS2000), 196m 01; etc.

Starters/Finishers: 96/63

Group 1: 1, Austin McHale/John McGee (Ford Escort RS2000), 190m 39s (3 o/a); 2, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 194m 50s (9 o/a); 3, John Thompson/Caroline Simpson (Ford Escort RS2000), 196m 01s (10 o/a); 4, Graham Evans/Steve Fletcher (Ford Escort RS2000), 210m 57s (22 o/a); 5, John Midgley/John Forrest (Toyota Corolla), 213m 03s (24 o/a).

Group 2: 1, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 193m 07s (5 o/a); 2, Russell Close/John Dolan (Opel Kadett), 199m 50s (12 o/a); 3, Gordon Jarvis/Kim Bannister (Talbot Sunbeam), 204m 31s (14 o/a); 4, John Beadle/Mike Reed (Talbot Sunbeam Lotus), 208m 21s (18 o/a); 5, Peter Ripley/Ian North (Toyota Celica), 208m 52s (19 o/a).

G1 up to 1300cc: 1, Rodney Crabtree/Ken Lambshead (Escort Sport), 224m 27s (34 o/a); 2, Steve Easton/Hugh Edwards (Escort Sport), 225m 45s (36 o/a); 3, Andrew Smalley/Martin Dixon (Escort Sport), 227m 57s (41 o/a).

G1 1301-1600cc: 1, John Midgley/John Forrest (Toyota Corolla), 213m 03s (24 o/a); 2, Ralph Lockey/George Tindall (Datsun Violet), 219m 43s (27 o/a); 3, John Parsons/Alan Thurbon (Talbot Avenger), 228m 52s (43 o/a).

G1 over 1600cc: Results as Group 1 overall.

G2 up to 1600cc: 1, Gordon Jarvis/Kim Bannister (Talbot Sunbeam), 204m 31 (14 o/a); 2, Geoff Warkup/David Howell (Lada 1600), 210m 34s (20 o/a); 3, David Robbins/Keith Chipchase (Talbot Sunbeam), 211m 16s (23 o/a).

G2 over 1600cc: 1, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 193m 07s (5 o/a); 2, Russell Close/John Dolan (Opel Kadett), 199m 50s (12 o/a); 3, John Beadle/Mike Reed (Talbot Sunbeam Lotus), 208m 21s (18 o/a).

G3/4 up to 2000cc: 1, Pentti Airikkala/Phil Short (Ford Escort RS), 178m 58s (1 o/a); 2, Steve Bannister/John Robinson (Ford Escort RS), 190m 44s (4 o/a); 3, Malcolm Wilson/Terry Harryman (Ford Escort RS), 193m 17s (6 o/a).

G3/4 over 2000cc: 1, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 184m 20s (2 o/a); 2, Malcolm Patrick/Brian Rainbow (Opel Ascona 400), 194m 09s (8 o/a); 3, Phillip Cooper/Alan Greenwood (Triumph TR7 V8), 205m 19s (15 o/a).

Land-Rover: 1, Brian Langley/Bob Gardner, 257m 20s (56 o/a); 2, Les Dalton/Richard Bellamy-Brown, 262m 25s (59 o/a).

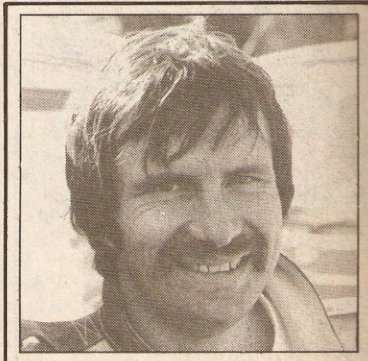
Route details: 35 special stages planned; 5 stages cancelled due to weather conditions. Rally start, Newcastle, 23.00, Feb 19. Rally finish, York, 24.00, Feb 20. Total route approx. 500 miles. 12 asphalt stages planned, 80 miles. 23 gravel stages planned, 137 miles.

Rally leader: Pentti Airikkala/Phil Short (Ford Escort RS2000), SS1 to SS35.

Leading retirements: Tony Pond/Mike Nicholson (Vauxhall Chevette HSR), accident, 2 stages completed; Alan Carter/John Brown (Ford Escort RS), accident, 2 stages completed; George Hill/Ron Varley (Vauxhall Chevette HS), engine, 15 stages; Chris Lord/Ernest Waldron (Ford Escort RS), engine, 25 stages;

Analysis of fastest stage times

	1st	2nd	3rd	4th	5th	6th
Pentti Airikkala	15	4	2	3	—	—
Russell Brookes	4	10	5	2	1	2
Jimmy McRae	4	3	2	6	4	3
Per Eklund	3	1	5	3	1	2
Steve Bannister	2	1	—	3	4	1
Tim Brise	1	—	2	—	6	3



TONY POND

★ ★ ★ ★

Born: November, 24, 1945, single.
Lives: Marlow, Bucks.
Results in 1981: 1st on Scottish and Manx; 2nd on Welsh.
Drives: Vauxhall Chevette HSR.

Tony Pond must have spent the last eight months cursing his own fiercely competitive nature, which demanded that he use slicks on the Otterburn ranges in icy conditions on the Mintex Rally in February. An accident in treacherous conditions put him out of the rally and, when the gearbox failed on the Circuit (while he was in the lead), he suddenly found himself out of the drivers' championship he was supposed to win.

He is the man the spectators love to see, however, with a style which leaves nothing to the imagination, whether on tarmac or in the forests. The Chevette has proved an ideal weapon, shod with Michelin rubber, and the second half of the season has at least proved the point. Second on the Welsh (after a wrong-slot when spectators moved an arrow), followed by wins on the last two rounds, the Scottish and the Manx, left no one in any doubt as to who was the quickest man in the series.

Not that Pond had things entirely his own way on those rallies, for on both occasions the Opel of McRae was in full cry, pressurising all the way. Pond sapped up that pressure, drove harder and made his moves at the right times, to give Vauxhall the coveted manufacturers' title.

This year did not arrive looking as though it would help Pond onto the right road, although now, with some very successful outings for Datsun in World Championship events (and the occasional win in South Africa), he is poised to leave the confined British scene. He is eager for a new challenge, and must remain as Britain's best International hope for the future.

Jimmy Mac comes back

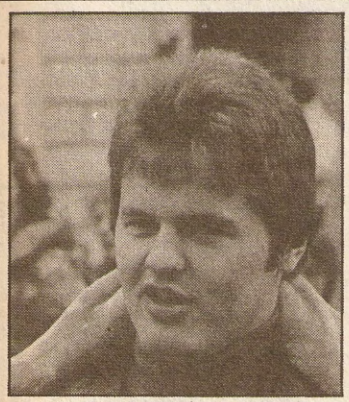
While the Mintex was won by a Finn in an Escort over icy roads, the conditions, and the final result on the Golden Jubilee Circuit of Ireland Rally could not have been more different. Here was the first real warning of the sustained attack which McRae and the compact Dealer Opel Team would make. Here too was an indication of just how important tyres were to be in international rallying.

Within hours of the Belfast start, Airikkala was in serious trouble, his Pirelli-shod Escort obviously off the pace of the Michelin runners in the hot conditions. Team-mate Malcolm Wilson was in similar trouble, and the General Motors machinery was streets ahead.

That was until Pond's Chevette destroyed its gearbox in a violent manner, instantly putting him out of the event (and effectively the drivers' championship) and handing the lead to McRae. The Scotsman never looked back, and beat off a hard challenge from Russell Brookes in the Talbot Sunbeam Lotus. He recorded his second consecutive victory on the hardest event included in the Open championship, with a car reckoned to be more competitive in the forests! What was to come?



Upholding Irish honour on the Circuit was Ger Buckley, kicking up the dust.



MALCOLM WILSON

★ ★ ★

Born: February 17, 1956, single.
Lives: Braithwaite, Cumbria.
Results in 1981: 3rd on Scottish and Manx; 5th on Welsh; 6th on Mintex.
Drives: Ford Escort RS.

It has not been a particularly encouraging season for Wilson in his first year as part of a full professional team. It is, however, very easy to ignore how hard he fought to get back into the sport after his accident in June, 1980, and the real psychological effect of that Scottish Rally. Wilson has only recently admitted it to himself, for everyone had underestimated the impact.

Perhaps the best way to evaluate his performances is against those of the 'joint equal number one driver' in the Rothmans team, Pentti Airikkala — not over the season as a whole, but as the season has progressed, because Wilson was still unfit in the early months of 1981.

On the Mintex, he went off when he came across a stricken Talbot in the middle of the road, finishing the event in a fairly tired state. Even by the Scottish, he was still not totally committed, but his performance kept him in touch, although again he was delayed in a stage — this time it was his team-mate's Escort which caused the problem. The Manx gave another third place, although he was well off the pace of the leaders.

Partly this must be due to the machinery at his disposal, but really there has been no pressure — nothing to lose. Still there seems to be hesitancy, not about whether he wants to drive — he does and will continue to do so — but whether he believes himself that he really is good enough to beat his rivals. If that can be straightened out, he will go forward, but sometimes (cruelly) a driver is only as good as his last result. Next year, he could find it difficult to find a team.

Points after two rounds

1 McRae (Opel Ascona 400)	25
2 Airikkala (Ford Escort RS)	15
3 Brookes (Talbot Sunbeam Lotus)	14
4 Buckley (Vauxhall Chevette HSR)	10
5 McHale (Ford Escort RS2000)	8



Surprise winner of the Group 1 category on the Circuit was Mike Stuart.

50th CIRCUIT OF IRELAND
Apr 17-21
European Rally Championship, coeff 2, Rothmans/RAC Open Rally Championship, round 2

1, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 495m 16s;
2, Ger Buckley/John Caplice (Vauxhall Chevette HSR), 502m 12s;
3, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 505m 29s;
4, Donal Keating/Nicky Condon (Vauxhall Chevette HSR), 511m 03s;
5, Brendan Fagan/Ronan Morgan (Vauxhall Chevette HSR), 512m 51s;
6, Per Eklund/Frank Main (Toyota Celica GT), 515m 38s.

7, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 539m 54s; 8, John Murphy/Dennis Dunn (Ford Escort RS2000), 555m 00s; 9, Trevor Fleming/Nicky Moffitt (Talbot Sunbeam), 555m 32s; 10, James Wilson/Hilary Wilson (Talbot Avenger), 574m 37s.

Starters/finishers: 134/33.

Group 1: 1, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 539m 54s; (7 o/a); 2, John Murphy/Dennis Dunn (Ford Escort RS2000), 555m 00s; (8 o/a); 3, James Wilson/Hilary Wilson (Talbot Avenger), 574m 37s; (10 o/a); 4, Kevin Twomey/Leo Whyte (Ford Escort RS2000), 577m 05s; (11 o/a); 5, Maurice Walsh/Liam Lynch (Talbot Avenger), 590m 46s; (12 o/a).

Group 2: 1, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 505m 29s; (3 o/a); 2, Trevor Fleming/Nicky Moffitt (Talbot Sunbeam), 555m 32s; (9 o/a); 3, Gus Kearney/Sean White (Talbot Sunbeam), 597m 43s; (15 o/a); 4, Adrian Kermode/Andrew McClements (Leyland Mini), 602m 15s; (19 o/a); 5, Philip McCartan/Brian McNicholl (Honda Civic), 604m 07s; (20 o/a).

Ladies award: 1, Marie Moloney/Catherine Tracey (Opel Kadett), 673m 45s; (33 o/a).

G1, up-to-1300cc: 1, Trevor Noble/Kenny Campbell (Opel Kadett), 598m 19s; (16 o/a); 2, Brian Wiggins/Tony Shephard (Vauxhall Astra), 599m 17s; (18 o/a); 3, Ian Harrison/Ken Topp (Talbot Avenger), 606m 10s; (21 o/a).

G1, up-to-1600cc: 1, James Wilson/Hilary Wilson (Talbot Avenger), 574m 37s; (10 o/a); 2, Maurice Walsh/Liam Linch (Talbot Avenger), 590m 46s; (12 o/a); 3, Brendan Loughrey/Gerard Currid (Talbot Avenger), 591m 05s; (13 o/a).

G1, over 1600cc: 1, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 539m 54s; (7 o/a); 2, John Murphy/Dennis Dunn (Ford Escort RS2000), 555m 00s; (8 o/a); 3, Kevin Twomey/Leo Whyte (Ford Escort RS2000), 577m 05s; (11 o/a).

G2, up-to-1300cc: 1, Adrian Kermode/Andrew McClements (Leyland Mini), 602m 15s; (19 o/a); 2, Philip McCartan/Brian McNicholl (Honda Civic), 604m 07s; (20 o/a); 3, Michael O'Connor/Richard O'Rourke (Toyota Starlet), 611m 38s; (22 o/a).

G2, up-to-1600cc: 1, Trevor Fleming/Nicky Moffitt (Talbot Sunbeam), 555m 32s; (9 o/a); 2, Gus Kearney/Sean White (Talbot Sunbeam), 597m 43s; (15 o/a).

G2, over 1600cc: 1, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 505m 29s; (3 o/a); 2, Harvey Crush/Liz Montgomery (Ford Escort), 624m 24s; (28 o/a).

G3/4, up-to-2000cc: 1, Per Eklund/Frank Main (Toyota Celica), 515m 38s; (6 o/a).

G3/4, over 2000cc: 1, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 495m 16s; (1 o/a); 2, Ger Buckley/John Caplice (Vauxhall Chevette HSR), 502m 12s (2 o/a); 3, Donal Keating/Nicky Condon (Vauxhall Chevette HSR), 511m 03s; (4 o/a).

Rally leaders: Tony Pond/Mike Nicholson (Vauxhall Chevette HSR), SS1 to SS19; Jimmy McRae, SS20 to SS61.

Leading retirements: Pentti Airikkala/Phil Short (Ford Escort RS), electrics, 15 stages completed; Tony Pond/Mike Nicholson (Vauxhall Chevette HSR), gearbox, 19 stages; Malcolm Wilson/Terry Harryman (Ford Escort RS), axle, 40 stages; Bertie Fisher/Frank O'Donoghue (Ford Escort RS), suspension, 28 stages; Sean Campbell/Austin Fraser (Opel Ascona 400), axle, 3 stages; Sarel van der Merwe/Franz Boshoff (Ford Escort RS), 10 stages; John Lyons/Bill Moffitt (Ford Escort RS), clutch, 29 stages.

Route details: 61 special stages planned, 2 cancelled, all stages on asphalt. Route divided into five sections; Belfast, 10.00, Friday — Belfast, 18.30, Friday, 14 stages; Belfast, 04.00, Saturday — Killarney, 17.00, Saturday, 15 stages; Killarney, 07.00, Sunday — Killarney, 13.00, Sunday, 12 stages; Killarney, 12.45, Monday — Sligo, 23.30, Monday, 10 stages; Sligo, 02.30, Tuesday — Belfast, 12.00, Tuesday, 10 stages. Total stage distance 521 miles. Approx total distance, 1500 miles.

Analysis of fastest stage times

	1st	2nd	3rd	4th	5th	6th
Jimmy McRae	25	15	13	2	2	1
Russell Brookes	13	14	9	4	8	6
Tony Pond	11	7	1	—	—	—
Per Eklund	3	5	1	6	2	5
Ger Buckley	2	2	17	15	7	2
Donal Keating	2	5	5	5	14	8
John Lyons	2	5	1	7	3	3
Brendan Fagan	1	3	7	11	12	9



MIKE STUART

★ ★ ★

Born: June 20, 1954, single.
Lives: Chester.
Results in 1981: 7th (1st G1) on Circuit; 8th on Manx (G4 car); 9th (2nd G1) on Mintex; 10th (1st G1) on Welsh and Scottish).
Drives: Ford Escort RS2000 (RS for Manx).

This year's Group 1 Open champion, and a man who approaches every event in a professional manner, with a keen and knowledgeable team behind him. Winning is important, but so also is finishing. That way, the driver gains the experience and his sponsors gain the exposure. For any young, ambitious driver, the path taken by Stuart and his merry band must be the one to follow: they are a credit to their sponsors, Quicks for Ford and Bank America. Stuart's finishing record is remarkable; in three years, he has finished every championship rally he has started.

It is true to say, however, that the competition in the category has not shown the competitiveness traditional in Group 1. Indeed, Austin McHale was the only real threat so, when he failed on a couple of events, Stuart clinched the title after the Scottish Rally. In one sense, that worked for him, as on the final rally he was able to borrow Paul Windsor's Group 4 car for his first serious attack in a full-blooded Escort. He finished eighth after a sensible run.

In another sense, it was a shame, and not just for the championship. Stuart is perhaps guilty of thinking about it all too much, and not getting into the event's challenge. It would be good to see him face a real threat, take the pressure, all on the experience he has gained, and simply blow the opposition away. Then it would be easier to gauge his real abilities behind the wheel.

He has always had to work very hard to stay in rallying, and the fact he has won both the National and International series in successive years is no accident, but part of a deliberate campaign. Now he must move up. Surely he has now earned some concrete support, and will show some aggressive driving.

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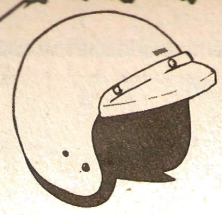
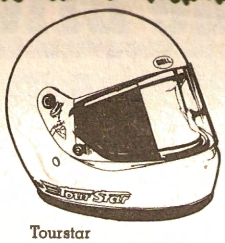


Magnum II



Star II



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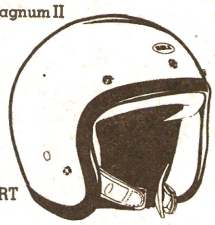
Moto III



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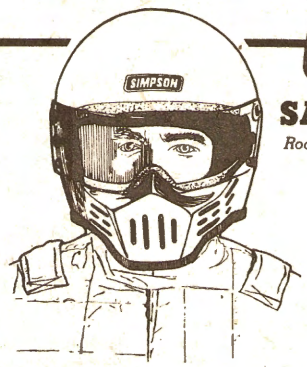

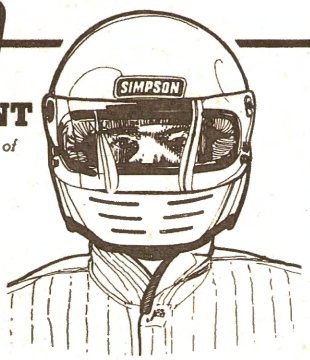

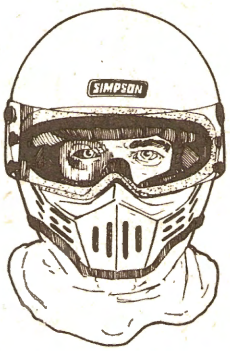

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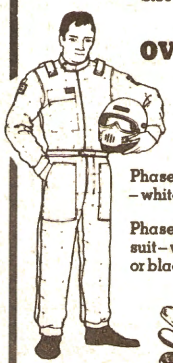

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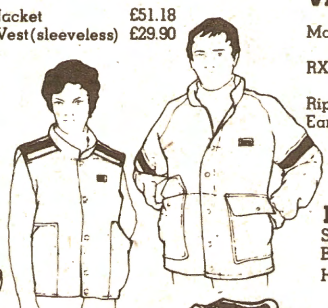

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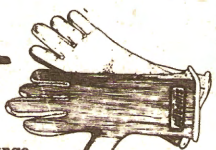

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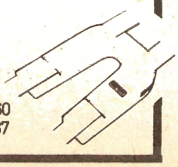

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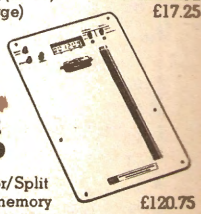

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Fastest in the west

The West Park Welsh Rally produced one of the closest fought battles seen in the British forests for some time.

In the end, Ari Vatanen claimed a second consecutive win on the event, but victory could easily have gone to Jim McRae—or Tony Pond or Russell Brookes.

As the event reached its finale over the tarmac roads of Epynt, Vatanen's lead had been cut drastically by the Scotsman and, while a short delay held cars at the start of the longest Tarmac test, Vatanen swapped his wet tyres for Tim Brise's dry rubber. The decision cost him the lead as a hail storm hit the rally, but he was ahead again when a puncture dropped McRae to third place behind fellow GM employee Tony Pond.

Pond had actually looked an early winner until a trip down a fire break cost him time, and then Russell Brookes in the Talbot Sunbeam Lotus was a firm leader. A broken oil pipe stopped him.



Leading the field on the Welsh, Russell Brookes was forced into retirement.



Malcolm Wilson beat team-mate Airikkala just a year after his serious accident.

Macrimony

While the world of Formula 1 racing continues along its bitter path with regular public shouting matches, it is good to note that the sport of rallying is conducted in a civilised manner. Usually.

Occasionally it goes wrong, however, and the Scottish Rally—famed for its social atmosphere and good weather—ended under a heavy cloud, both physically and spiritually. A protest about a time control on the first night, where Per Eklund collected road penalties, was upheld elevating him to fourth, although other teams involved then gave notice of appeal. In July this appeal was upheld and Eklund disappeared back down the official finishing order.

That did not affect the actual competition, decided in the spectacular forests of Scotland and dominated by Tony Pond in his Vauxhall Chevette. The shorter, more compact event also saw a Scotsman trying hard to follow in Andrew Cowan's footsteps (he was the last Scot to win the event, in 1963!). That was McRae, chasing Pond throughout the event and threatening to snatch the lead should the Vauxhall hit trouble. His performance ensured that he stayed at the top fo the championship table, although his main challenger, Airikkala, was in trouble.

The Finn's Ford went over on the last day, delaying team-mate Malcolm Wilson and effectively blowing his ever-decreasing chances of winning the British Open championship for the second time. Now he had to win the Manx outright. The car had again not shown the pace of the GM machines, although Wilson finished third pushing aside thoughts of his accident exactly a year earlier.

Far removed from any serious problems in the overall placings was the G1 championship battle, clinched by Mike Stuart when McHale's Escort retired off the road on the first night.

WEST PARK WELSH INTERNATIONAL RALLY
May 15-16
Rothmans Open Rally Championship, round 3

1, Ari Vatanen/David Richards (Ford Escort RS), 219m 39;
2, Tony Pond/Mike Nicholson (Vauxhall Chevette HSR), 219m 58s;
3, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 220m 46s;
4, Pentti Airikkala/Phil Short (Ford Escort RS), 222m 12s;
5, Malcolm Wilson/Terry Harryman (Ford Escort RS), 223m 35s;
6, Tim Brise/Derek Tucker (Ford Escort RS), 229m 57s;
7, John Buffum/Neil Wilson (Triumph TR7 V8), 233m 29s; 8, Jeff Churchill/Roger Evans (Ford Escort RS), 236m 53s; 9, Ian Cathcart/Dave West (Ford Escort RS), 240m 21s; 10, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 242m 53s.

Starters/finishers: 86/45.

Group 1: Stuart/Rowlands; 2, Austin McHale/John McGee (Ford Escort RS2000), 249m 08s (11 o/a); 3, John Midgley/Andrew Bodman (Toyota Corolla), 260m 12s (16 o/a); 4, Phillip Atkinson/Robert Berry (Talbot Avenger), 266m 17s (24 o/a); 5, Adrian Harris/Keith Pittard (Talbot Avenger), 271m 12s (28 o/a).

Group 2: 1, Mike Arnold/Neil Howells (Talbot Sunbeam Lotus), 250m 58s (13 o/a); 2, Robin Lyons/Seamus McCanny (Talbot Sunbeam Lotus), 253m 26s (14 o/a); 3, Jos Way/Colin Evans (Talbot Sunbeam), 259m 15s (15 o/a); 4, Pete Fear/Simon Warner (Ford Escort), 261m 50s (19 o/a); 5, Nicky Porter/Dave Wilford (Colt Lancer), 265m 13s (20 o/a).

G1 up to 1300cc: 1, Brian Wiggins/Tony Shephard (Vauxhall Astra), 275m 01s (32 o/a); 2, Ian Harrison/Ken Topp (Talbot Avenger), 283m 06s (36 o/a); 3, Rod Crabtree/Ken Lambshead (Ford Escort), 286m 16s (38 o/a).

G1 up to 1600cc: 1, John Midgley/Andrew Bodman (Toyota Corolla), 260m 12s (16 o/a); 2, Phillip Atkinson/Robert Berry (Talbot Avenger), 266m 17s (24 o/a); 3, Adrian Harris/Keith Pittard (Talbot Avenger), 271m 12s (28 o/a).

G1 over 1600cc: 1, Stuart/Rowlands; 2, McHale/McGee; 3, John Pye/John Coxon (Opel Kadett), 273m 05s; (31 o/a).

G2 up to 1600cc: 1, Way/Evans; 2, Fear/Warner; 3, Porter/Wilford.

G2 over 1600cc: 1, Arnold/Howells; 2, Lyons/McCanny; 3, David Macauley/Gerald Currid (Ford Escort), 266m 14s (23 o/a).

G3/4 up to 2000cc: 1, Vatanen/Richards; 2, Airikkala/Short; 3, Wilson/Harryman.

G3/4 over 2000cc: 1, Pond/Nicholson; 2, McRae/Grindrod; 3, Buffum/Wilson.

Rally leaders: Pond, SS1; Vatanen, SS2; Pond, SS3; Vatanen, SS4 to SS9; Pond SS10; Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), SS11 to SS20; Vatanen, SS21 to SS31; McRae, SS32; Vatanen, SS33 to SS34.

Route details: 34 special stages planned, 1 stage cancelled, 1 stage 'cleaned' by leading crews, 5 stages on asphalt, 29 gravel. Total stage distance 184.5 miles, 29.5 miles on asphalt. Rally start, Cardiff, 09.45, May 15. Finish, Cardiff, 18.00, May 16. Rest halts in Ruthin, Machynlleth, Builth Wells.

Leading retirements: Per Eklund/Frank Main (Toyota Celica), broken propshaft, 10 stages completed; Roger Clark/Jim Porter (Ford Escort RS), gearbox, 10 stages; Geoff Fielding/Tony Goulding (Ford Escort RS), engine, 11 stages; Malcolm Patrick/Brian Rainbow (Opel Ascona 400), halfshaft, 19 stages; Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), engine, 20 stages; Graham Elsmore/John Warner (Ford Escort RS), halfshaft, 33 stages.

Analysis of special stage times

	1st	2nd	3rd	4th	5th	6th
Tony Pond	12	10	4	5	—	—
Ari Vatanen	12	4	8	5	—	—
Pentti Airikkala	7	5	3	9	3	1
Jimmy McRae	6	3	12	4	4	2
Russell Brookes	6	3	1	3	3	2
Per Eklund	1	—	—	—	—	—
Malcolm Wilson	—	1	1	8	10	8

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

1, Tony Pond/Mike Nicholson (Vauxhall Chevette HSR), 240m 55s;
2, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 242m 07s;
3, Malcolm Wilson/Terry Harryman (Ford Escort RS), 250m 28s;
4, Pentti Airikkala/Phil Short (Ford Escort RS), 252m 35s;
5, Drew Gallacher/David McHarg (Ford Escort RS), 254m 05s;
6, Ian Cathcart/David West (Ford Escort RS), 256m 40s;
7, Malcolm Patrick/Brian Rainbow (Opel Ascona 400), 257m 01s; 8, Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), 263m 18s; 9, Per Eklund/Frank Main (Toyota Celica), 265m 55s; 10, Mike Stuart/Frank Rowlands (Ford Escort RS2000), 267m 23s; etc.

Starters/finishers: 68/45.

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

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

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

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

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

G3/4 up to 2000cc: 1, Wilson Harryman; 2, Airikkala/Short; 3 Gallacher/McHarg; etc.

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

Route details: 39 special stages planned, 37 gravel, 2 asphalt. Rally start: Glasgow, 17.00 Jun 6. Finish: Aviemore 16.00 Jun 8. Main control: Aviemore.

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

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

Analysis of fastest times

	1st	2nd	3rd	4th	5th	6th
Tony Pond	24	12	1	—	—	1
Jimmy McRae	17	14	4	2	1	—
Pentti Airikkala	4	5	11	2	7	3
Russell Brookes	1	3	8	8	4	3
Malcolm Wilson	1	1	6	9	5	3
Per Eklund	1	2	4	5	5	3

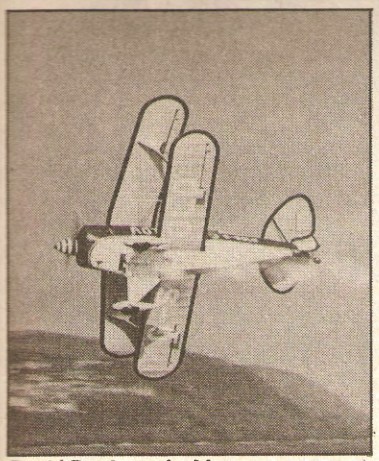
Points after three rounds

1 McRae (Opel Ascona 400)	33
2 Airikkala (Ford Escort RS)	22
3 Vatanen (Ford Escort RS)	15
4 Brookes (Talbot Sunbeam Lotus)	14
5 Wilson (Ford Escort RS)	11

Points after four rounds

1 McRae (Opel Ascona 400)	43
2 Airikkala (Ford Escort RS)	29
3 Pond (Vauxhall Chevette HSR)	25
4 Wilson (Ford Escort RS)	19
5 Brookes (Talbot Sunbeam Lotus)	17

Vauxhall Opel marketing



David Perrin on the Manx.

At various points of the season, many interested observers looked at the placings at certain stages of the different rallies and considered the possibilities (likelihoods?) that someone, somewhere should be making an executive decision. A decision to slow Vatanen and give Airikkala a better result on the Welsh . . . to slow Pond's GM Chevette and give McRae a win in Scotland.

Apparently no such decisions were ever made (thank goodness) and each event ran its course until the final round, the Rothmans Manx International. The "stage management" here was quite superb, the Vauxhall-Opel combine pulling off a remarkable result which not only assured McRae of the drivers' title, but also shot Vauxhall to the top of the manufacturer's table, beating Opel by two points and Ford by another one point.

For GM, it was a dream finish, realising all their ambitions. Pond swept to his hat-trick on the island, chased all the way by the Scotman's Opel which eventually finished 37secs behind after 300 miles of furious tarmac racing. Only a camera could describe the pace at which the rally was held.

For others there was immense disappointment, and, in the championship arena, Pentti Airikkala's faint chances of the title were broken early when the car hit a bridge, damaging the rear axle. Brookes saw his hopes of moving up disappear when the car blew its motor, and there was even some disappointment for Malcolm Wilson, although he brought the Rothmans flag home in third place: he was over 10mins behind the leaders.

The greatest tragedy of the rally, however, was saved for the current World Rally Champion Walter Rohrl, who dominated the early sections of the rally in his Porsche 911SC. Hampered by brake problems through the night, he closed again on Pond and McRae on the last day until third gear broke. With less than one mile left on the final special stage the car broke a drive shaft, and he was denied a place on the rostrum.



RUSSELL BROOKES

★ ★

Born: August 16, 1948, married.
Lives: Inkberrow, Leics.
Results: 3rd on Circuit; 5th on Mintex; 9th on Scottish.
Drives: Talbot Sunbeam Lotus.

It has been another fairly unsatisfactory year for Russell Brookes, and yet, before any round of the championship, he always merits consideration as a possible winner. One always has the feeling that, given half a chance, he will upset the applecart, and burst back to the top to beat the 'works' teams.

Remember, his is no factory outfit, and links with the Coventry headquarters are not particularly strong. It is a private team, sponsored by Andrews Heat for Hire and supported by Pace Petroleum. That means his efforts are all the more commendable, although still dimmed by a lack of good results.

He must have thought times were changing approaching the final leg of the Circuit of Ireland, while chasing McRae for a win. But then he chucked it at a bank in full view of the Barrie Hinchliffe's cameras, dropping to third place.

The hopes must have been even greater halfway through the Welsh just a month later, because he was ahead of the pack. Other drivers had held the lead, but Brookes was the only man to establish a decent margin and hold it. When it looked as if he could stay there, the Talbot broke an oil union and he was out — of the event, and the championship.

From then on, new tyres and support came from Dunlop, but still he was plagued with nagging problems, the final insult coming on the Manx when (equipped for the first time with the big-valve Lotus motor) the engine damaged its valves when it was over-revved.

Despite these depressing times, Brookes seems to be enjoying his rallying a great deal, and is a major part of the rallying circus.



Tony Pond blasted his way back to the top on the Manx International.

ROTHMANS MANX INTERNATIONAL RALLY
Sep 11-12
European Rally Championship, coeff 2, Rothmans RAC Open Rally Championship, round 5

1, Tony Pond/Nicholson (Vauxhall Chevette HSR), 231m 31s;
2, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 232m 08s;
3, Malcolm Wilson/Terry Harryman (Ford Escort RS), 242m 16s;
4, Sean Campbell/Austin Frazer (Opel Ascona 400), 247m 00s;
5, Roger Clark/Jim Porter (Ford Escort RS), 248m 12s;
6, Malcolm Patrick/Brian Rainbow (Vauxhall Chevette HSR), 248m 41s;
7, Brendan Fagan/Ronan Morgan (Vauxhall Chevette HSR), 251m 50s; 8, Mike Stuart/Frank Rowlands (Ford Escort RS), 254m 58s; 9, 'Didi'/Andre Pauly (Fiat 131 Abarth), 257m 42s; 10, John Brown/Dave Nicholson (Ford Escort RS), 261m 48s; etc.

Starters/finishers: 101/56.

Rally leaders: Walter Rohrl/Christian Geistdorfer (Porsche 911C), SS1 to SS6; McRae/Grindrod, SS7 to SS15; Pond/Nicholson, SS16 to SS36.

Group 1 overall: 1, Austin McHale/Christy Farrell (Ford Escort RS2000), 270m 27s, (13 o/a); 2, Martin Freestone/John Gittins (Ford Escort RS2000), 273m 26s, (18 o/a); 3, John Dodsworth/Brian Courtie (Ford Escort RS2000), 280m 14s, (20 o/a); 4, Simon Everett/Dave West (Ford Escort RS2000), 280m 14s, (24 o/a); 5, Rodney Eyles/Tony Brown (Talbot Avenger), 281m 52, (25 o/a).

G1 up to 1300cc: 1, Brian Wiggins/Tony Shepherd (Vauxhall Astra), 297m 41s, (40 o/a); 2, Ray Holland/Eric Cheetham (Ford Fiesta), 318m 55s (51 o/a); 3, Jos Twigg/Robert Thompson (BL Mini), 325m 39s, (53 o/a).

G1 1301-1600cc: 1, Eyles/Brown; 2, John Midgley/John Forrest (Toyota Corolla), 296m 28s, (39 o/a); 3, Roy Kernaghan/Derek Ervine (VW Golf GTi), 296m 15s; (41 o/a).

G1 over 1600cc: 1, McHale/Farrell; 2, Freestone/Gittins; 3, Dodsworth/Courtie.

G2 up to 1600cc: 1, Louise Aitken/Ellen Morgan (Ford Fiesta), 271m 12s, (14 o/a); 2, Nicky Porter/DaveWilford (Colt Lancer 1600), 284m 16s, (27 o/a); 3, JOS Way/Colin Evans (Talbot Sunbeam), 285m 51s, (29 o/a).

G2 over 1600cc: 1, Bernard Banning/Tony McMahon (Talbot Sunbeam), 271m 22s, (15 o/a); 2, Mark Harrison/Rob Parrott (Talbot Sunbeam), 272m 17s, (16 o/a); 3, Glen Leece/Michael Peters (Ford Escort RS2000), 272m 42s, (17 o/a).

G3/4 up to 2000cc: 1, Wilson/Harryman; 2, Clark/Porter; 3, Stuart/Rowlands.

G3/4 over 2000cc: 1, Pond/Nicholson; 2, McRae/Grindrod; 3, Campbell/Frazer.

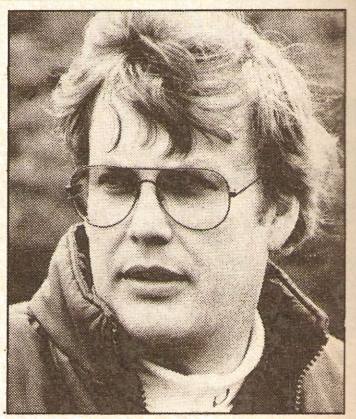
Route details: All asphalt route, planned with 36 stages, one stage cancelled due to accident, total competitive distance of 276 miles. Route divided into three sections, all based on Douglas. First section, 09.00, Friday — 14.00, Friday, 61 miles of stage; second section, 19.00, Friday — 02.30, Saturday, 110 miles of stage; third section, 09.00, Saturday — 16.30, Saturday, 15 miles of stage. Weather, mainly dry, warm.

Leading retirements: Walter Rohrl/Christian Geistdorfer (Porsche 911SC), drive-shaft, 35 stages completed; Pentti Airikkala/Risto Virtanen (Ford Escort RS), accident, 2 stages; Per Eklund/Ragnar Spjuth (Toyota Celica), engine, 30 stages; Russell Brookes/Mike Broad (Talbot Sunbeam Lotus), engine, 4 stages; Terry Kaby/Rob Arthur (Vauxhall Chevette HSR), 4 stages; Robert Drogmans/Lain Geron (Ford Escort RS), engine, 27 stages; Donie Keating/Nicky Condon (Vauxhall Chevette HSR), accident, 10 stages; Bertie Fisher/Robert Harkness (Ford Escort), engine, 5 stages; Dessie McCartney/Peter Scott (Ford Fiesta), gearbox, 5 stages.

Analysis of best stage times

	1st	2nd	3rd	4th	5th	6th
Tony Pond (35)	21	6	6	—	1	—
Jimmy McRae (35)	7	21	7	—	—	—
Walter Rohrl (34)	7	8	18	1	—	—
Malcolm Wilson (35)	—	—	2	20	9	4
Terry Kaby (4)	—	—	1	2	—	1
Pentti Airikkala (2)	—	—	1	1	—	—

(Figures in brackets refer to stages completed)



PENTTI AIRIKKALA

★ ★

Born: September 4, 1945, married.
Lives: Cookham Dean, Bucks.
Results: 1st on Mintex; 4th on Welsh and Scottish.
Drives: Ford Escort RS.

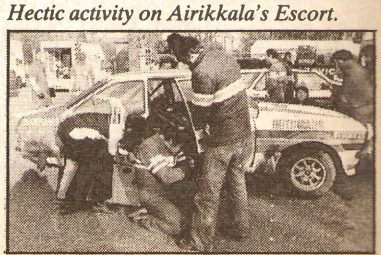
The winner of the Open Rally Championship in 1979, Airikkala has not really produced the results this year. He was hired by Rothmans as the man most likely to bring their own championship home to Aylesbury. The plan started off on the right foot, but soon went terribly wrong.

His Escort has been off the road on four out of five rallies, and twice (the two all-tarmac affairs) the incident has put him right out of the running. On the Scottish, it dropped him behind team-mate Malcolm Wilson and virtually ended his hopes of taking the series for the second time.

It is true that the Escort seems to have lost its edge over the competition although Vatanen demonstrated the car's winning potential on the Welsh and continues to do so in the World Rally Championship. It is true that the Pirelli tyres have been a major headache for the team but, apart from that win on the Mintex Rally over the ice, team-mate Wilson has coped with the problems just as well.

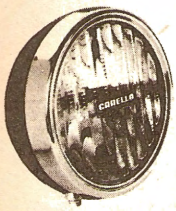
Airikkala does tend to dominate the team with which he is working. While that may by an accepted fact of life when everything is looking rosy, it must make things that bit more difficult in times of stress.

Hectic activity on Airikkala's Escort.

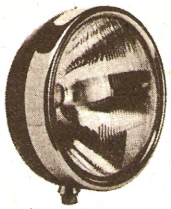


CARELLO





MONTECARLO



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Per Eklund's Toyota Celica yumping high on the Circuit of Ireland.



Malcolm Wilson's Escort, Jimmy McRae's Ascona, and Tony Pond's Chevette.



AUSTIN McHALE

★ ★

Born: January 17, 1954.
Lives: Dublin.
Results: 3rd on Mintex; 13th on Manx.
Drives: Ford Escort RS2000.

The only real challenge to Mike Stuart's claim to the International Group 1 title came from the friendly Irishman, Austin McHale — and it arrived in the most dramatic fashion. At the end of the first round of the series, the Mintex, everyone was talking about the young man who had taken third place overall on his first visit. True, the icy conditions had been far from ideal, but the man had arrived — there was no doubt about that.

The doubts crept in nearing the end of the second round of the series, on his home territory while he had an enormous lead in the Group 1 class. 'He decided to try to move up the order, rather than stay at the top of the Group, and suddenly his hopes of establishing a good championship lead were in the air. The car needed re-shelling, and rival Stuart was allowed into the class lead.

The effects of this accident were further reaching than was evident at the time, because McHale's efforts are almost entirely self-financed, and he waited until five days before the Welsh before another shell arrived. That meant he arrived in Cardiff physically exhausted after building the car, which was retired with back axle problems.

His outfit, in direct contrast with the immaculate Quicks team perhaps, is not in any sense ordered or disciplined. Yet McHale is certainly serious about his rallying and there is natural talent in abundance. It just needs to be controlled and directed.

1981 ROTHMANS RAC OPEN RALLY CHAMPIONSHIP

			Feb 19/20, Mintex International	Apr 17/21, Circuit of Ireland	May 15/16, West Park Welsh	Jun 6/9, Lombard Scottish	Sep 11/12, Rothmans Manx Trophy	Total Points
Overall								
1	Jimmy McRae	Opel Ascona 400	10	15	8	10	10	53
2	Tony Pond	Vauxhall Chevette HSR	—	—	10	15	15	40
3	Pentti Airikkala	Ford Escort RS	15	—	7	7	—	29
4	Malcolm Wilson	Ford Escort RS	5	—	6	8	8	27
5	Russell Brookes	Talbot Sunbeam Lotus	6	8	—	3	—	17
6	Ari Vatanen	Ford Escort RS	—	—	15	—	—	15
7	Malcolm Patrick	Opel Ascona 400 & Vauxhall Chevette	3	—	—	4	5	12
8	Ian Cathcart	Ford Escort RS	4	—	2	5	—	11
9	Mike Stuart	Ford Escort	2	4	1	1	3	11
10	Ger Buckley	Vauxhall Chevette HSR	—	10	—	—	—	10
Group 1								
1	Mike Stuart	Ford Escort RS2000	10	15	15	15	—	55
2	Austin McHale	Ford Escort RS2000	15	—	10	—	15	40
3	John Midgley	Toyota Corolla	6	—	8	7	1	22
Class 1 (Group 1 up to 1300cc)								
1	Brian Wiggins	Vauxhall Astra	—	6	9	9	9	33
2	Rodney Crabtree	Ford Escort Sport	9	2	4	6	—	21
3	Ian Harrison	Talbot Avenger	2	4	6	4	—	16
Class 2 (Group 1 1301-1600cc)								
1	John Midgley	Toyota Corolla	9	—	9	9	6	33
2	John Parsons	Talbot Avenger	4	2	2	6	3	17
3	James Wilson	Talbot Avenger	—	9	—	—	—	9
	Rodney Eyles	Talbot Avenger	—	—	—	—	9	9
	Ralph Lockey	Datsun Violet	6	—	3	—	—	9
Class 3 (Group 1 over 1600cc)								
1	Mike Stuart	Ford Escort RS2000	6	9	9	9	—	33
2	Austin McHale	Ford Escort RS2000	9	—	6	—	9	24
3	John Murphy	Ford Escort RS2000	—	6	—	—	—	6
	Douglas Riach	Opel Ascona i2000	—	—	—	6	—	6
	Martin Freestone	Ford Escort RS2000	—	—	—	—	6	6
Class 4 (Group 2 up to 1600cc)								
1	Gordon Jarvis	Talbot Sunbeam	9	—	1	6	—	16
2	Nicky Porter	Colt Lancer	1	—	4	4	6	15
3	Jos Way	Talbot Sunbeam	—	—	9	—	4	13
Class 5 (Group 2 over 1600cc)								
1	Russell Brookes	Talbot Sunbeam Lotus	9	9	—	9	—	27
2	Mike Arnold	Talbot Sunbeam	—	—	9	—	—	9
3	Bernard Banning	Talbot Sunbeam	—	—	—	—	9	9
Class 6 (Group 3/4 up to 2000cc)								
1	Malcolm Wilson	Ford Escort RS	4	—	4	9	9	26
2	Pentti Airikkala	Ford Escort RS	9	—	6	6	—	21
3	Per Eklund	Toyota Celica	2	9	—	2	—	13
Class 7 (Groups 3/4 over 2000cc)								
1	Jimmy McRae	Opel Ascona 400	9	9	6	6	6	36
2	Tony Pond	Vauxhall Chevette HSR	—	—	9	9	9	27
3	Malcolm Patrick	Opel Ascona 400	6	—	—	4	3	13

SCORING SYSTEM
Overall: *15-10-8-7-6-5-4-3-2-1.* ***Classes:*** *9-6-4-3-2-1.*



IAN CATHCART

★ ★

Born: June 29, 1953.
Lives: Enniskillen, Northern Ireland.
Results: 6th on Scottish; 7th on Mintex; 9th on Welsh. **Drives:** Ford Escort RS.

After some time competing in his home events over the Irish tarmac, Cathcart decided to switch to British forestry events for this season. His first forest rally was actually the Castrol National last year but, despite this, he has taken regular top ten results, adapting to the forest very well.

On the Mintex, after watching much of the opposition fall by the wayside, Cathcart admitted to a psychological problem: he was convinced that he only had to survive to take a good place. A slow time on a longish test soon taught him that the pace throughout the Open championship would be very hot, and both Malcolm Wilson and Russell Brookes swept by to demote the quiet Ulsterman to a seventh place finish.

A roll on the Circuit meant his hopes of a good result on the tar were blown, and it was on the Welsh that he again showed potential, despite brake problems which made driving particularly difficult. On the Scottish, however, with the car back on-song, Cathcart set some impressive times and was on a par with Malcolm Patrick's Opel Ascona 400. Eventually, he beat the man who was favourite to take the Castrol/AUTOSPORT championship by one place.

Cathcart runs his team without a major sponsor, and so has to plan his programme carefully. It would certainly have been easier to continue 'at home', but his determination to join the forest racers has shown how much potential is there. Other competitors from the other side of the Irish Sea should follow his example.

Rothmans ROTHMANS/RAC Open Rally Championship 1981

Rothmans ROTHMANS/RAC Open Rally Championship 1981



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Tony Pond trying hard on the Manx Rally, clipping corners — and fractions of a second — on his way to victory, and the manufacturer's championship for Vauxhall.

Team progress

Opel, unmatched for consistency, grab driver's crown — Vauxhall the manufacturer's Champions — GM score three victories — Escort wins two — Talbot and Toyota's single effort — absent friends.

The 1980 season, with Rothmans backing the Manx as a foretaste of this year's full Championship, — was a vintage year from a manufacturers viewpoint. At the end of the season we lost Saab, the Manx-rally winning Triumph Team, and the works Talbot effort with Toivonen . . . an effort that matured into that historic defeat for Ford on the 1980 RAC. The prospects for this year didn't look so good, but with the Escort well and truly obsolete and Finn Pentti Airikkala unable to accept anything less than winning, we should have known it would be another interesting year. Here we look at how the big-money teams fared individually. . .

Dealer Team Vauxhall

Marque Champion, Pond second in driver's series

DTV were the pre-season favourites outside the Rothmans Finn, for Pentti Airikkala had won the title before. The Vauxhall was known to be only second quickest to a TR on tarmac, albeit a TR only in Pond's hands. Now the Shepreth-based team had Pond and their 250bhp development of Chevette, the 1980-introduced HSR 2300. How could they fail?

Easily in an unpredictable sport like rallying. In the first two events their point tally was . . . Nothing!

What happened? The Chevette switched over to Michelins for 1981 and the wrong choice (if there was a right one, which was dubious) saw the Chevette literally stranded on the Mintex ice over Otterburn. Pond continued and showed his stage time potential, but they were officially eliminated early on. So that run turned into an extended testing session, rather than a points gathering exercise, as it should have been. DTV would almost certainly have had second overall on this event.

Circuit of Ireland looked a natural for the extended wheel arch HSR. A new car (KFL 305W) was built for the event, and tested with a winning run over West Cork's tarmac. McRae had won for Vauxhall in 1980 after that epic confrontation with Vatanen, so this should be straightforward.

Not so. Pond led after the Northern loop by 50s. As they ran down South, on the 19th of 61 scheduled stages, Pond had double trouble transmission failure, the propshaft punching a hole in the gearbox casing. Again, because of other troubles on the stage they emerged, delayed, but apparently in contention, to be officially eliminated at the Killarney overnight halt.

Desperation began to creep into the team talk: "what do we have to do to finish a rally?" was the cry. Salvation lay round the corner.

On the Welsh a good hard fight with Ari Vatanen, triple 1981 World Championship round winner, provided second, just 17s behind.

In Scotland it all came right. From the second stage to the end, despite some minor excursions, Pond simply thrashed allcomers in the expected manner.

It was W.B. "Billy" Blydenstein's first outing with the rally team in place of the departed Gerry Johnstone, and the final outing scheduled for FER 688W with DTV. Pond took fastest time on 21 of 39 stages (for which there were only 68 starters and 45 finishers, showing the event's tougher-than-tough reputation is probably now undeserved?), but in the Championship for drivers it was a bit late to start a pursuit of McRae and Airikkala.

Still, Tony did his best. KFL 305W came to the Manx with the benefit of extensive test sessions at MIRA and the knowledge that Pond had won the event twice before, both occasions with the benefit of a 3½-litre Triumph TR8.

Former Talbot/Chrysler Competitions man Wynne Mitchell was back with Pond (they worked together on the similar 2.2 Talbot Sunbeam Lotus concept in 1979), yet Pond started the Manx with a potentially disastrous 100mph spin.

Pond's winning performance thereafter speaks for itself and the conscientiously developed Vauxhall: 21 of 35 stages went his fastest way, while McRae and 1980 World Champion Rohrl (Porsche 911SC) could manage but seven best times apiece.

DTV had shown what could have been, and came back with the manufacturers title to add to two wins and a second place. What a shame about that traumatic start to the season!

Dealer Opel Team

Champion driver, McRae. Second in manufacturer's series

Anders Kullang had shown what was possible on the 1980 RAC, but the preview of the streamlined, non-John Handley DOT could first be seen on the 1980 Manx. The results of German preparation, British-supervised maintenance, and a Scot paired with a Lancashireman in the cockpit was an incredible consistency.

Not once did the 240bhp plus (it was uprated during the season) Ascona 400 fail to finish.

Not once did McRae have a serious accident.

Not once did they finish lower than third!

Yet they did not win the manufacturers' title, just the driver's series.

Jimmy McRae's mount was constantly developed during the year with the cross reference of Malcolm Patrick's also initially German factory specification Ascona 400 as a useful comparison.

It is all too easy to dismiss McRae's achievements by saying he only won one event, but it is true to say that McRae and Opel succeeeded where Ford dared not even tread! How so? The Opel Ascona is a Cortina-sized car, *big* for the lanes of Ireland at 110mph and a thought unwieldy (as Jimmy proved once) to get the whole length cleanly through forest gateways.

In detail Jimmy started the year with an unexpected second on the Mintex. Unexpected because the bar-room wizards will tell you for hours how Jim's no good at night. As for the snow and ice that constituted much of the route, forget the British-based drivers!

McRae later felt that his performance over the non-snowy forest stages of the Mintex was completely overlooked. He looked forward to the year with a sigh of relief, having initially been a bit disappointed with the Opel in pre-season testing with an old example.

Now McRae knew he had a real chance and the Ascona flew on the Circuit of Ireland. Pond was quicker over the preliminary loop, but McRae knew there were literally hundreds of stage miles to go in this, the longest and toughest Rothmans event. When Pond's gearbox went, on the second day, and not even truly into the Southern battlefields, that was that. McRae now moved past first-round winner Airikkala's points score, for Pentti failed to finish.

On the third round, the West Park Welsh, the battle was at its height. The Asconas (Malcolm Patrick emerged to fight for Rothmans points as well as Castrol/AUTOSPORT for the first time) had 260bhp motors. Over 200 battling stage miles, McRae's luck was worst. He lost a late Epynt lead with a puncture to finish third, only 1m 17s covering the first three home.

Scottish? Ah, that was the one McRae really wanted to win for the home crowd. He led after the first stage, but had to give best to Pond's Chevette for the rest of the event, finishing just 1m 12s behind, knowing that he had virtually assured himself of the title. Airikkala was back in fifth (later amended to fourth, after Toyota's time control dispute), teammate Wilson also beating the Finn. Adding to DOT's pleasure was an eighth overall for Patrick, who had failed to finish the Welsh on some very well worn halfshafts.

So DOT came to the last round Manx in quietly confident mood. Their confidence was not misplaced. Once again it was the Finn who made mistakes and — after just three stages — Pentti was off! Jimmy McRae could go and fight with Tony Pond to his heart's content. He didn't win, scoring another second. Yet he and the Opel had done enough to show ▶

Malcolm Patrick's Opel Ascona attracts attention from the local Yorkshire constabulary during the Mintex — later in the year it attracted attention from some rivals, as Patrick showed a considerable turn of speed in the special stages.



Team progress

continued

that anyone pre-judging big motor cars and canny Scotsmen needs to take a closer look before writing them off!

Rothmans Rally Team

Third in manufacturer's series (Ford). Airikkala third in series.

David Sutton Cars are the force behind old style Ford Escorts these days, and have been for more years than David probably cares to remember. The Acton base once again resounded to the oaths of a tiny workforce taking on the World, as well as our home International series, with considerably more success than you would ever credit to a car that ceased its factory life *two seasons* ago. With three World Championship round wins to their credit at the time of writing, and every chance of adding at least another before the year is out, Sutton could be forgiven for snorting derisively at anyone who told him the 265bhp Terry Hoyle-assembled BDAs, and the car that surrounds them, were obsolete.

Yet the British season was a bad one. And the Escort did look obsolete against the GM opposition on home ground.

It was Malcolm Wilson's big chance to show British talent deserves a reward — and British series team leader Pentti Airikkala's chance to regain the 1979 Champion's status he enjoyed with Vauxhall. Phil Short was Pentti's regular partner — Risto Virtanen for the Manx.

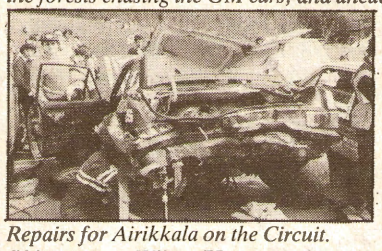
Underneath them, Pirelli radial tyres. A cover the live rear axle Escort had never been developed for (they were nurtured on crossply Dunlops). To light their way ahead, Carello, both unusual choices in Britain.

On the Mintex, it looked as though David Sutton had got his Rothmans sums right. Using Ari's 1980 Acropolis winner, the left hand drive UYY 256S, Airikkala shrugged off the wintery conditions and slaughtered the opposition, crediting the Pirellis with their due praise. Malcolm Wilson finished a cautious sixth.

Onto the second round Circuit of Ireland and it was obvious Pirelli had Irish tarmac wrongly assessed. Pentti lasted 15 stages, finally officially retiring with electrical mayhem, some stages after backing the car into the scenery in fifth gear. Wilson/Harryman never looked competitive on the Pirellis and retired after 40 stages. The axle had failed on STW 201R: which, despite its plate, was a rebuilt 'new' Escort for 1981.



Per Eklund's Toyota is serviced during the Scottish Rally, when it showed its potential in the forests chasing the GM cars, and ahead of the Fords.



Repairs for Airikkala on the Circuit.

For Rothmans things looked better with Vatanen's close Welsh win over Pond (in his 1980 car, EUW 938V, fitted with fuel injection) but Airikkala could only muster fourth with Wilson 1m 13s behind and fifth.

At this stage the Escort's Championship chances, but not the car's mechanical reliability, began to slip. On the Scottish Airikkala was beaten by the Brit, an almost unremarked result as the GM machines pounded to victory with Malcolm third and Airikkala fifth, later moved to fourth by the Toyota's loss of third position. Pentti had lost three minutes in being returned to the road after an accident, and Wilson (on the same spot with more patriotic spectator support) a minute.

On the Manx Pentti literally blew any chances the team had of regaining that title on a 5-ton bridge with the injected ex-Vatanen machine. Finns would not be great competitors, if they did not give their all! Wilson had a marvellous run to third overall, but the pace was such that the gap between the Pirelli-shod Ford and the Michelin-mounted Opels and Vauxhalls was over 10 minutes.

Airikkala's Escort at peace during a short break in the Welsh rally. In the background is one of the specially converted Transit vans used to service the rally car.



Andrews Heat for Hire Talbot Sunbeam

Fourth in manufacturers (Talbot), series fifth in driver series for Brookes.

At the beginning of the season it looked as though we might get Henri Toivonen, or possibly even the treat of Guy Frequelin on tarmac for Talbot. When Russell Brookes' Audi plans turned sour and the World Championship placed too heavy a burden on the gallant Coventry team to make any home appearances (it's really a miracle they're in rallying at all), Brookes and Talbot became a reality once more.

A deal that was apparently very satisfactory to both parties saw Brookes as owner of EVC 666T with a view to using the Little Brothers-maintained, ex-works, Sunbeam on just the Mintex and the Circuit. Then the Audi deal fell through and they were together for the year.

On the Mintex a trip off the road spoiled a run composed of some good front-running times. They (Mike Broad co-drove cheerfully throughout, with one notable exception) finished fifth.

The Circuit was the exception for Mike because they had a painful off (captured by UMP filming) which demoted them to third. Yet they had scored the second highest number of quickest stage times, 13 to the 25 of McRae.

Brookes led the Welsh on the latest Dunlop M&S: yes, the unrated combination was leading Vatanen *et al.* After 20 of 34 stages an oil pipe union sheared on the Talbot and that was that.

On the Scottish, the Andrews Heat machine was perched up a bank and lost 13 minutes. It still finished ninth on the road, eighth after the Toyota decision was rescinded.

The Manx saw Russell out after a mere four stages when the engine ran its bearings following an earlier fright when the throttle jammed open. Not a good year, but Brookes hopes "the RAC will be a lifesaver again!"

Next season the Talbot will again be eligible for front running honours at lower cost than its rivals . . . a point to be remembered by some privateers?

Team Toyota GB

Fifth in manufacturers' series

Toyota will probably not thank AUTOSPORT for even reminding them that they competed in the Open Championship this year! Frankly it was a disaster, but one should not write the Toyota Celica off because of that . . . Do not forget it was Waldegaard versus Kullang for the opening leg of the 1980 RAC, and it was this car we saw in 1981 Rothmans events.

People always seem to describe the Celica as "ungainly," or this "big car for the lanes," yet its dimensions are not immodest compared with the Champion's Ascona.

The line up for 1981 was Per Eklund, Pirelli tyres and British preparation of an originally German-built car (which changed registration during the year). This scheme including a David Wilde engine and Toyota GB in-house preparation headed by ex-David Sutton employee David Ewles.

Co-driver varied, owing to Ragnar Spjuth's Portuguese accident with Per. Frank Main appeared on three rounds, Spjuth on the Manx, and Hans Sylvan for the Mintex.

Eklund's Mintex mastery of snowy conditions was counteracted by a last minute misfire, a consequent speeding offence dropping him from an official third to 11th when the Stewards imposed a 10m penalty.

On the Circuit, Pirelli was not the tyre to have, but with Klebers on the rear, the Toyota finally took three quickest times and sixth overall. The Welsh was a retirement job (propshaft after other troubles, 10 stages completed), while the Scottish controversy about a time control booking-in saw them placed fourth at the time. Toyota were later dropped out of that place by the confirmation of a 14 minute road penalty. Thus Airikkala moved up to fourth.

On the Manx a lubrication failure stopped the engine with just six stages to go. It had been that sort of year for the luckless international team . . . ■

Per Eklund entertains Malcolm Wilson and Russell Brookes . . .



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DUCKHAMS

1981 Rothmans RAC Open Rally Championship



JOHN MIDGLEY: 1st CLASS 2

PER EKLUND: 3rd CLASS 6



pecial congratulations to the overall 1981 Championship
nners – the D.O.T. team of Jimmy McRae and Ian Grindrod.

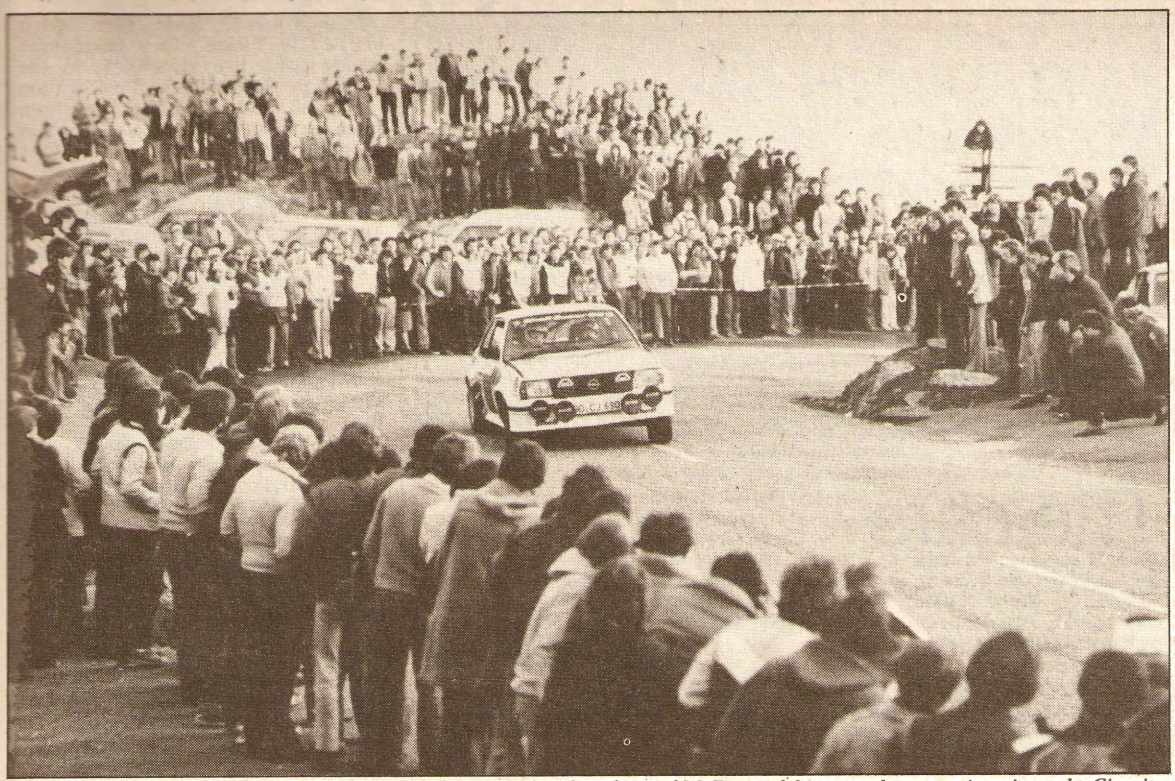
ongratulations also to the Group 1 overall winners –
ke Stuart and Frank Rowlands, and to all class winners.

Rothmans


ROTHMANS



Jimmy McRae, Opel Ascona 400: 1981 Rothmans RAC British Open Rally Champion



The famous Sunday Run during the Circuit of Ireland. The fans loved it, and McRae took his second consecutive win on the Circuit.

From little acorns . . .

The winning team, the people's team. MARK WHEELER takes a look underneath the skin of Dealer Opel Team, and finds a host of characters led by the new champion, Jimmy McRae.

Dealer Opel Team in Britain, providers and backers of the Opel Ascona 400 from Russelsheim that brought Jimmy McRae the 1981 Rothmans title, have certainly had a varied career. Founded in 1974 as the brainchild and property of Tony Fall — now the Opel competition manager in all but title in Germany — DOT was originally based at Tong Park in Tony's native Yorkshire.

Then, and this was 1974, it was primarily a saloon car racing team. Their first event was a wet Group 1 RAC Championship opening round at Mallory Park. Their driver for the season in the six cylinder Commodore was Peter Hanson. The season was composed of some stiff battles against the lighter Ford Capri (Tom Walkinshaw) and the amazing Tony Lanfranchi (3-litre BMW).

In rallying they used both Rosemary Smith and Russell Brookes, but the rally programmes didn't really make much impression until Pond started battering Asconas and Kadetts around Britain for the team (1974-75), scoring the highest non-Ford finish on the 1975 RAC (Fourth).

Saloon car racing continued to be important to the team through 1975 (John Handley, later team owner) and 1976, when they took over Noel Edmonds from his Ford forays. Most successful was Handley, who showed that his talent had probably been wasted with all those years in Minis.

Who can forget Vatanen's DOT-blessed outing in the remains of an Opel Ascona on the 1975 Scottish? The part played by Swedes Bror Danielsson and Anders Kullang in Opel's success (or even Walter Röhrl, though the future World Champion was better known at Opel for his Acropolis win)? Or the Brian Culceth era (1978/79) when 'Little Magic' pulverised Group 1 with a Kadett GT/E thoroughness that has never been emulated by the whizziest of youngsters.

Last year Kullang drove an Ascona 400 for the team throughout the British Championship (missing the Circuit), but it was not a happy year. Then Tony Fall and the German operation took a larger part on the Manx and then the RAC, which Kullang led until the Lake District punctures.

This reflected the most important internal change that had occurred at DOT. This was the 1977 departure of Fall for his German job (Manager of the Sports Relations Department, officially). Tony Fall Automotive, the trading company that made DOT a reality at Tong Park, was acquired by John Handley through his company, Roller Chain Holdings.

This arrangement lasted until late 1980, when the Broadspeed side of John Handley's business interests ceased trading. Dealer Opel Team was left to fend for itself on its dealer levy (per car sold) and any back-door GM support.

One would assume that the merging of Vauxhall-Opel marketing arrangements in the UK would have ensured both teams were reasonably flush in funds for 1981, but this has not been the case. DOT only exists through the fierce determination of a number of individuals to not only survive, but also to win with a properly sorted team.

Who are these people?

Perhaps the enigma is the best known personality. Everybody knows **Tony Fall,** the apparently easy going works Mini driver from the sixties. Or do they? Name another British *driver,* and one who earned some fine outright victories in a team full of talent, who has gone so effectively into management. Co-drivers in management are the more obvious choice (John Davenport, Stuart Turner) but Fall's shrewd eye is often overlooked.

The creation of the Opel Ascona 400 was Tony's baby. To fight that through at management level inside GM could not have been an easy task. Homologation specials, especially at a difficult time in the motor industry, are not popular additions to the line. Difficult to sell and hard to service, that's the price a manufacturer often has to pay for selling the basis of his competition cars.

So, Tony Fall has been a crucial influence at every level within DOT. The owner in Britain who turned manager in Germany, but stepped in to make sure his former baby was not going to tear itself apart in the dissension that followed Handley's 1980 business misfortunes. Now who manages things in Britain?

As with DTV, the responsibility is effectively split. If you are talking about in-field management of the traditional co-driving kind, then the answer must be **Robin Turvey.**

Now 51 years of age Robin has handled DOT service arrangements on events since that 1974 beginning. To call Robin experienced would be an insult! He started, as a driver, in 1957 when the Morris 1000 was hot stuff.

By 1963 he was at Rootes as a works ▶

James "Jimmy" McRae

This year's Rothmans-RAC Open Rally Champion is one of the most popular, as well as the most consistent, drivers in Britain today. As far from the image of a dour Scot as it is possible to get, Jimmy's broad grin was to be seen illuminating the finish of all five Championship rounds this year — and he was never lower than third!

McRae is quick to pay tribute to the Russelsheim-prepared and British DOT-tended Ascona 400, but his second win on Ireland's tarmac, a third successive second on the Manx, plus a second apiece on the Scottish and Mintex, and third on the Welsh, tell the true story. Here is a versatile and talented driver who deserves breaks beyond these shores.

A year ago Jimmy had been scrapped at Dealer Team Vauxhall, after driving various types of Vauxhall from 1975 (SMT) and for DTV by 1976. Ironically he went in favour of Tony Pond, undoubtedly the fastest thing on wheels in British rallying. Yet neither Pond nor DTV could get their act together to match the McRae/Opel partnership's consistency. Between them they showed that success in Britain is now spelt GM, not FORD.



The picture that says it all . . . McRae and Grindrod celebrate at the end of the season.

McRae was born in Lanarkshire 38 years ago. He learned the plumbing and heating business the hard way with stints at night school and eight years with a Glasgow firm of surveyors and estimators. He set up in his own right in Lanark, buying into the Alan Wallace concern in 1973. Today he lives in a self-designed bungalow outside Lanark with wife Margaret and three sons.

That business acquisition caused a temporary hiatus in a sporting career that had been about motorcycle scrambling, not cars. Yet in 1973 he found time to spectate and was back in motor sport the following year, driving a Ford Cortina Lotus to 11th in his first outing.

In a variety of motor cars he swiftly caught the attention of those that mattered. It was his own efforts with David Porter at SMT that got him into a Vauxhall Magnum for the 1975 Scottish (17th overall, second in class when the axle broke), which performance he followed up by beating both 'works' DTV drivers on the Lindisfarne!

The rest, including being twice runner-up to the Castrol/AUTOSPORT title, and an ever-improving Championship placing in the Open series (ninth: 1978; fifth: 1979; third: 1980) is history . . . Perhaps a history that DTV should have noted before making their 1981 driver choice?

For Jimmy the break with Vauxhall worked out as a valuable career boost. He had something to prove in 1981 (having started rallying at over 30, there always had been a point to make) and he succeeded brilliantly. Now the hottest property in British rallying, he can also reflect on a 1981 that included a second on Haspengouw, a fifth in Ypres and the Irish Tarmac title.

And the fates still owe him a decent RAC.

From little acorns . . .

continued

co-driver for Tiny Lewis, having co-driven for Geoff Mabbs on the 1962 RAC. Robin's first Monte was the 1965 edition, alongside Andrew Cowan in the brutal Sunbeam Tiger. It was alongside Peter Harper on the 1966 Tulip that Robin enjoyed his first taste of top level international victory, co-driving Peter Harper's Tiger.

Robin left the Rootes team in 1967 and co-drove for a number of international names, including a second on the Acropolis in 1972 with Rauno Aaltonen in the Fiat Abarth Spyder version of 124.

Although he was to be seen co-driving with Fall on the 1974 TAP Portuguese event, Robin points out astutely that it was in running service plans for Lancia (1968-70) during their winning RAC years that he felt was the more relevant experience for today's tasks.

A surveyor with the CEGB, Robin has an unmistakeable West Country burr that is aided by living at Highbridge in Somerset. Turvey's quiet good humour is important, for it marks an important ingredient in this team. These are the "nice guys", in the plot. Some teams get to the top on aggro. Treating their drivers aggressively, pitting them against each other, and encouraging internal rivalries and politics within the team in the belief that overall performance will be benefited. Sometimes this is not intentional and the atmoshere within a team just is sour.



John Horton chats with McRae.

DOT are just lucky in that their top people are not of the aggro school — besides the money side is frequently so shaky that merely keeping the act going becomes a co-operative effort!

Now 31 years of age there couldn't be a greater contrast than between Turvey's soft accent and the man who ensures service works on the move . . . **Ian Grindrod.** Tony Pond told us two years ago "that guy is just the best there is. Really loyal and *very* under-rated."

Ian's laconic Lancashire humour — he is an engineer by calling and lives in Blackburn — is typified by his easy adaptation this year to sitting alongside Pond (Datsun) or during Jimmy's winning streak in the Rothmans series. He simply refers to the two drivers as "Maniac 1," and "Maniac 2!"

Grindrod — pronounced Grind Rod when the two Maniacs are discussing his imaginary deficiencies — began rallying in 1969. He was associated with Cyril Bolton's Mini efforts in most people's minds, and freely acknowledged how much help Cyril was in ensuring he got to the attention of Abingdon. Yet Ian actually started his rally career with an assortment of hooligans who tipped their cars on the roof 18 times during Ian's first two years of competition!

Grindrod's first works ride was alongside John Haugland for the Norwegian's 1977 RAC sortie in a TR7 V8. He has also co-driven Simo Lampinen, John Buffum and Alan Carter, the latter throughout the 1980 Open series in a Toyota.

Ian's first alliance with Pond came in 1979 when he read the notes for Tony on the Manx, which they led until the oil pump failed depressingly close to home. The alliance with McRae began only this year but seems, to the outsider at least, to be a natural partnership that could last.

Another man with a co-driving background, but really remembered as "Mr Dunlop" before his arrival at DOT in 1979 is **John R. Horton.** John's brief was essentially to ensure that the dealers and press were happy, which was a very tough order indeed until this season. That he mastered an essentially foreign task (he had been a solicitor's clerk and a managing clerk at Leeds Permanent before joining Dunlop in 1973), showed Horton's basic adapability.

John now acts as the liaison point for all DOT activity in this country, for no other office is manned currently. His enthusiasm also ensured that Jimmy did the Irish Tarmac series, and that we heard so much about Malcolm Patrick's 1981 Castrol/AUTOSPORT efforts. Both activities outside his original brief.

John's sheer enthusiasm for the sport can be judged by the list of unlikely characters he has co-driven for:– Ivor Clark ("before he was famous"); Rupert Saunders ("crashed in Mull!"); Steve Fellowes ("Mixed Crew Award"). More seriously, Russell Brookes, Tony Drummond; John Taylor, Jimmy McRae (SMT days and more frequently in Ireland); Billy Coleman; Dessie McCartney and, last year on Ulster and Cork, Sean Campbell, have all been drivers guided by Horton.



McRae's speed over forest roads surprised many — on the Welsh he led with only a couple of stages to go, but a puncture dropped him to third place.

The cars

The 400 contained the basic ingredients needed to win. An oversize engine (2.4 litres) with the classic Cosworth solution to conventionally aspirated power, four valves per cylinder and double overhead camshafts in its aluminium cylinder head. Road cars had Bosch fuel injection and were completed in 1979 in a 400 strong run (thus the name), but the competition cars have stuck to carburettors for simplicity and weight reasons in the main.

The rest of the 400 is just as important. To win these days you need the five speed gearbox, four wheel disc brakes and bases for sophisticated live axle locations systems that have been provided on the road car. Of course, the rally car just takes those principles and adds roughly 100bhp (around 120bhp this year, for they now have some 260bhp) plus all the internal and external hardware that is part and parcel of a purpose built World Championship car in the eighties. Even if it is an almost "old-fashioned" one with its front engine (non-turbo) and rear drive, in a large saloon.

Next year things will look different, but underneath the Manta 400 will stick to the principles established in the Ascona. Thus the 2.4 motor will continue, but a great deal more plastic will be featured, much on the lines of a Group 5 racer. Opel plan to meet the sub-1000kg rally weight from a debut presently planned as the Circuit of Ireland.

Demonstration run. The Opel Ascona 400 on the opening test of the Circuit of Ireland.



John is just 33, it says here, and is married to Elaine. They have three children and live somewhere in the Midlands. Horton keeps that location fairly well hidden while working from some premises of Steve Thompson's in nearby Walsall.

Mechanical artistry by . . .

Though the car is essentially prepared in Germany, there is nobody connected with the team in any role who has any illusions about the significant part played on the mechanical side by **David Whitehead** (24) and **Tim Ashton,** who is the same age.

A bachelor, David joined the team straight from school when it was at Tong Park. He is a graduate in the Institute of Motor Industry and has his City & Guilds qualifications. Today he also runs his own preparation business in addition to his DOT work, not far from his Guiseley home.

The other face most often found in the team's infamous Chevy van is that of Ashton, who plays the role of part time event mechanic to David's Chief mechanic title. Tim is married, also lives in Yorkshire and has City & Guilds as an auto technician. He joined Tong Park a year after Whitehead (1976), but had already worked for "Desperate" Dan Grewer.

Tim Ashton also has a garage business, but in partnership with his father-in-law. Ashton prepares Geoff Birkett's Ascona 400 for the road rally series sponsored by that other weekly sporting publication.



Tony Fall — Opel boss in Germany.

Committee and friends

The Dealer Opel Team management committee is composed of some very interesting characters who really played a strong role in getting the team sorted.

Chairman is John Nixey, an exception to the rule being a general manager with a dealership (Lee Byron, Leicester) rather than a Dealer Principal. John has been chairman since 1976 and has a motor sporting background in rallying and autocross. Presently he is chairman also of Charnwood MC and lives in Bulwell, Nottingham, with wife Jackie and two daughters.

Committee secretary is former international racer Steve Thompson. The treasurer is Peter Swire from Poulton Le Fylde, a champion autotester in his own right. The Liaison Committee also includes names like Crawford Harkness; Melvyn Hodgson (of Boleyn Cattini who "are always helping DOT out," in John Horton's apt words); Alex Jackson, known for his driving as well as AGJ Motors; Bill Cleland, an ex-scrutineer who has proved to be one of the key DOT stalwarts. In the South there is single seater enthusiast Simon Fry and ex-Chrysler Competition employee David Harris.

Not a committee to have any illusions about the sport . . . ■

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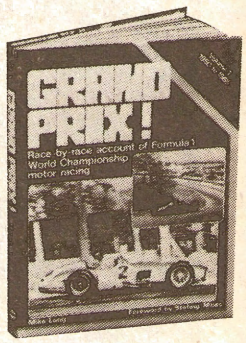

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Walter Rohrl's Porsche 911SC jumping on the Manx International. The early leader retired on the last stage with a broken drive-shaft.

The adventurers

PETER FOUBISTER looks at some of the privateers who have shown the professionals the way to go on more than one occasion this year.

Full-time factory-supported teams can only make up a small part of any rally entry and, on more than one occasion this year, the professionally paid drivers have found themselves behind some of the quicker private teams. Obviously Russell Brookes has been the privateer most likely to threaten, but there have been fine performances from some other regular contenders, including Malcolm Patrick and Ian Cathcart.

Further interest to the season has come from a number of other International drivers, perhaps only starting one or two events, but still playing an important role, and adding to the true international flavour which is a part of the British Open circus.

The most famous visitor, the current World Champion **Walter Rohrl,** whose Porsche 911SC appeared on the final rally, the Rothmans Manx International led during the early stages. The importance of attracting respected World Championship competitors to our evnts cannot be overestimated — this was the first time this year that many British drivers had competed directly against Rohrl, and it allows the efforts of some of our 'home grown' talent to be put into perspective.

The current American champion, **John Buffum** (Triumph TR7V8), turned out on a couple of events, while on the Manx Rally Belgian champion 'Didi' (Fiat 131 Abarth) was also an interesting addition to the hectic chase around the island's difficult roads. **Sarel van der Merwe** from South Africa made the trip for the Circuit to drive an Escort.

Additionally there were a considerable number of British teams who, despite financial problems, contested at least one round of the series, often their own local event. The Irish turned up in force for the Circuit (the event is also a round of the Irish Tarmac championship) and many proved remarkably quick, with Ger Buckley's Vauxhall Chevette finishing second overall. Steve Bannister took fourth on the Mintex, and Drew Gallacher sixth on the Scottish, both in Escorts.

Of all the British drivers running restricted UK programmes, there was none more popular than the past master of the British rallying scene, **Roger Clark**. Teamed up with the Widnes-based MCD Services organisation, Clark appeared on only two events during the championship, delighted to be back with a good old Ford Escort RS.

His first event of the year was the West Park Welsh International, but unfortunately MCD had a disastrous outing, all three cars retiring. Things were little better on the Scottish a month later, when boss Geoff Fielding destroyed his car on a Perthshire mountainside.

It was in the final championship round on the Isle of Man that they achieved the success denied earlier in the calendar. To the absolute delight of the fans, Roger took a fine fifth place in the red Escort.

But back to those drivers who elected to concentrate on the country's premier series and take on the works teams.

The effort involved in contesting events all over the country, sometimes up to five days long and involving a great many people, is one that can easily keep a professional team fully occupied. To mount a private attack, which needs all the organisation and planning without the back-up, demands determination, and considerable financial resources.

Russell Brookes started this season assured of financial backing from Andrews Heat for Hire (his longtime backers) but little else. Eventually, he purchased outright the car he has used this season, and further support arrived before the Circuit at Easter from Pace Petroleum.

Sadly, it has been another season which has promised a great deal, but produced very little. Never one to be dispirited, Brookes (who has lost absolutely none of his pace, incidentally) will tackle each new obstacle with spirit.

An 'off' on the opening event, followed by a bigger one at Easter, still saw him third in the series, approaching the Welsh International. Halfway through that rally, with a respectable (if not enormous) margin between him and the works teams, the Midlander must have thought life was worth it again. Sadly, an oil pipe fracture relegated him to the role of spectator as he saw the fight for superiority continue to the finish in Cardiff. A disastrous Scottish continued the trend but on the Manx, with a new big-valve head fitted to the Lotus engine for the first time in the year, the spirits were again revived — only to fall drastically when the unit over-revved on one of the fast yumps, and had to be switched off.

Malcolm Patrick also encountered some mechanical problems early in the Rothmans Open Championship. The favourite for the National Castrol/AUTOSPORT series, Patrick used his own Opel Ascona 400 on three events, and 'acquired' an ex-works Vauxhall Chevette HSR for the final rally in September.

As last year, the extremely rapid Birmingham dentist has shown considerable pace on several occasions and he must have been very pleased with third place midway through the ice-ridden Mintex rally — his hopes turning to despair when a limited slip differential problem instantly demoted him to the end of the top ten. The Welsh was his next outing, and again he was in the top ten. Another mechanical problem (this time a driveshaft broke after 700 miles of special stages — there was a supply problem!) put him out.

It was a remarkable sequence because, in the national series, few serious troubles had been encountered. The supply problem was cured on the Scottish a few weeks later, when mechanic Alan Clegg flew back from the Acropolis to Glasgow with some new shafts in his hand luggage! From then on the car ran well, with a motor producing the same power as McRae's German-prepared machine.

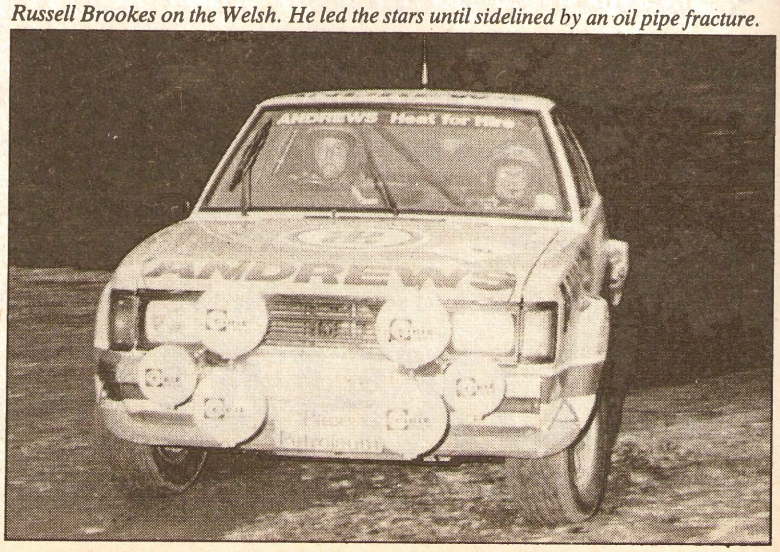
His final effort in September surprised a number of people, because he arrived with the ex-Pond development Chevette HSR, preferring to keep his Ascona safely out of harm's way for the continued fight for the National title. Fifth during the final day's competition, he lost a place when the exhaust manifold parted company with the motor, and finished just behind Roger Clark.

Ian Cathcart was the final regular contender during the championship, travelling across the Irish Sea to tackle forestry events rather than stay with the high-speed tarmac rallies of Ireland. Surprisingly (and to his credit) his best drives came over the unknown forest roads in Wales and Scotland, while his only appearance on home ground was marred by an early roll. ■

No championship would be complete without Roger Clark; here on the Manx.



Russell Brookes on the Welsh. He led the stars until sidelined by an oil pipe fracture.



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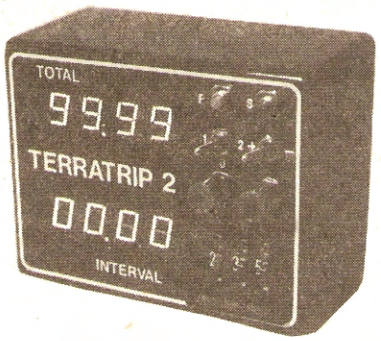

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Other side of the coin

Stuart dominates Group 1 — Wiggins wins with an Astra — Classes go to Midgley's Toyota Corolla and Jarvis's Talbot Sunbeam — Review: PETER FOUBISTER

With the headlines always dominated by news of the front runners and the International drivers setting the pace, it would be extremely easy to consider that the world of Open Championship rallying is confined to cars producing at least 260bhp, and capable of speeds in excess of 120mph. It is not.

Certainly there are a great many high performance motor cars making up the entry lists, but also included are a large proportion of cars prepared to Group 1 and engine capacity classes. Over the five events, in England, Ireland, Wales, Scotland and the Isle of Man, the competition has been hectic here as well. At the end of the season, there were perhaps few surprises, with all the favourites winning, and it is unfortunate that more teams are not prepared to enter the International scene.

Following a dramatic five-way battle seen in the Group 1 category in 1980, the challenge appeared a little weak as the drivers gathered in Newcastle for the start of the first round, with only **Mike Stuart** (the National Group 1 king) and Irishman **Austin McHale** expected to produce fireworks.

It may have appeared peaceful at the start but, as the weary teams approached the finish in York the next day, there was one name on everyone's lips — that of McHale. The Irishman finished third overall, after a dramatic drive over the icy conditions to finish ahead of many more powerful cars. It was the closest a Group 1 car had come to winning a major British event in many years.

In contrast (and surprisingly), rival Stuart had started in a tired state, and soon learned some valuable lessons about international rallying. Compared with a one-day event, considerably greater stamina is required to give 100% behind the wheel through two nights of driving.

And so he finished firmly in second place in the class, his Quicks/Bank America Escort ahead of John Thompson's similar vehicle. Graham Evans took third, but then decided to concentrate on the National scene, while John Midgley started a very consistent year which would not only give his Toyota Corolla victory in the Group 1 class for 1301-1600cc cars, but also a surprisingly high place in Group 1 overall.

The Group 1 scene looked set to continue along these lines, when the cars reached Killarney at the end of the longest leg of the Circuit of Ireland. McHale was ahead of Ken McInstry's Escort (despite an early roll), with Stuart making up time after a troubled start.

The only real threat to the Ford domination in the category for the season was expected to come from Neil Calvert's Opel Ascona 2000, which had a troubled debut on the opening event. A roll on the famous Sunday Run ended his hopes in Ireland, but when he did the same thing in Wales a month later at least he managed to finish the event.

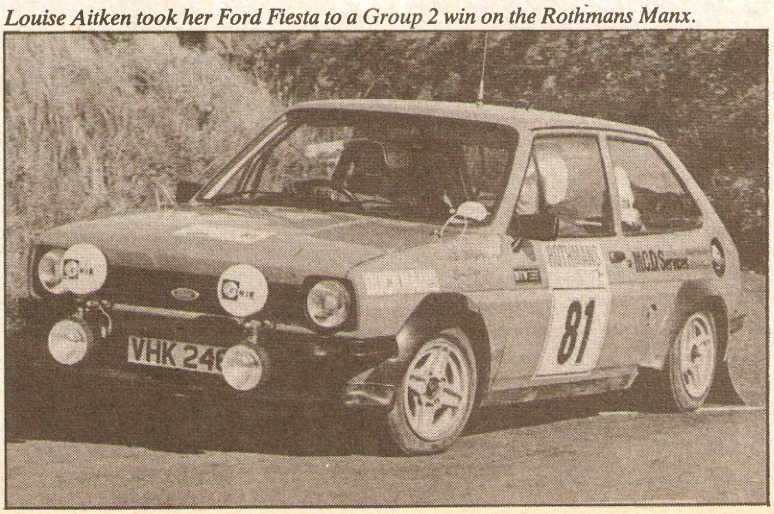
The drama was saved for the final night of the event in Donegal when McHale decided to chase Per Eklund's Toyota Celica for sixth place, and eventually chucked it at the scenery so hard that it put him out of the rally and in the market for a new shell. Stuart could not believe his luck, coming through to win the class on his first visit to the Circuit. He never looked back.

First in class on the Welsh, as McHale struggled around the mountains with an unsuitable 'tarmac' differential (although still picking up second place points), Stuart was back to the old force which has impressed for the last couple of years, ordered and professional, and finishing in the top ten regularly. It is an important gauge, the final position, giving an indication of just how some of the young men measure up against some of the more established names in powerful Group 4 cars.

Once into that rhythm he was too experienced to lose it all on the Scottish in June, recording another win (again finishing in the top ten) while the Irishman's challenge failed. An early engine problem was followed by a failed starter motor, and then by a driver error while trying to match the leader's pace.

With the car stuck in Ae Forest in the middle of the night, with no starter motor, McHale and co-driver John McGee lost their last chance of taking the Open Group 1 award home to Dublin. John Thompson was second at Aviemore (although he would go off at 'Airikkala Corner' on the final day), with Scottish Group 1 pace setter Doug Riach proving that an Opel can work by keeping second place — even if he was some 18mins behind the new champion.

Louise Aitken took her Ford Fiesta to a Group 2 win on the Rothmans Manx.



Stuart's win was enough to ensure that his points tally could not be beaten, and so he departed from the scene for the final round on the Isle of Man leaving the challengers to fight among themselves. In fact he missed what could have been the best challenge all year, because last year's Group 1 champion, Simon Everett, returned to the fray for the first time in 1981.

Everett, now a part of the Belgian Group 1 scene, set the pace over the first stages although he still did not make the times expected, and put his Escort onto its roof soon after, handing a class win to McHale. Martin Freestone's Escort held the lead for a short time, while McHale sorted mechanical problems and became accustomed to pace notes (it was his first event on them).

Honour, then, was saved for McHale, a man who started the season relatively unknown even in his own country, but who soon brought himself to the attention of the championship followers with his displays of raw, aggressive driving. For Stuart, he completed another successful year of British rallying at the top of his chosen category, adding the International Group 1 title to the National one that he took last season, and learning many lessons in the process. This was a fine reminder to all aspiring teams that it is best to stick to a project which can be undertaken properly and correctly, rather than aim high and be forced to abandon ambitious Group 4 plans when the money runs out.

The Group 1 competition was not merely confined to the out-and-out race between Ford Escorts in the over-1600cc category, however, for additionally there were capacity classes for up to 1300cc and 1600cc vehicles. 'Two men emerged as expected in these classes — **Brian Wiggins** driving a 1300 Vauxhall Astra, and **John Midgley** in a 1600 Toyota Corolla. Midgley's consistent driving eventually gave him a class win, and also put him third behind Stuart and McHale in the overall Group 1 championship table.

The 32-year-old Skipton-based driver did not lack pace, either, because he regularly put the car into the top 20, taking class wins on all three events which used forestry going. He had actually won the series before venturing to the final round, where he finished second in class, and although quite a number of bigger powered Escorts finished ahead no one could catch him for his overall Group 1 place.

Again, like the overall G1 champion, Midgley put together a professional act which achieved its objectives, and gained him further experience of rallying at this level. He showed what can be achieved by a little bit of *forward planning*. Behind him, John Parsons brought his Talbot Avenger home second in class, having followed the leaders on both the Mintex and the Scottish events.

The smallest Group 1 class actually produced one of the most interesting cars to arrive on the scene; the Vauxhall Astra, which made its debut when it arrived in Belfast for the start of the longest, hardest event in the series. The driver was Wiggins (the 1300cc class winner of 1980 in a Vauxhall Chevette), still being pushed onwards by the powers that be at Vauxhall.

The car actually settled down but Wiggins knew he had a points deficit to make up. On the opening round all the serious contenders had already opened their championship accounts. The Escorts of Rod Crabtree and Steve Easton were the pace setters in February, while at Easter, Wiggins found himself returning to Belfast chased by another championship rival, Ian Harrison in a Talbot Avenger. ▶

The Classes



Brian Wiggins took the 1300cc championship class with his Vauxhall Astra.

Other side of the coin

continued

Once back into the forests, however, Wiggins took command of the class, chased both in Wales and Scotland by rivals Harrison and Crabtree — the Avenger driver second in May but giving way to Crabtree's Escort Sport north of the border. Neither man could catch wonderful Wiggins, however, as he took the class in September, with Ray Holland's Ford Fiesta adding flavour by taking second place to complete the front-wheel-drive domination. Ian Harrison retired.

While the Group 1 contenders have three classes, Group 2 has only one division (at 1600cc) and that seemed to concentrate the action. In the smaller category, there were five different winners for the five rounds and the category was in dispute until the final day of the Manx Trophy Rally. Eventually, **Gordon Jarvis** took the series in his Talbot Sunbeam — and that was how he had started the season seven months earlier, with a win (and 14th place overall) on the Mintex. Chasing him here was the Lada of Geoff Warkup which finished second, but sadly the only other time he came into the reckoning was during the early stages of the Scottish Rally. Trevor Fleming took the class on the Circuit but, with few championship contenders in attendance, the positions altered little.

The arrival of Joe Way's Sunbeam on only its second outing upset the cart a bit on the Welsh Rally, with a good drive to 15th overall despite considerable mechanical troubles. Peter Fear, a regular class winner in clubmans championships, ventured into the arena while Nicky Porter's Colt Lancer (supported by Oakley Garages) was third at the start of his run for the championship.

He repeated the position in Scotland, but it was Jarvis who collected the most points with second in class behind Stewart Robertson's Sunbeam, to give himself a small lead going to the final round. Joining the fray at the finish for the first time was **Louise Aitken** in the MCD Services Fiesta (in Wales the Ford-built motor let go), but she finished fourth in the category after someone turned the lights out during the night sections.

Things were very different on that last round, however. While co-driver Ellen Morgan lost the use of the map reading light for some time, the couple were well on their way to a class win, an overall Group 2 win, and 14th overall. Gordon Jarvis, who had eliminated himself from the rally early on with a high-speed roll, was forced to watch the final sections of the championship being decided in front of him: If Porter took the class, he would win.

It was not to be, however, for Aitken won the class, while the other top Fiestas (driven by Dessie McCartney and Chris Atkinson) broke up.

In the other 1600cc class, **Russell Brookes** took an unopposed win, **Malcolm Wilson** beat team-mate Airikkala in the under 2000cc Group 4 category, and **Jimmy McRae** dismissed the opposition in the over 2000cc category. ▶

Austin McHale was the only real opponent for Mike Stuart in the group 1 category.



Just when you thought....



John Daker, pictured on the Epynt ranges last year finds out how not to land after the famous Deers Leap, with all four wheels about to go skywards....







....Back to ground level, and both crew members are soon safely out of the car. Sequence by Tony Large.







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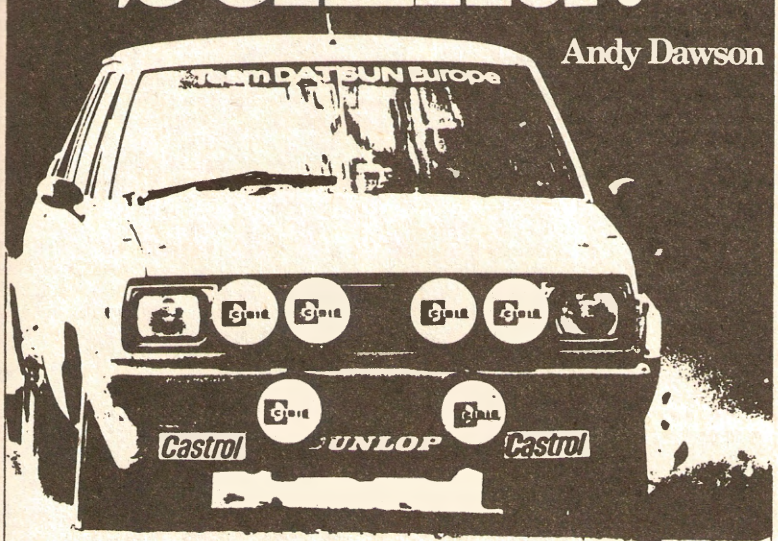

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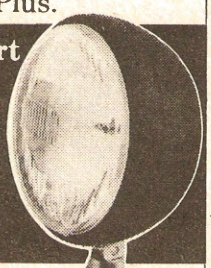

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VG94 Atlas, set	£10.50
Bonnet pins, set	£4.95

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Webers on ohc inc. O-rings and plates	£28.50
Weber 40 DCOE	£66.00
Weber 45 DCOE	£70.00
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O-rings and plates 40s, 45s, 48s, set	£4.00
O-rings, 8	£2.50
Thick O-rings	£.50
RS2000 distributor	£23.25
TC distributor	£35.53
Oil cooler kits	£43.50
Sandwich plates	£6.41
Oil cooler hose, per ft	50p
Dry sump hose, braided, per ft	£1.35
Kenlowe fan	£34.95
Britax 3-point harness	18.50
Luke 3-point harness	£26.50
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Autolec Switch std	£5.40
Bendix fuel pump	£22.00

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CD8 rear springs, each	£22.95
CD8 bush set	£13.25
CD6 rear spring, each	£22.95
CD6 bush set	£10.50
Short U-bolts, 4	£8.85
Med U-bolts, 4	£8.85
Long U-bolts, 4	£8.85
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Lowering block kit	£8.50
Atlas spring saddle, pair	£5.50

ANTI-TRAMP BAR KIT

Complete	£32.25
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Axle bracket, each	£1.00
Bar, each	£6.50
Bush set	£7.80

TURRET KIT

Std and Mk I, pair	£16.00
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Axle bracket, side fixing, each	£2.00
Axle brkt, top fixing, each	£2.00

4-LINK KIT

Complete	£130.00
Body box, each	£12.75
Axle brackets, each	£6.00
Link rods, each	£10.00
Rod bushes, each	95p
Rose-joint dust boot, etc	£14.00

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Tower	£18.50
Rod	£12.50
Axle bracket	£2.00
Rod bush	95p
Rose joint, dust boot, etc	£14.00
Salisbury LSD end plate	£40.00

ENGLISH AXLE CONVERSION KIT

Allow you to use Atlas half-shafts in an English axle	£157.00
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145lb green and white + 1", each	£10.50
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170lb rod, std, each	£10.50
190lb minus 1", each	£10.50
190lb std, each	£10.50
190lb plus 1", ech	£10.50

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Standard, each	£49.95
Lowered rack mount, each	£58.35
Gp 4 work spec, each	£71.50
RS2000 engine brackets, pair	£25.00
BDA engine brackets, pair	£25.00
Spare X-member bushes, pair	£5.26
X-member bolts, pair	£1.00

TRACK CONTROL ARMS

TCA std, pair	£19.95
TCAs fitted HP bushes	£29.75
TCA bush set	£3.95

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2.5 long stem, each	£57.00
2.5 short stem, each	£57.00
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Group 4 joint	£9.50

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Clamp, each	£2.00
Rubber, each	75p
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Rocket to English	£55.00
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AIR BOX/FILTER

TC RS1600, Mex. RS2000, RS1800 and most side draughts, each	£15.80

RS2000 CAMSHAFTS

MBR 1, each	£55.00
MBR 2, each	£55.00
Vernier adjustable cam timing wheel	£23.50
Cam belt, each	£5.00
Spray bar, each	£2.90
Cam followers, set	£20.00

EX. MANIFOLDS

Mexico 1600 GT 1300	£23.95
RS2000	£39.95
S/pipe	£5.00
Fly-off handbrake kit	£11.00
Hydraulic h/brake kit	£20.00

RADIATORS, OUTRIGHT

RS200 Mk I, T/C	£52.00
Mk I Mex, RS1600	£48.00
RS2000 Mk II	£52.00
BDA Gp 4 mutli-core	£90.00
RS2000 Gp 1 multi-core	£90.00

SUMPGUARD

Escort Dural	£28.00
Chevette, Mini Dural	£28.00
Fiesta Dural	£29.00
Fiesta tank/c	£27.00
Body plate kit, Mk I & II	£16.00
Atlas axle brace, Dural bar and brackets	£36.00
Wing top plates, pair	£4.25
Bulkhead gussets, pair	£4.00
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Strut brace for all std carb cars	£17.50
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Detachable Mk I & Mk II steel	£9.95
Detachable MK II Dural	£14.00
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Spotlight stabilisers, pair	£3.75
Crash helmet loops, pair	£3.75
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Single wheels, each	£8.50
Double wheels, each	£10.75
Battery tray, each	£12.95
Battery box, each	£15.50

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Mk I, each	£22.95
Mk II, each	£22.95
Firewall Mk I and II, each	£11.25
Navigators foot rest, each	£4.00
Driver's foot rest, each	£1.95
2½ KGBCF fire ext.	£18.50
Boot spring hooks, set	£3.40

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Rear std and –1" 190lb each	£10.95
Rear std and –1½" 210lb, each	£10.95
Rear std 240lb, each	£10.95
Front std and –1" 160lb, each	£10.95
Front std and –1" 195lb, each	£10.95

HIGH-RATIO RACKS

Standard length arms, each	£57.00
Long arms for use with, each GP4 X-member	£57.00
Airbox and filter, all Talbots	£15.80
Body plat kit: Avenger and Sunbeam	£16.85
Laminated screens	£27.50
Sunbeam rear brake kit	£97.50
Sunbeam U disc kit	£129.95
Heavy duty X-member	
Clubmans	£29.95
Gp 4	£42.50

RADIATORS

Most Talbots sumpguards	£44.50
¼" Dural Clubmans'	£31.95
⅜" Dural-chassis mounted	£48.00
Tanguard:	
Steel	£24.50
Lightweight Dural	£31.00

STRUT BRACE

Fixed	£12.75
Adjustable	£14.50

LAMP BRACKETS PER PAIR

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Dural detachable	£14.00
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World Cup Bilstein	£56.99
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RS2000 std top mount	£9.61

BILSTEINS, rear

Turret type	£22.53
Gp 1 race	£21.24
Gp 1 rally	£22.70
Early Escort pre-73	£25.57
Single-leaf springs, 145lb	£37.35
Single-leaf springs, 115lb	£37.35
Competition shackles, each	£1.94
Locating spacer for axle	33p
Single-leaf bush set	£10.10

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English half-shafts	£40.09
Atlas ½-shafts, narrow	£49.58
Atlas ½-shafts, long	£43.88
English LSD	£165.71
Atlas LSD	£189.88
English wheel brgs	£7.50
Atlas wheel brgs	£7.66
Brg kit, Atlas axle	£16.92
Brg kit English axle	£16.60
Atlas CWP, various	£67.92
English CWP, various	£71.57
Atlas diff flange	£12.86
English diff flange	£9.29
Atlas LSD repair kit	£35.43
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Rocket gear kit	£266.64
Std RS2 gearbox, exchange	£94.05
Quickshift kit	£17.21

COMP. GEARBOX MOUNT

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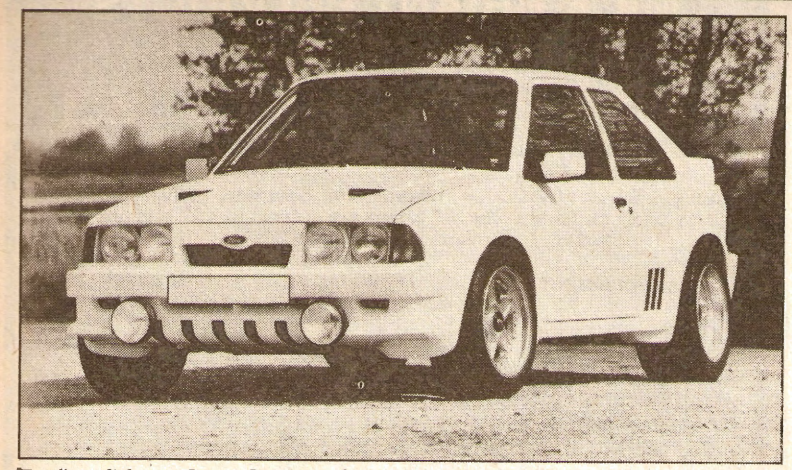
RS2000 disc	£16.59
RS200 p/plate	£27.72
Mk I Mexico disc	£17.71
Mk I Mex p/plate	£23.59
Mk I TC RS1600 disc	£25.38
Ditto, p/plate	£26.15
RS200 r/lever	£3.87
RS2000 r/brg	£8.09
Mexico TC RS1600 r/brg	£8.29
Ditto r/brg carrier	£8.43
BDA, ZF r/brg	£11.15
RS2000 alloy b/hse	62.51
BDA alloy b/hse	£114.12
Bolt set for sump	£2.00
RS2000 alloy sump	£96.34
Mk I & II std X-member	£35.17
RS2000 alloy engine brkts, pair	£24.03
Mex. BDA steel engine brkts, pair	9.05
Round engine mounts, rubber, each	£2.72
Push rod engine mounts, each	£2.98

RS2000 ENGINE PARTS

Gp 1 engine, complete	£1,183.41
Gp 1 camshaft	£87.68
GP 1 head	£171.58
Gp 1 followers, each	£4.49
Gp 1 head gasket	£27.61
Gp 1 valve inlet	£5.39
Gp 1 valve ex	£5.39
RS2000 pistons, each	£17.68
RS2000 con rods, each	£14.35
Gp 1 con rods, each	£29.95
RS2000 crankshaft	£100.57
Oil pump	£10.24
Oil pump drive	£1.83
Cam belt	£3.17
RS2000 brg set	£14.38
Mex 1650 h/gaskets	£8.25

MEX/BDA OIL PUMPS

HP screw-on filter	£18.83
HP/HC bolt on	£31.16



Ford's stylish new Group B runner, featuring a turbocharged motor up front, with rear wheel drive. It's debut should be the Scottish Rally in June.

Brave new world

PETER FOUBISTER looks ahead to the 1982 Rothmans RAC Open Rally Championship and some of the exciting changes which will hit the sport next year.

Anyone interested in the world of motorsport will be well aware of the arguments which have raged in the Grand Prix arena over the technical specifications of Formula 1 cars, both current and those of the future. Threats and counter-threats have led both the governing body and the manufacturers to the brink of war many times. Even now with the worst over the current crop of F1 cars are all regarded as completely illegal — the FISA have merely decided to turn a blind eye to the problem.

Perhaps not so apparent to the enthusiast were the (generally) peaceful discussions which have been conducted during the same period, which will affect rallying — and saloon racing — not just at the highest level, but right back to grass roots. The old vehicle regulations, including Groups 1, 2, 3, and 4 are on the way out. Instead comes the new generation of cars, prepared to Group A and Group B. The 1982 Rothmans/RAC Open Rally Championship will be the first time these exciting new cars compete in this country.

Any such radical change is bound to have its growing pains, but there is little doubt from either the official body or the manufacturers that changes had to come. The old Group 4 regulations allowed cars to evolve too easily; when another part was needed the company merely homologated the article in the appropriate number, and bolted it straight onto the existing rally car.

The new regulations were designed to get back to a basic principle. Cars in both Group A (5000 units per year) and Group B (200 units per year) should end their competition "lives" in a similar specification to that in which they started. It now looks as if that theory could continue in Group A although Group B may yet see the rules drifting back to allow the old 'homologation specials' of years past.

It is these Group B cars which will now dominate the rally world. Examples are already with us including the Renault 5 Turbo, and the sensational four-wheel-drive Audi Quattro. More are expected to follow from Ford, Fiat, Peugeot, Talbot, and BL.

The change to the brave new world will not happen overnight however, and in the 1982 season, the current Group 2 and Group 4 cars will be allowed to enter international events. Furthermore they are likely to rival the new cars in this year of transition, as the new vehicles establish themselves. Not every manufacturer will opt for the expensive new Group B class.

Other manufacturers are looking at the possibility of developing competitive Group A cars, and it is in this area that private teams remote from a factory effort could benefit. It will be possible to buy — off the shelf — a production car to rally. It should not be possible to purchase the basic car and then need to spend a lot more cash on the "essential goodies" to make it competitive.

It therefore appears that the loss of Group 1 (for years the province of the young up-and-coming driver) may not be as great as at first expected. Next year, the up-and-coming driver will have the chance to battle it out in direct competition with the older competitor. That will be of greater benefit than years of battling in a class, with no-one to use as a yardstick.

Certainly both the RAC MSA and Ford Motor Company are encouraging competitors to look closely at the possibility of switching to Group A as soon as possible. Next year the Group 1 overall winner will be dropped and a new overall Group A category established.

The RAC is well aware of the problems involved in converting a current Group 1 car to Group A specification — the precise regulations have still to be formulated. But upgrading cars into Group 2 — the only alternative available to a Group 1 driver — is only setting off down a blind alley. Group A represents the future, the sooner everyone accepts it the better.

It will not be easy in the short-term and for example Ford are not yet sure under what specification the old Escort RS2000 will be homologated. Consequently, no-one can be sure how competitive the car will be.

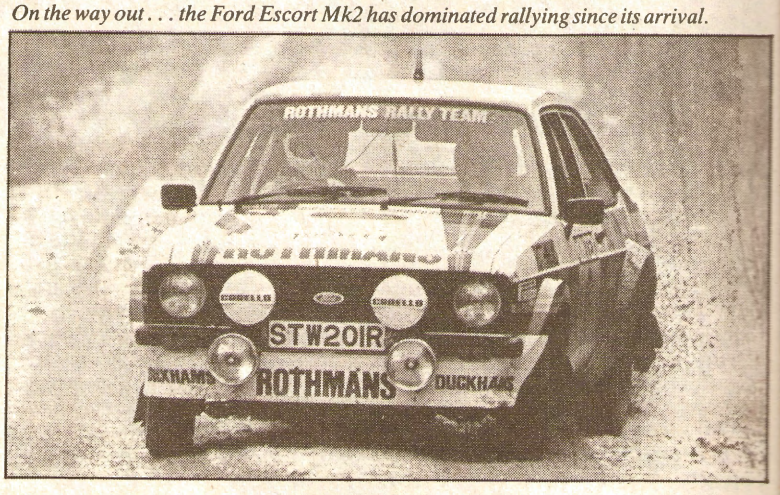
Certainly air flow to the motors is one area where the new Group A will be particularly strict, and so consequently turbocharged cars are sure to dominate the top classes. The argument can be taken further — rear-wheel-drive cars are generally more suited to rallying. While virtually all the European companies have switched to front-wheel-drive, the Japanese have not done so with the same speed.

Datsun have at the moment six different turbocharged models in production, all possible contenders for Group A. It seems unlikely that they will undertake a Group B programme in the near future, and so a concerted effort in Group A is very probable. Group N caters solely for cars running in showroom condition, and has received no support whatsoever. Most experts doubt a car in such a specification would survive a rally!

This year of transition then, is something of an adventure for all the teams. Ford are likely to appear during the season with their new Group B cars, and hope to start the Lombard Scottish Rally, the fourth round of the championship with the front-engine, rear-wheel-drive Escort 1700T. Others will formulate plans, including (hopefully) Talbot and Opel. The exciting new Manta 400 — the successor to the revolutionary Ascona 400 — is to be debuted on the Circuit of Ireland Rally, another round of the series.

For the private teams this will also be a year of change. It is likely that speeds will drop, as the early Group A cars are not expected to be as quick as the best Group 1 cars of 1981. That will change with time. Manufacturer's will homologate new cars in this area as well, and the series promises to be as entertaining, and action packed as it has been throughout 1981. It is the start of an exciting era in rallying. ■

On the way out . . . the Ford Escort Mk2 has dominated rallying since its arrival.



RAC OPEN RALLY CHAMPIONSHIP 1978-80

1978

1	Hannu Mikkola (Ford Escort RS)	60
2	Russell Brookes (Ford Escort RS)	53
3	Roger Clark (Ford Escort RS)	47
4	John Taylor (Ford Escort RS)	29
5	Pentti Airikkala (Vauxhall Chevette HS)	25
6	Graham Elsmore (Ford Escort RS)	24
Group 1		
1	Brian Culcheth (Opel Kadett)	90
2	Henri Inurietta (Ford Escort RS2000)	27
3	Terry Kaby (Triumph Dolomite)	24
4	Ivor Clark (Talbot Avenger)	17
5	David Robbins (Ford Escort RS2000)	16

1979

1	Pentti Airikkala (Vauxhall Chevette)	49
2	Russell Brookes (Ford Escort RS)	43
3	Hannu Mikkola (Ford Escort RS)	35
4	Stig Blomqvist (Saab 99 Turbo)	35
5	Jimmy McRae (Vauxhall Chevette)	24
6	Malcolm Wilson (Ford Escort RS)	21
Group 1		
1	Alan Carter (Ford Escort RS2000)	60
2	Tim Brise (Opel Kadett GTE)	48
3	John Lyons (Ford Escort RS2000)	25
4	Ivor Clark (Talbot Avenger)	23
5	Julian Raymond (Ford Escort RS2000)	16

1980

1	Ari Vatanen (Ford Escort RS)	55
2	Hannu Mikkola (Ford Escort RS)	40
3	Jimmy McRae (Vauxhall Chevette)	35
4	Tony Pond (Triumph TR7 V8)	22
5	Anders Kullang (Opel Ascona 400)	18
Group 1		
1	Simon Everett (Ford Escort RS2000)	47
2	Julian Raymond (Ford Escort RS2000)	46
3	Godfrey Jones (Ford Escort RS2000)	44
4	Martin Freestone (Ford Escort RS2000)	28
5	David Jones (Ford Escort RS2000)	25

Points

Overall championship: 1st, 15pts; 2nd, 10pts; 8, 7, 6, etc down to 1pt for tenth place.
Overall Group A championship: 1st, 15pts; 2nd, 10pts; 8, 7, 6 etc down to 1pt for tenth.
Classes: 1st, 9pts; 2nd, 6pts; 4, 3, 2, to 1pt for sixth place.
Manufacturer's championship: 1st, 15pts; 2nd, 10pts; 8, 7, 6, etc down to 1pt for tenth place.

Classes

Class 1	Group N ..... all capacities
Class 2	Group A ..... up to 1300cc
Class 3	Group A ..... 1300cc to 1600cc
Class 4	Group A ..... over 1600cc
Class 5	Group B ..... all capacities
Class 6	Group 2 (existing) ..... up to 1600cc
Class 7	Group 2 (existing) ..... 1600cc to 2000cc
Class 8	Group 4 (existing) ..... all capacities Group 2 (existing) ..... over 2000cc

For 1983, Groups 2 and 4 will be abandoned, and further classes announced for Groups A, N, and B.

1982 ROTHMANS RAC OPEN RALLY CHAMPIONSHIP

Date	Event	Organising Club	Contact address
Feb 24/25	Mintex International	De Lacy MC	De Lacy MC: Norman Pyke, 28 Woolgreaves Garth, Sandal, Wakefield
Apr 9/13	Circuit of Ireland	Ulster AC	UAC: 3 Botanic Avenue, Belfast 7, Northern Ireland
May 7/8	West Park Welsh International	South Wales AC	SWAC: Mr Thomas, 179 Carlisle Street, Splott, Cardiff
Jun 12/15	Lombard Scottish Rally	Royal Scottish AC	RSAC: 11 Blythswood Square, Glasgow G2
Sep 17/18	Rothmans Manx International	Manx Autosport	Manx AS: 60 Ballachurry Avenue, Oncahn, Isle of Man

BRIAN WIGGINS: Winner 1981 Rothmans Open Rally Championship

Group 1 up to 1300 c.c.

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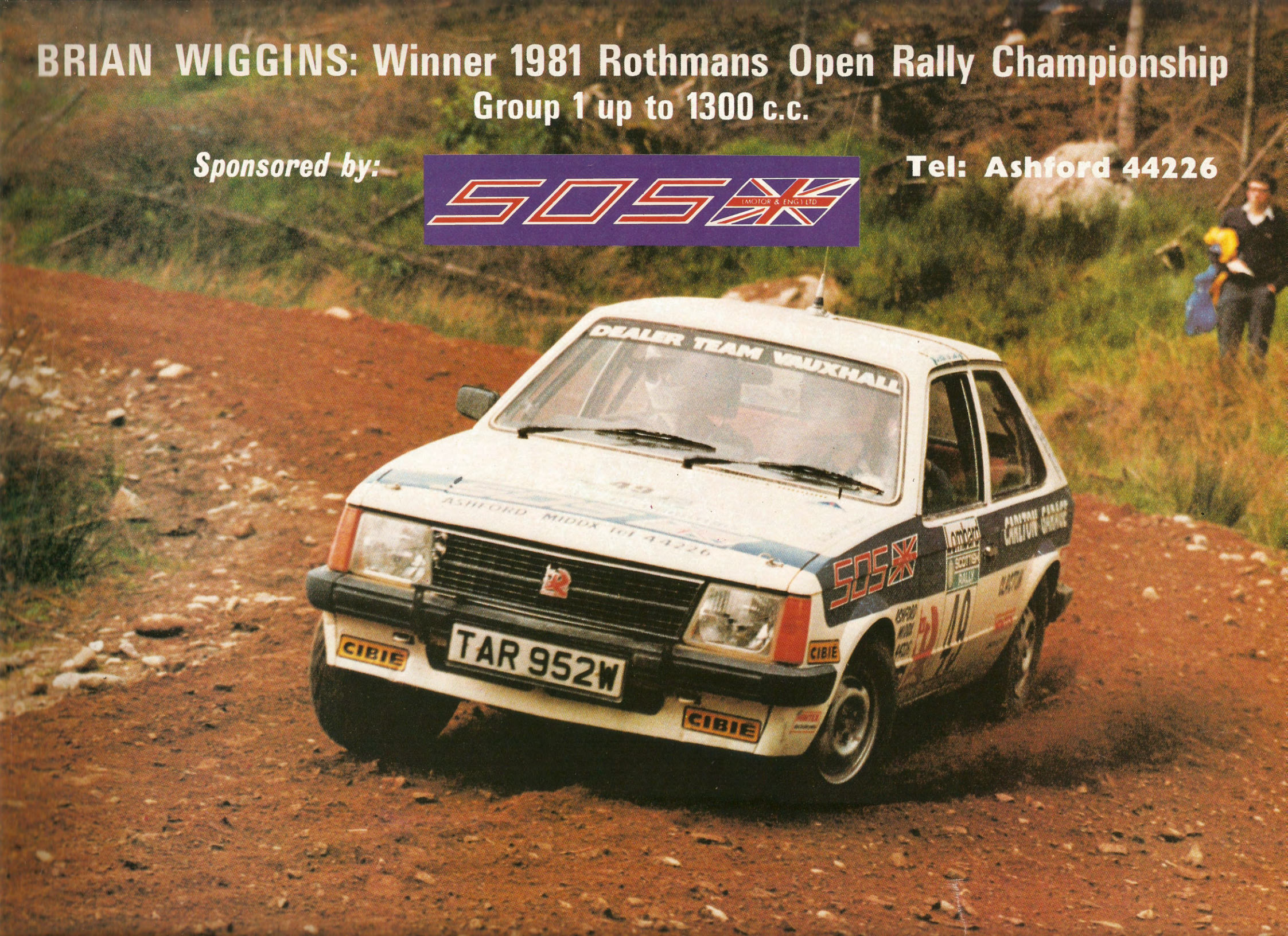



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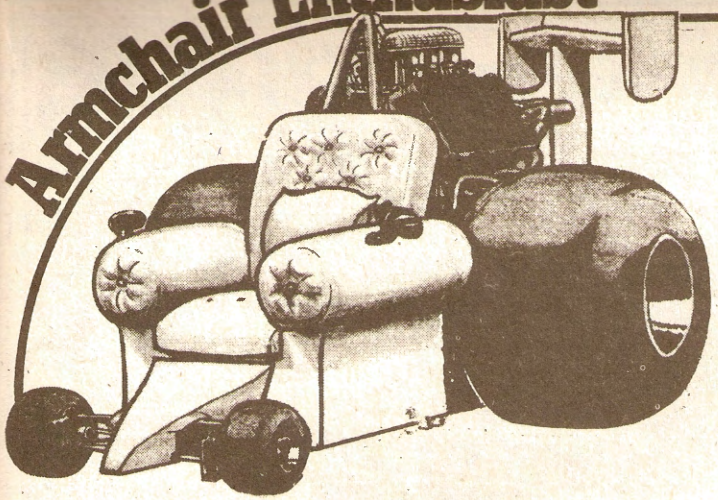
DANGER: H.M. Government Health Departments' WARNING:
THINK FIRST – MOST DOCTORS DON'T SMOKE

Armchair Enthusiast



Books



GRAND PRIX — The Cars, the Drivers, the Circuits. By David Hodges, Doug Nye & Nigel Roebuck. Published by Michael Joseph. Hardback, 224pp, £19.50.

A magnificent book, of the kind to grace any coffee table, *Grand Prix* (published on October 10) sets out to be "a celebration of Grand Prix motor racing", and succeeds entirely. The widely known experience and skill of the authors is combined with very fine original colour drawings by five artists, and with imaginative design in a very large format.

If the content is predictable, it is so because it is enhanced by an easy logic. Hodges sets the ball rolling by retelling the familiar story of the development of Grand Prix racing from the earliest days. The book, as a whole, concentrates on the last 20 years, and Hodges brings his most readable history to a close with the arrival on the scene of the Ford-Cosworth DFV and of large-scale sponsorship, two developments which moved Formula 1 into a new era. The tale is continued in the words of Nye and Roebuck which follow, and which make up the bulk of the book.

The long historical introduction is illustrated by delightful colour drawings by Jim Robins, and includes short 'pen portraits' of the great marques of the early days, namely Fiat, Peugeot, Mercedes, Duesenberg, Alfa Romeo, Bugatti, Delage, Miller, Auto Union, Maserati, Talbot and Vanwall. These are themselves illustrated by charming monochrome drawings by Jim Bamber.

Nye introduces the detail descriptions of the relatively modern cars with a short article describing the technical development of chassis, engines, tyres and so on. The modern marques with which he deals specifically are Alfa Romeo, Arrows, BRM, Brabham, Cooper, Coyote, Eagle, Ensign, Ferrari, Hesketh, Honda, Ligier, Lola, Lotus, McLaren, March, Matra, Penske, Porsche, Renault, Shadow, Surtees, Tyrrell, Vel's Parnelli, Williams and Wolf. Nye has adopted a light, concise style for his team portraits, bringing out the salient facts and isolating cars of special interest or significance. He also includes short pen portraits of the personalities behind the teams, and the specifications of certain cars, Bamber's colour illustrations are pleasing, but vary in quality; a few of them are, however, stunningly good, as are some of Neil Breeden's portraits.

Far and away the best drawings in the entire book — there are no photographs whatsoever — are the sketches which illustrated the section on the drivers, by Craig Warwick. Any publication is restricted for space and, unlike cars and circuits, drivers do not lend themselves for selection on the basis of some predetermined set of criteria. Roebuck has had to select 26 great drivers for inclusion, and his choice has necessarily been personal. The 26 are Amon, Andretti, Alberto Ascari, Brabham, Brooks, Clark, Fangio, Fittipaldi, Foyt, Gurney, Hawthorn, Graham Hill, Phil Hill, Hunt, Ickx, Jones, Lauda, Moss, Peterson, Pironi, Regazzoni, Rindt, Scheckter, Stewart, Surtees and Villeneuve. Predictably, Roebuck does not fall into the trap of producing a list of results, but effectively brings out the major achievements of each man together with an illuminating insight into his personality, in many cases not pulling any punches.

The section of the circuits is also Roebuck's, the author enlivening his short histories with personal impressions. The circuits are Buenos Aires, Interlagos, Kyalami, Long Beach, Zolder, Monaco, Jarama, Paul Ricard, Dijon, Brands Hatch, Silverstone, Hockenheim, Osterreichring, Zandvoort, Imola, Monza, Montreal, Watkins Glen and Indianapolis, and they are illustrated by interesting panoramic views by Harry Clow, some of which have been more successful than others.

With writing and production teams of this quality, there are, of course, few mistakes, and even fewer flaws of a general nature. Someone who had not grasped the true rationale of the book included a large key to international flag signals; these are not only entirely superfluous, but also tend to suggest a pot-boiler image for the book which it most emphatically does not deserve. On the same basis, the results section in the back might have been omitted, although some readers will find it useful. The appeal of the book ("a celebration of Grand Prix racing", remember) is also a little diluted by the introduction of an all-American element in each section. Coyote, Foyt and Indianapolis have nothing to do with Grand Prix racing, and giving them a place cannot be justified by the fact that Indy was a Championship race during the

▶

Minolta Caption Competition



"Next year, Frank, will you buy me two ear plugs?"
Dave Murray of Tilehurst, Reading

"Australia 111 all out, Willis 8 for 47."
P N Wills of London SW7.

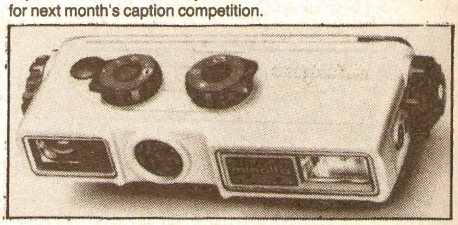
"Hear no French, see no French, speak to no Frenchmen."
Alan Muncer of Cromwell Road, Cambridge.

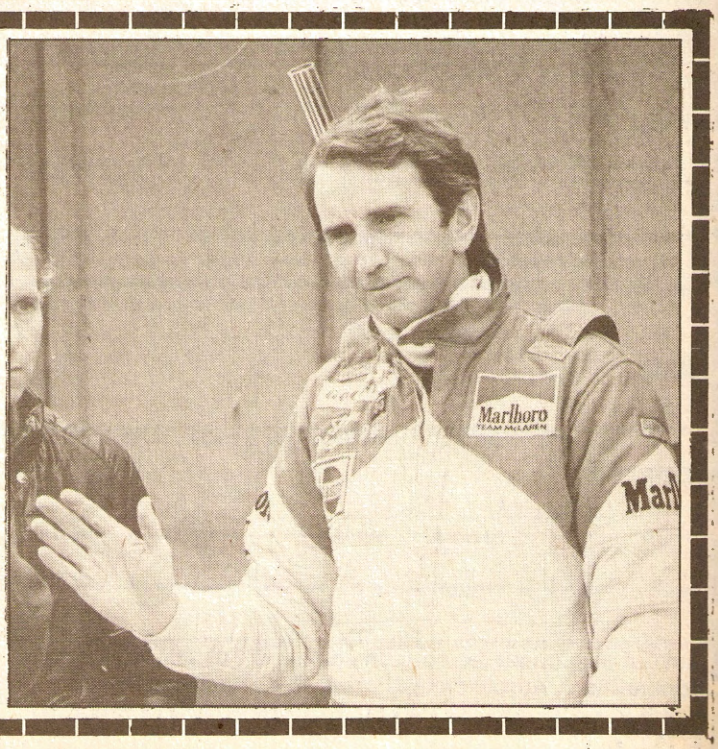
"How much was that for next year, Frank?"
Jerry Furner of Chelmsford, Essex.

"Oh no, my ear plugs have fallen inside again."
Clive Fletcher of Whittlesey, Peterborough.

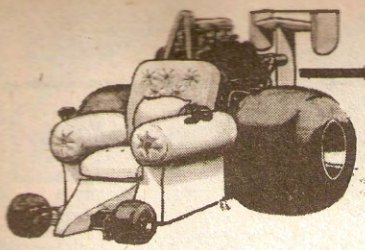
MINOLTA

Dave Murray wins a Minolta Weathermatic-A camera for his caption. Minolta have kindly offered another camera as the prize for next month's caption competition.





DETAILS OVERLEAF



continued

first decade of the FIA World series: they are here because the publishers want to sell the book in the USA.

The authors make no attempt to hide the fact that they are purists at heart (and why should they?), but their antagonistic attitude towards the modern Grand Prix 'circus' does occasionally come across, especially in the introduction, which resignedly expresses the opinion that the latest circuits "may gain personality with age", and ends with a most extraordinary statement: "Much of what has happened to Grand Prix racing in the last decade or so is distasteful to the purist, but not all of it has been to the sport's detriment. Not all of it."

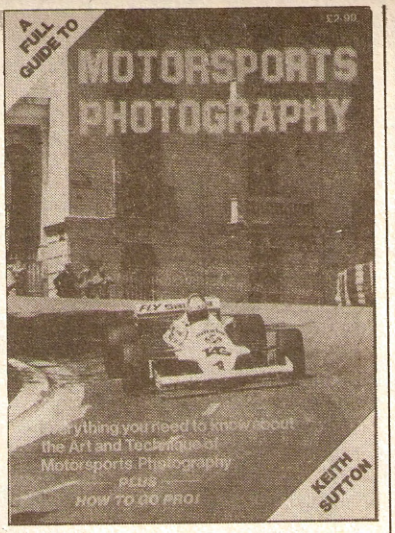
It is, however, a small criticism, for sheer enthusiasm is centrally expressed throughout the book, and it would be churlish to nit-pick about a work of such outstanding quality. Both for the writing and the artwork, the price is astonishing value, and we recommend *Grand Prix* very highly.

QDS

MOTORSPORTS PHOTOGRAPHY. By Keith Sutton. Published by Iconplan. Softback 78pp £2.99.

On the cover this book proclaims: "Everything you need to know about the Art and Technique of Motorsports Photography." Does it supply the budding amateur photographer with all the information he requires in order to take good action photographs at race meetings? There is one major factor which no book can supply, and that is experience, but in producing this guide, Keith Sutton has put together a lot of hints for the keen and enthusiastic amateur.

Nearly all the photos—and some are very good—are taken by Sutton: most specificaly



illustrate various aspects of motor racing photography, and the accompanying text explains quite well the points that he is trying to get over. However, the effort is marred by poor reproduction and layout.

It is extremely unfortunate that the potentially excellent subject matter of this book should be let down by second rate reproduction. The overall production of Motorsports Photography would appear to have suffered from a certain amount of inexperience, which, we hope, this new publishing house will overcome in future. There were a number of inconsistencies in the style of typography employed in the book, which, although not detracting from the subject, did not make it the most readable book to come into the AUTOSPORT office this year.

For the amateur, this is a very useful book, as it warns of most of the pitfalls that he will run into. If I had had this book when I started out, it would have saved me a lot of time and trouble! Keith Sutton should be complimented on his initiative in putting together this book, which is a must for any enthusiastic photographer who wants to improve his hobby.

JSB

Who, What, Where, When?

PAGE & MOY LTD





The answers to last month's Who, What, Where, When? are:

Who: Jackie Stewart. What: 3.8 E-Type Jaguar. Where: Ouston, County Durham. When: 1963.

This one really had you guessing. In fact, we did not receive *any* fully correct answers at all! The closest to the real thing was Andrew Whyte from Ettington, Warwickshire, who knew that the driver was Jackie Stewart and, of course, it wasn't that difficult to spot the type and make of car. Unfortunately, Mr Whyte thought that the picture was taken at Rufforth, but we thought we could overlook that in the interest of a £30 travel voucher from Page & Moy, the well-known motor racing tour operators.

Even so Andrew, an ex-Jaguar employee and author of several Jaguar books, ought to have known the answer . . . though he was able to give us some additional material about JYS's experiences with the car: FSN 1 (the car pictured last month) belonged to brother Jimmy Stewart, and was the original demonstrator at the family garage of R P Stewart & Son, Dunbartonshire. This car was also driven by Jimmy in the making of a Pireli promotional film, 'The Tortoise & Hare'.

For this month's competition we have found a more recent picture, but no less obscure, as far as we are concerned. We think that you should be able to recognise the helmet but it is being worn in rather unusual circumstances. Even if you do not know an awful lot about power-boating you should be able to tell us quite a lot about this particular picture. So Who, What, Where, When?

Remember, answers on postcards only please to: Who, What, Where, When? AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

Minolta Caption Competition

Write a humorous (and preferably clean!) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*.
PLEASE USE BLOCK CAPITALS.

MY CAPTION IS:

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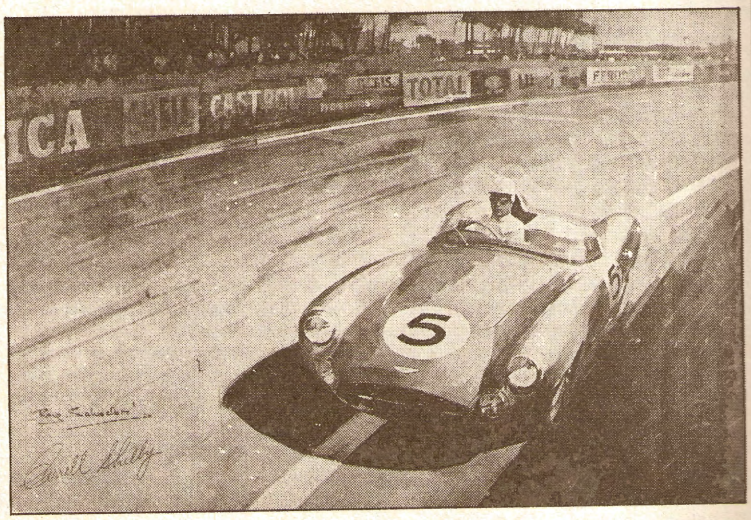
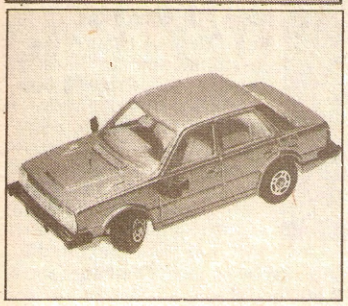
Prints



To celebrate 60 years of Aston Martin, Darrmarc Studios have issued a limited edition, full colour print of an oil painting depicting the winning Aston Martin DBR1 at Le Mans in 1959, signed by the drivers Roy Salvadori and Carroll Shelby. The edition is limited to 1000 prints numbered in order of receipt of an order, and are offered for sale at £10.50 (inc. P&P). Prints are obtainable from J. C. Bertola, Darrmac Studio Limited, 30 The Ridgeway, Westcliff-on-Sea, Essex SS0 8NT.

PJH

Models



To coincide with yesterday's launch of the Triumph Acclaim, Mettoy (manufacturers of Corgi die-cast models) also announce the launch of their 1/36 scale model of the Acclaim. The model is the first to be equipped with a wing mirror fingertip steering mechanism and is available at about £2.50.

Briefly . . .

● The first annual Lotus Show will take place at Donington Motor Museum on November 6, 7 and 8. An entry fee of £1.50 will allow entrance to the entire museum as well as the Lotus Show itself.

● The Classic Car Show will take place this year at the Brighton Metropole on October 31 and November 1 and will complete a week of motoring nostalgia, as it coincides with the annual London to Brighton run. Details can be obtained from The Exhibition Manager, Classic Car Show, IPC Exhibitions Limited, Surrey House, 1 Throwley Way, Sutton, Surrey.

● The International Custom Show will be held at Bingley Hall, Birmingham, from October 25. Advance tickets are now available at £1.45 for adults and 85p for children. All enquiries should be directed to 35 Market Street, Tamworth, Staffs.



DRIVE IT! THE COMPLETE BOOK OF BRITISH DRAG RACING.
By David Hardcastle and Peter Jones, £5.95

Drive It! covers every conceivable angle of drag racing and is described as the most complete book ever published on the European drag racing scene. With a foreword written by Dennis Priddle the book goes on to cover subjects as far ranging as drag racing terms, venues, categories, car construction, personality profiles, motor-cycles and the history of the sport.

Every drag racing enthusiast will need a copy of this anthology of their sport; John Woolfe Racing have been appointed major distributors of the book and copies can be obtained from JWR, Woolfe House, Norse Road, Bedford MK41 0LF at a price of £5.95 (inc. P&P).

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One book in the AUTOSPORT library is more tattered and well-thumbed than all the others — the first edition of the Motor Racing Directory, which Mike Kettlewell published in November, 1979. Now we have a mint copy of the long-awaited second edition, larger (by 40 pages), smarter and even better value, thanks to backing from Pace Petroleum and *The Daily Telegraph*.

The format remains basically unchanged, although some sections from the first book which would have required little revision have not been repeated. Consequently, items on the history of the Grand Prix teams, major race results, collections and museums, racing driver schools and photography have been left out, and in their place is a new section on the British motor racing media (frighten yourselves with the faces behind the names), and more detailed analyses of every category of British racing, and national racing in other countries. The Who's Who of racing drivers has also been extended — it now accounts for a third of the book — to include virtually every 1980 champion.

Perhaps of most use to those involved in the sport is the directory section at the back. Comprehensive and accurate, this includes just about every address and telephone number you could ever wish to know.

The only drawback of the first edition to those of us who used it regularly was that some of the information was frustratingly difficult to find, but Kettlewell has to some extent rectified this by the addition of an index. The contents' list remains inadequate, and this year difficult to read.

As a guide to British motor racing, the book's stature could hardly be greater. As other critics have said, it really is to motor racing what Wisden is to cricket, satisfying those who delight in obscure statistics as well as the more useful facts of racing. The national racing scene in 1980 is very well covered, with all lap records for every category from Formula 1 to Austin 7s, but, if space allows in future, the coverage could be extended still further to list all national race winners.

Kettlewell's greatest achievement, however, is in getting this second edition published at all. The first edition was well-received by both press and public, but, through lack of interest from the book trade, sales were disappointing. Hopefully the Motor Racing Directory, now that it is on a sound financial footing, can thrive in the years to come. At £7.95, the same price as last year, it is a must for every enthusiast.

Reprint of Mark Hughes's review of The Pace Motor Racing Directory in AUTOSPORT.

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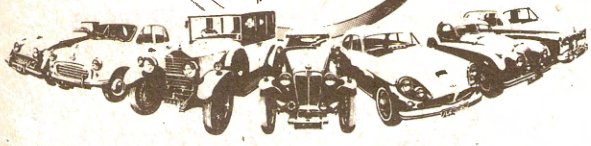
CLASSIC CAR SHOW



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Singer Owners Club
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Southern Counties Historic Vehicles Preservation Trust
Spartan Owners Club
Standard Motor Club
Sunbeam Alpine Owners Club
Sunbeam Rapier Owners Club
Sunbeam Tiger Owners Club
Trojan Owners Club
TR Drivers Club
The TR Register
Triumph Roadster Club
Triumph Sports Six Club
Triumph Mayflower Club/Triumph Razoredge Owners Club
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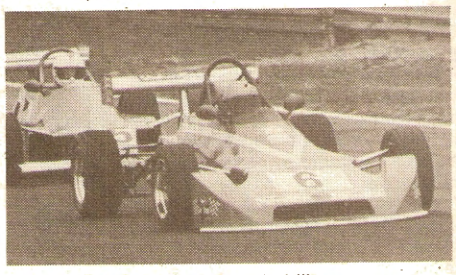

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A

Class definition a problem up North

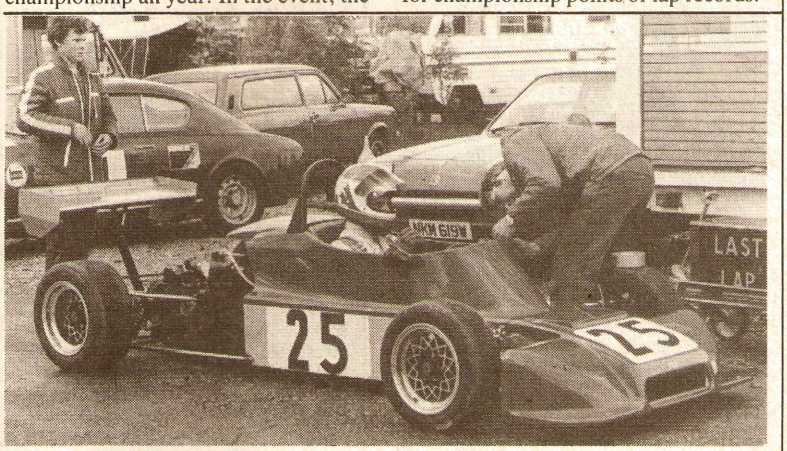
A rather disturbing trend is becoming evident in the North, as organisers are accepting certain cars as being eligible for classes in which they are obviously not. The whole problem started at Croft a couple of meetings ago on the occasion of the Battle of Britain event.

The Esprit 1500 of Roger Matthews turned up and was entered in the Special Saloon classes. Now, a saloon an Esprit is not, and neither is it a Modsports, but nearer that than a saloon. Mike McErlain asked the organisers if he had to beat the Esprit in his 1300 Skoda, and was assured that Matthews was out purely for the run. Matthews was shown to have beaten all the 1300 saloons and was credited with a new 1500cc lap record: all protests about this failed.

At the last Cadwell Park meeting the problem again occurred when George Potter entered his 7.0 Esprit Chevrolet — yes, it was classed as a saloon much to the annoyance of many of the 'proper' saloon runners who have contested the championship all year. In the event, the Esprit was eliminated in a practice accident and did not race.

Aintree last weekend again had Esprits — the AET Turbo and Potter's — entered in the Saloon classes in addition to the (nearly) relevant Modsports classes and again grumbles of discontent abounded.

No-one would wish to turn away any entries for Northern events, and if the cars are nearer in performance to the saloons then by all means run them there. But cars built specifically for the Donington GT series cannot be either Saloons or Modsports cars — the legality of centre seating positions is hazy at best even for a pure GT car but now seems to be ignored — and it is unfair to ask the 'legal' classes to compete against them in what are not, after all, GT races. The Skodas are perhaps not in the spirit of the original saloon rules but fit within the regulations, but the GT cars are eligible as GT cars only and should therefore run in a separate class or just for the outing, not for championship points or lap records.



Designer Bob Egginton tends Allan Hebb's pretty ASD at Brands.

ASD F4 debuted

Bob Egginton's Auto Systems Design concern debuted its attractive T8 F4 chassis in Sunday's Muraspec championship round at Brands Hatch with Canadian Allan Hebb at the wheel. Using the same basic spaceframe as Egginton's FF1600 model, built for an Irish customer but as yet unraced, the T8/002 is very narrow, suspension being conventional all round. Last year's FF2000 ASD, which was also driven be Hebb, tended to understeer so the designer has moved the driver cell forward by 10ins on the new car to improve weight distribution and handling. Rather than negate these criteria by shortening the wheelbase, Egginton has left the engine in its regular position, creating space between the rear cockpit bulkhead and the front of the power unit.

Hebb's company, Glassfibre Mouldings of Ashford, built the sleek bodywork which gives the ASD such a distinctive appearance. A former F3 mechanic in the days of the 1-litre formula, Allan has raced FF1600, FF2000 and saloons in the past decade. A lack of dry testing has hindered development of T8/002 to date — the car had only run once prior to Sunday's event — but early signs are that the chassis is performing well. The 1300cc Ford engine, a home-brewed unit at present, is not up to the job, "but with a few more gee-gees the car will be good", enthused its driver. "FF2000 proved to be very expensive for us last season", added Hebb "but F4 seems like fun".

Intensive testing over the winter should have the ASD fully competitive for an assault on next season's Muraspec F4 trail while an FF2000 derivative of the car, possibly for the German market, is currently on Egginton's drawing board. Versions of the T8 for three formulae are available from the Maidstone constructor who can be contacted on (0622) 41673 for full details.

Aintree acrimony

Kenny Andrews's Dunlop-AUTOSPORT 'Star of Tomorrow' title bid suffered a setback at Aintree on Saturday when the championship leader was involved in an incident at the end of qualifying at the BRSCC Northern Centre's meeting. Andrews, whose Esselte Dymo/Spicers Van Diemen-Scholar RF81 had been quickest in the session, had Terry Heaps's RF78 model spin in front of him at Bechers on the final lap; the cars collided and the championship leader completed a triple-roll off the circuit, destroying three corners and damaging the chassis of the Markian Racing-run car. Happily FF1600 chassis are very strong and Kenny emerged with nothing more than a stiff neck and severe shaking but the chances of adding to his points tally looked remote.

Enquiries in the paddock brought several offers of a car for the race, a particularly generous offer from David Mellor of the free loan of his new Crosslé 45F being turned down in favour of Tony Allinson's Van Diemen, similar to his own. This Andrews duly qualified — 0.3sec slower than his own car for the record, although his three laps should not have been officially timed — only for protests to flood in from rival teams, questioning his right to start an alternative car despite it being identical to his own.

Initially it seemed that Clark of the Course Frank Wright was prepared to allow Andrews to start from his original grid position; which brought protests flying. Later there was talk of him starting from a position 'gained' in the second car (officially untimed, remember) and finally from the back of the grid. Once it was established that he should go from the back — and the reserve drivers stood down in favour of starts in a later invitation race to make way for the series leader — the question of a 10secs penalty for Andrews was raised by a fellow competitor's manager. This Wright dismissed and rightly so in our opinion, for Andrews had qualified both cars satisfactorily and under the correct procedure. Reserves had been given the chance to start the championship race, but declined. What else was in Andrews's way?



Phil Kempe — race winner.

Championship rival Phil Kempe appeared to have the trump card on this occasion when he summoned his lawyer from a parked Rolls-Royce and briefed him over a lengthy perusal of the RAC Blue Book. Now this, dear reader, is supposed to be a sport — and a championship for novices at that! As Kempe, the most experienced 'novice' in the field, was starting from pole position and his chief rival was at the tail of the grid, Andrews's chances of repeating his Oulton Park charge (when he finished third having worked his way to the final via a qualifying race) were slim to say the least.

Don't think, by the way that the Brands Hatch Racing instructor was solely responsible for these wrangles, for Team Touraco personnel and others were unhappy with the Clerk of the Course's decision.

All their bickering was nearly in vain when Allinson, starting from pole in the Bernard Hunter FF1600 race which opened the programme, was used as a brake by Dave Hoban's Ray at Country corner, and a rear wishbone was damaged. With minutes to spare, Markian Racing's mechanics and Allinson's crew managed to change the component and Andrews was despatched to the grid. He too was involved in a first-lap incident when the car was sandwiched after a good start, and Andrews's miserable weekend ended out on the circuit with bent suspension.

All the political argy-bargy was pointless now, but a great deal of ill-feeling remained. The only bright lession to emerge from the scenes was way in which Messrs Birrell and Andrews conducted themselves while the arguments raged. "Whatever they decide, accept it with diplomacy," the manager was heard telling his driver at the time . . .

Andrews is now third in the championship, five points adrift of Mark Peters and four behind race winner Kempe.

Tony Allinson — sporting gesture.



Spectacular Willhire GTs

The highlight of Sunday's historically-flavoured meeting at Brands Hatch was undoubtedly the final round of the Willhire Historic Special GT championship which took the chill from the afternoon as the skies grew darker. Run on a damp and greasy track the event was all about the confrontation between champion John Foulston (Atlantic Computer Leasing McLaren M1B), Mike Wheatley's fabulous JP Windows/Frans of Northwood Lola T70 Mk3B and 'good old' Malcolm Clube's irrepressible Hilti McLaren M1C.

Foulston gambled on slick tyres, lost and never featured in the lead battle leaving the fast-starting Wheatley (slicks up front, wets behind) and Clube — running wets for the first time with the car in its present guise — to dispute the major honours. Indeed Malcolm had to fight his way round Richard Dodkins' indecently quick Ginetta G12 and the impressive Ray Bellm (Mu-Cron Chevron B8) before getting to terms with Wheatley but, once there, the fireworks began.

Try as Wheatley might, the red Lola could not prevent the McLaren's charge but Mike gained a brief respite when Clube's exuberance got the better of him at two-thirds distance and the dayglo car gyrated at Clearways. With the adrenalin really pumping now Malcolm tore off in pursuit again and, with a lap and a half remaining he was back by the big Lola. When no room was left for him on the pit straight a lap from home Clube held the McLaren in a terrifying 130mph powerslide (right in front of 100 of Hilti's guests, seated in the Grovewood Suite) along the grass but on the run-in to the flag he jinked right to pip Wheatley. By a unanimous decision Clube received the £50 MCD award for Driver of the Day and there could be no more popular winner. Nevertheless, as one marshal at Paddock remarked, a McLaren M1C is hardly the ideal rallycross car . . .

Hilti's head office in Liechtenstein has subsequently announced that the company will sponsor Clube in the Super Sports race at the Dubai GP meeting in December.

BARC clampdown foils Martlet weekend double

Goodwood-based Team Martlet were denied a weekend double when the vastly under-rated Jeremy Plunkett was disqualified from Sunday's Kentagon FF1600 championship counter for overtaking under yellow flags. The BARC, organisers of the meeting, have launched a major offensive in recent weeks to 'clean up' driving, particularly FF2000 and FF1600. Alfonso Toledano and Enrique Mansilla were excluded from the RAC and P&O championship qualifiers at Thruxton and Oulton Park last month for using dubious tactics and no fewer than five FF2000 competitors were disqualified at Silverstone for breaches of conduct under yellow flags. One must feel sorry for Plunkett, though, for as leader Robert Gibbs braked for Druids — on the exit of which an incident had occurred — Jeremy was committed to the outside line and emerged ahead.

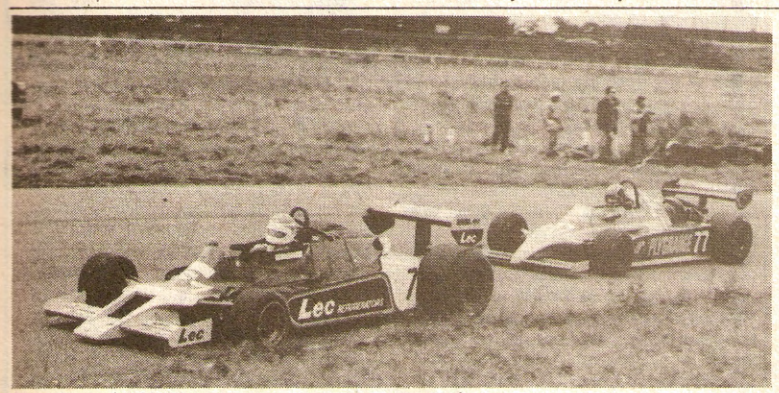
The Jerseyman, having his only outing of the season due to a serious lack of finance, knew exactly what he had done immediately but accepted the observers' decision in a diplomatic and sporting manner for which he must be admired. Many a lesser driver would throw a tantrum or launch ridiculous appeals in his defence. The former Winfield Trophy winner certainly deserves a regular drive on the strength of Sunday's performance which proved the Lester Peart-run Martlet DM4 to be thoroughly competitive. Castle Combe champion Bob Higgins rounded off his year the previous day with a win at the Wiltshire circuit.

DUNLOP Autosport STAR OF TOMORROW FF CHAMPIONSHIP

Second tankard for Chris Ringrose

AUTOSPORT's ninth 'Star of the Day' tankard of the season — awarded to the driver putting up the most meritorious performance in each Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 round — was presented at Aintree on Saturday to Chris Ringrose; the first man to win the award on two occasions. Ringrose overcame problems caused by a nasty testing accident the previous afternoon by 'burning the midnight oil' to repair the front of his Van Diemen RF80. Markian Racing boss Mark Birrell kindly offered Ringrose his workshop facilities in nearby Warrington and loaned the Faversham-based dentist parts from his newly-acquired RF80 so that he could race. Assisted by his girlfriend Jane and Formula Talbot competitor Johnny Hayes-Harlow, Ringrose fitted new master cylinders to the car overnight but found that they were a different diameter to the originals which altered the balance of the system.

This sorted, Chris made a good start in the championship race, avoiding the first corner mêlée, and diced throughout with Dougie Spencer, another competitor who has had more than his share of ill-fortune at recent rounds. The two Van Diemens scrapped fiercely, but cleanly, swapping places several times under braking for Club and at the long right-hander itself where Ringrose circumnavigated his rival on two occasions. Both men clearly enjoyed the closely matched encounter — they started on equal points prior to Aintree — after which they lie fifth and sixth in the table. The intensity of the dogfight allowed Phil Kempe to sneak clear and maintain a decisive advantage.



Jim Evans's Shadow holds off Crawford's Toleman.

In Purley's Shadow

Jim Evans and Richard Simms have acquired the ex-David Purley Shadow Formula 1 car and gave it a shakedown at Aintree recently. Results with Jim driving were fairly impressive: a 53.1s was clocked, even with the wrong gearing, a locking front brake and not enough downforce in five laps. An entry was made for the following Saturday's *Libre* race.

With the problems on the Shadow sorted, Jim raced the Plygrange Toleman F2 car with Jim Crawford at the wheel and for the first few laps a close battle ensued settled in favour of the F2 car when Crawford bumped wheels with the Shadow to take the lead back on lap 4, opening out quite a lead and setting a new outright circuit record before spinning off at Country Corner at the start of the last lap.

As Crawford failed to restart the Toleman on the button and sat waiting for a push, Evans swept past to take the flag, stating later that with some up-to-date tyres (the G50s fitted are over two years old) the Shadow should be capable of getting down to the new record of 49.6s.

The car is up for sale, however, and may go if a sensible offer is made, but Richard Simms was heard to be making noises about what a quick GT Esprit the car could be turned into. We await developments with anticipation.

Evans — F1 debut win.



Skoda stalwart rescued

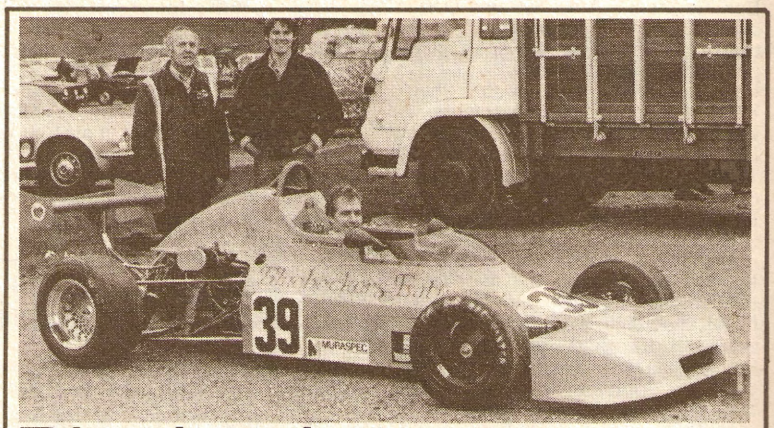
Tony Sugden has now clinched the Northern Special Saloon Championship despite being suddenly deprived of a car recently. Tony has campaigned the Price Racing Skoda for a couple of seasons now and has proved a force to be reckoned with all over the country, but has had to concentrate this year on the Northern series due to financial constraints. With the Northern Championship almost in Tony's grasp, he was informed that the car's owner had sold the car after the next to last Donington meeting, and would therefore not be available for the rest of the year.

Offers by Tony to buy the car — at a higher price — were to no avail and for the last rounds of the championship it seemed that Tony would be sidelined, giving Richard Simms a good chance of taking the title. All was not lost, however, as Tony Dickinson offered the loan of his old Skoda for two races and Tony installed his own FVC, which in turn caused all sorts of fitting and running problems at Cadwell and Aintree but the car just did sufficient to take the championship title.

Keen's famous Morgan takes Uher title

Nineteen years after it won the 2-litre GT class at Le Mans, Chris Lawrence's famous Morgan Plus 4, TOK 258, has won the Uher Hi-Fi Thoroughbred Sports car championship for its present owner Patrick Keen. By winning his class at seven of the eight championship rounds Morgan fanatic Keen, who serves with the Royal Hampshire Regiment, has defeated the Jaguars, Aston Martins, Triumphs, MGs and Healeys which the Morgan would have met in the typical marque sports car races of the 1950s and '60s — an atmosphere which the AMOC have tried so hard to recreate with their Uher series.

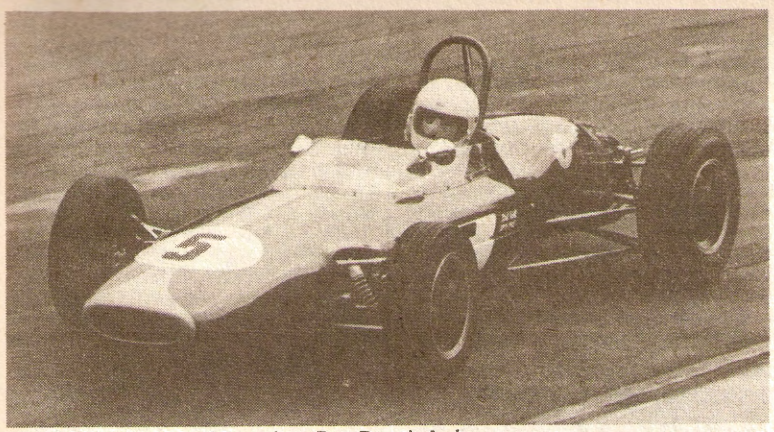
Keen's Plus 4 is completely original (it still has the heavy long-range fuel tank from the French 24-hour classic) and road-registered and currently holds lap records at Brands Hatch, Thruxton, Silverstone, Mallory Park and Donington. Patrick's other Morgans, the rapid modsports Plus 8 and the prodsports Plus 8 with which he helped take the team award at last year's Willhire 24 hours, are currently for sale.



Bluebeckers 814

Shepperton restaurateur Tony Hancock has recently taken delivery of a brand new Delta 814 chassis to replace the venerable Merlyn with which he started this year's Muraspec F4 series. Running in the eyecatching colours of Bluebeckers Eating House — good food, pleasant ambience and very reasonable prices — the Delta is prepared by Bill Morgan who ran Shuroki Sasaki's F3 Ralt earlier this season.

The car has been tested and developed at Goodwood by Gerry Witenden and is now well sorted on M&H rubber. Assisted by the rapid Australian, Tony is starting to lap very quickly which augurs well for the 1982 championship attack. Mike Koskela builds Hancock's 1300cc Ford engines and reckons he can extract more power yet to put the Bluebeckers team out front.



Peter Thomas's Lotus 22 just beat Roy Drew's Lola.

Splendid Juniors

The final round of the Monoposto Club-administrated Varley Batteries-backed Formula Junior championship took place at the BARC's interesting Brands Hatch meeting on Sunday and provided some stirring nostalgic action, much to the delight of the spectators. All but one of the 14 programmed entries arrived at the meeting — an excellent advertisement for the competitors, the category and its organisers and sponsors — with an excellent cross-section of six marques on view.

Reigning champion John Narcisi hurtled off to a second title in his well-sorted Lotus 20 (uncatchable as it has been for most of the season) but behind him some superb battles raged right down the field. Best of these was that for second place in which Roy Drew, driving Norman Hillwood's marvellous front-engined Lola Mk2, narrowly lost out to Peter Thomas's neat Lotus 22 of more modern concept.

Peter Merritt's glorious Gemini Mk2 (the first single-seater ever raced by the Jim Clark — and still in the immortal Scot's livery), the ex-Geoff Duke Gemini in the hands of Josie van Praag, Rod Tolhurst's mint Cooper-BMC T56 (ex-Tico Martini) and Brian Taylor's intriguing Merlyn Mk3A — once driven by Chris Irwin — were just four of the historically noteworthy machines. The standard of preparation of the Formula Junior machinery is very good indeed. Long may the category flourish.

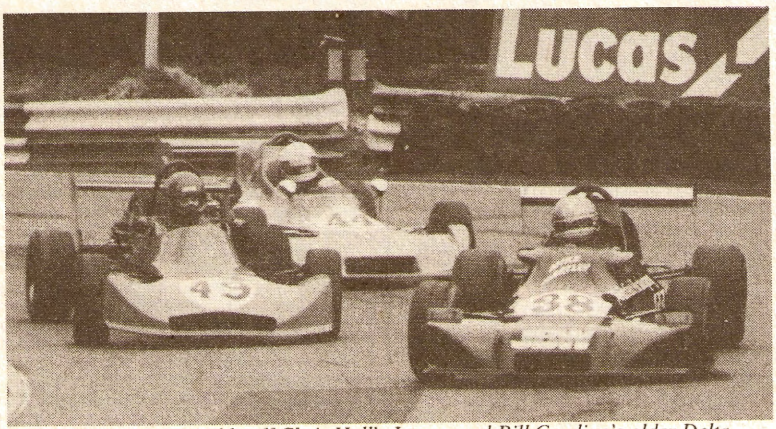
Ray Bellm: B8 and B16 for 1982

A fortnight after his fine motor racing début at Donington, the remarkable Ray Bellm took his Mu-Cron Racing International Chevron-BMW B8 to Brands Hatch on Sunday and qualified it on the second row of the grid, behind the big McLarens and Mike Wheatley's Lola T70. A superb start put the International Laboratories driver ahead of both Wilhire champion John Foulston and eventual race winner Malcolm Clube although once the V8-engined cars found their stride the little 2-litre coupé was displaced. Bellm was caught as the circuit dried by Richard Budge's ex-Andreason/Bloor B8 — powered by a cammy FVC engine — and settled for second in class at the flag. "My first wet race; all good experience", grinned the delighted newcomer afterwards.

Ray's chassis is one of the original, and very successful, Red Rose Racing/Brian Redman cars which he bought from John Heath prior to complete restoration at Andreason Racing and Tuning in Eastleigh. Bellm is currently negotiating to buy one of the gorgeous Chevron B16 models which he intends to use in Super Sports events next year.

Andreason tames the big cat

Another tremendously successful season of classic saloon racing for Roger Andreason looks likely to net the Hampshire preparation specialist both championships with his smart Jaguar 2.4. Andreason has already clinched the Pre '57 saloon car series (with six wins, a second and a third from eight starts) while he remains unbeaten on his seven appearances in the Classic saloon challenge for modified machinery. A puncture and a burst brake pipe have prevented a clean sweep for the 'coffee and cream' liveried Jaguar although its performance has prompted sometime Renault 5 and Escort Mexico driver Trevor Peckham to commission a replica from the Andreason Racing and Tuning stable.



John Brown (right) holds off Chris Hall's Jamun and Bill Cowling's older Delta.

Brown back with Delta

Motor accessory magnate John Brown had a run in Mike Hartley's ex-Ian Briggs Delta-Imp 804 at Brands Hatch on Sunday with a view to buying the chassis from the Fairfield Packaging man who has run out of funds this season. Brown, who campaigned one of the original trio of Ian Reed-designed Delta IRF4s in the mid-'70s, was impressed by the car having finished a good third in the Muraspec championship round. "I never felt near the limit today", admitted Brown "whereas it's hard work to get the old March round here quickly". David Pullen drove the 733 in question — the ex Ian Taylor/Ian Briggs/Mike Cresdee car — which will probably be retained by the John Brown Wheels team for 1982.

Briefly . . .

● At Cadwell Park on September 27, veteran MGB racer Bill Nicholson scored his 250th victory at the wheel of his faithful 1963 car, 286 FAC. This unprecedented tally — Bill has raced the same car continuously for 19 seasons — began on Easter Monday 1963. The red MG has notched up a total of 253 wins since then.

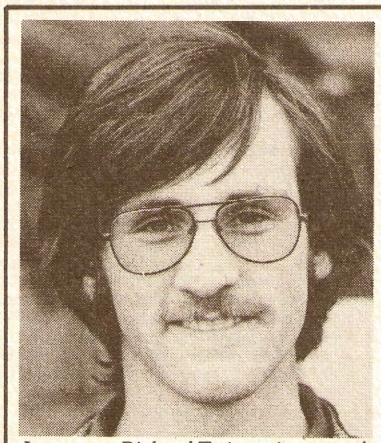
● Clive Wood's Pine City Racing organisation, renowned for its car preparation over several season, has recently acquired a new workshop telephone number. The Bournemouth racehire and management expert can now be reached on (0202) 769402.

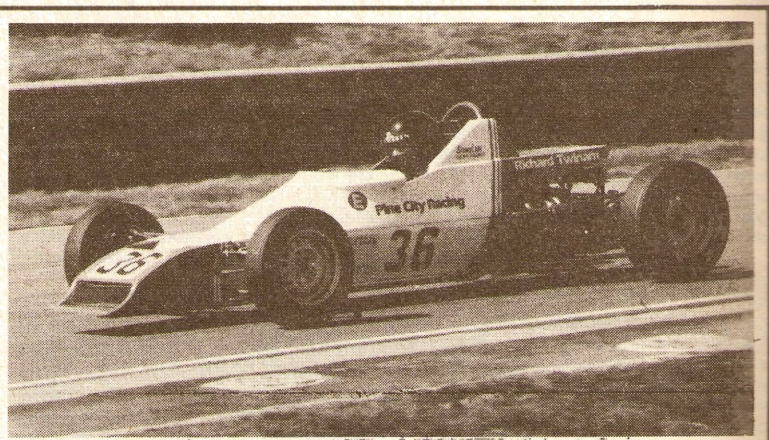
● Duns farmer Doug Niven is hanging up his helmet after this weekend's Ingliston finals meeting at which he is down to drive Jeff Wilson's brutal VW Beetle under the Border Reivers banner. Niven made his racing début at the circuit in 1969 and has consistently been the man to beat in Scottish special and super saloon events since then. Walter Robertson's nimble Skoda provides Dougal's main opposition on Sunday.

● Epsom driver Chris Hall who has campaigned the unique Jamun FFT10 chassis in FF1600 this year had his first Muraspec F4 outing at Brands Hatch on Sunday in Tony Munday's Jamun T8. Very spectacular he proved too on his first outing with slick tyres.

● Greenway Promotions are marketing a brand new all-weather clipboard to combat the vagaries of the British climate. The double-sided device, called Weatherbeater, incorporates a collapsible transparent cover which pops open at the touch of a button. In dry conditions the other side of the lightweight board takes the lap charts. Priced at £8.95 including VAT, plus £1 p&p, the Weatherbeater is available from the company at Cranley House, Eye, Suffolk IP23 7NX. For each sale before the end of the year, £1 will be donated to Racing for Britain if the buyer mentions AUTOSPORT.

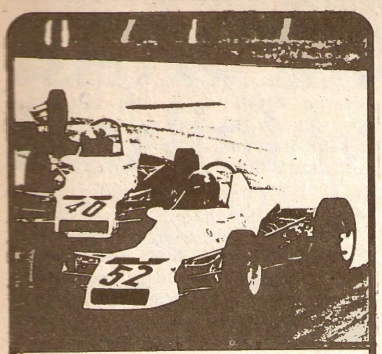
● Ian Taylor Racing's final Open Day of the year takes place at Thruxton on Tuesday, October 13. For £32, participants will be thoroughly briefed and will be able to lap the track in their own road cars as well as the Tiga single-seaters from the double British S2000 champion's successful racing drivers school. Taylor's team in this season's S2000 series, John Sheldon and Mike 'Jersey' Taylor (no relation), have kept the title in the Newbury fold with a one-two finish in the Derwent Television series.





*Jerseyman Richard Twinam impressed observers at Aintree on Saturday by climbing to eighth place in the Dunlop-*AUTOSPORT *'Star of Tomorrow' race on his first visit to the Liverpool circuit. Finding not only the money, but also the time, to compete regularly is a major problem for the Channel Islands commuter who is now getting the hang of Pine City Racing's immaculate Van Diemen-Scholar RF80 chassis. Twinam, a bank official, cannot fit mid-week testing into his schedule therefore he has to learn each circuit in official practice, a tall order in 15 minutes.*

Richard joined Clive Wood's team at the start of the 'Star of Tomorrow' trail, hoping that he could find some financial assistance as the season progressed. In the absence of any outside help he has perservered and will see out the season on a very tight budget, "even if it means that I have to miss next season".



National Races

BRANDS HATCH

Clube meeting

If anyone thought nine races might be too much on a dull October afternoon, they were proved wrong at Brands Hatch on Sunday, where the BARC rushed through their historic racing programme with breathtaking speed to finish with an hour's daylight to spare, even though rain and heavy clouds did their best to spoil things towards the end of the programme. Formula Fords added their usual non-historic zest to the proceedings, but Malcolm Clube produced the star performance to win the Willhire Historic Special GT race by a whisker after two hairy incidents on a slippery track.

Most noteworthy aspect of the opening race for post-historic road sports cars was the fact that all four classes set new race and lap records. In fact it was a 'record' day, many new times recorded before the rain came. Winner of this first race was Roger Mac (E Type), by a comfortable margin from the hairy Michael Schryver, who won his class to secure the championship.

Unlike some of the more illustrious championships, the Brands-only Kentagon series still attracts enough entries for an over-subscribed qualification race, and among the unlucky ones who failed to win a place een in the qualifier was championship second man Andy Ackerley, who completed only one lap in a troubled practice with his Ray 80F. No such problems afflicted Alan Holloway (Van Diemen RF81), who emerged from a closely matched bunch. Four drivers went through to the Kentagon race, and joining Holloway were Andrew Shilstone (RF80), Simon Sabel (Crosslé 30F) and Bob Lambert (PRS 80F). John Dumfries (Crosslé 32F) and early leader Derek May (RF78) both got edged out in the cut-and-thrust.

John Lodge drives heavy lorries for a living, but he demonstrated that he can also handle something more nimble when he resisted heavy pressure from three fellow-MG drivers in the *Collector's Car* magazine MGB/C and V8 championship. Bob Luff was a constant shadow to Lodge, but Barry Sidery-Smith and Rod Longton were fairly late on the scene after fighting their way clear of the main bunch. None of the three could ruffle Lodge, who sped on to a good victory. Only eighth in the results but one of the stars of the race, Malcolm Beer chose to line up his slow-starting V8 on the back of the grid. Once into his stride, he raced through the field to ninth by lap 3, but threw it away with a spin out of Clark Curve; back through the field again he came, although a further spin at the same place lost more time.

Peter Thomas (Lotus 22) and Roy Drew (Lola Mk2) enjoyed passing and repassing one another in the Varley Batteries Formula Junior race, but neither had any answer to the record-breaking speed of John Narcisi (Lotus 20). Not the most exciting of races, but the cars are nice to watch.

Stephen Mitchell's Lotus 23 was another runaway winner, this time in the Seldon Classic Sports Car race. Brian Cocks bravely took his Lotus 30 up to second place, but was obviously struggling from an early stage and had to work hard to keep Roger Ealand's Marcos GT at bay. Overheating was the Lotus's problem, but Cocks decided to keep going while the oil pressure held up, which it did to the end of the race. Martin Colvill's conventional Cobra and Amschel Rothschild's sleek Daytona model were well matched in fourth and fifth places, and Cyril Baxter (Marcos GT) got the better of the next group, despite having a flat tyre when he returned to the pits.

Brian Turner (BTC 004) showed just why he's won the Muraspec Touch Fabrics Formula 4 series with a runaway record-breaking performance in Sunday's round, but it didn't make very exciting viewing. Richard Penny (Lola T570) inherited second when Cliff Watts spun his Delta T79 down to sixth, Watts recovering to third despite John Brown's best efforts to thwart him with a newer 804 model.

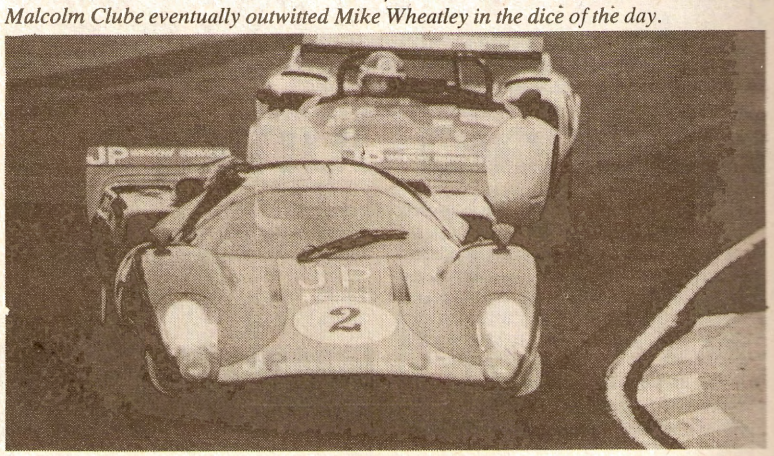
The Uher Hi-Fi Thoroughbred Sports race attracted the day's biggest field, but the start of the race also heralded the coming of the rain. 'Mad Frog' Francois Duret did what he could with his tail-happy Aston Martin DB4, but Chris Smith nipped through with his much more nimble Sprite on lap 4 and Duret later spun and stalled. Patrick Keen (Morgan Plus 4) couldn't be beaten in the championship, but just in case anyone had doubts he won his class again, as did second man Reg Woodcock (Triumph TR3).

The BARC unwittingly saved the best until last. New Willhire Historic Special GT champion and pole position holder John Foulston risked slick tyres on his McLaren M1B, but they were the wrong choice for the first half of the race, so Mike Wheatley (Lola T70 Mk 3B) set off at the head of the back with Malcolm Clube (McLaren M1C) in pursuit. Clube was looking for a way past by lap 3, but a lap later he lost the McLaren at Clark and dived across the infield before rejoining, well back but only one place down the order. Up came Clube once again, trying to pass the Lola round the outside of Druids and Clearways on lap 9, but the Clearways manoeuvre almost ended in disaster as he ran wide along the grass right under the Grovewood Suite, where guests of his sponsors, Hilti, were watching enthralled.

Wheatley tried to cover Clube's wide route through Clearways on the final lap, but the unfamiliar line sent the Lola into a snaking movement and, in a flash, Clube seized his chance on a tight inside line and crossed the line in front of the length of the McLaren's stubby nosecone. A superb finish, and an almost exact repeat of Clube's exciting win early in the Willhire season. Meanwhile, Foulston gained confidence as the track began to dry and took third place on lap 7. By the finish he was only 1sec behind the leaders, although this fact was almost ignored in the excitement.

Final race of the day was also the longest, the Kentagon FF1600 round over 12 laps. Robert Gibbs (Van Diemen

Malcolm Clube eventually outwitted Mike Wheatley in the dice of the day.



Disaster for Simon Sabel as his Ray is collected by Peter Bell's Van Diemen.



BRANDS HATCH (GB), Oct 4, BARC

HSCC Post Historic Road Sports Championship (10 laps): overall: 1, Roger Mac (3.8 Jaguar E Type), 9m 48.5s, 73.63mph; 2, Michael Schryver (1.6 Lotus Elan S3), 9m 54.2s; 3, Simon Hadfield (1.6 Lotus Elan), 9m 57.3s; 4, John Jarvis (1.6 Lotus Elan S4), 10m 08.7s. **Over 3000:** 1, Mac; 2, David Gill (3.8 Jaguar E Type); 3, Peter Preston (3.8 Jaguar E Type). **Fastest lap:** Mac, 57.7s, 75.09mph **(record). 2001-3000cc:** 1, Barry Thorne (2.5 Daimler SP250), 70.27mph; 2, Michael Hughes (2.5 Triumph TR5); 3, Harry Goodall (2.5 Triumph TR5). **Fastest lap:** Thorne, 59.0s, 73.44mph **(record). 1301-2000cc:** 1, Schryver, 72.92mph; 2, Hadfield; 3, Jarvis. **Fastest lap:** Schryver, 57.3s, 75.62mph **(record). Up to 1300cc:** 1, Barry Fernaly (791 Honda S800), 64.16mph; no other starters. **Fastest lap:** Fernaly, 1m 05.9s, 65.75mph **(record).**

Formula Ford 1600 Qualification Race (10 laps): 1, Andy Holloway (Van Diemen-Auriga RF81), 8m 53.4s, 81.23mph; 2, Andrew Shilstone (Van Diemen-Auriga RF80), 8m 54.7s; 3, Simon Sabel (Crosslé-Minister 30F), 8m 55.1s; 4, Bob Lambert (PRS-Minister 80F), 8m 55.2s. **Fastest lap:** Lambert, 51.8s, 83.65mph.

Collector's Car MGB/C V8 Championship Race (10 laps): overall and fully modified class: 1, John Lodge (1.9 MGB), 9m 39.6s, 74.76mph; 2, Bob Luff (1.9 MGB), 9m 39.8s; 3, Barry Sidery-Smith (1.9 MGB), 9m 40.3s; 4, Rod Longton (1.9 MGB). **Fastest lap:** Malcolm Beer (3.5 MGB GT V8), 56.2s, 77.10mph. **Standard MGB/MGC:** 1, Paul Stephens (1.8 MGB), 66.76mph; 2, Jim Baynam (1.8 MGB); 3, Colin Cork (1.8 MGB). **Fastest lap:** Stephens, 1m 03.2s, 68.56mph. **Standard V8s and modified roadgoing MGB/MGC:** 1, John Hewitt (1.9 MGB), 69.76mph; 2, Charles Buchanan (1.9 MGB); 3, Grahame Davis (3.5 MGB GT V8). **Fastest lap:** Buchanan, 1m 00.4s, 72.17mph.

Varley Batteries Formula Junior Championship Race (10 laps): 1, John Narcisi (Lotus 20), 9m 05.2s, 79.48mph; 2, Peter Thomas (Lotus 22), 9m 18.8s; 3, Roy Drew (Lola Mk2), 9m 19.9s; 4, Malcolm Ricketts (Lotus 22), 9m 27.1s; 5, Roger Williams (Cooper T59), 9m 35.8s; 6, Brian Taylor (Merlyn Mk3A), 9m 55.7s. **Fastest lap:** Narcisi, 53.6s, 80.84mph **(record).**

Seldon Classic Sportscar Championship Race (10 laps): overall: 1, Stephen Mitchell (1.6 Lotus 23), 9m 21.5s, 77.17mph; 2, Brian Cocks (4.7 Lotus 30), 9m 34.9s; 3, Roger Ealand (2.0 Marcos GT), 9m 35.3s; 4, Martin Colvill (4.7 AC Cobra), 9m 39.5s. **Over 3000cc:** 1, Colvill, 74.77mph; 2, Amschel Rothschild (4.7 Daytona Cobra); no other finishers. **Fastest lap:** Colvill, 56.9s, 76.15mph. **1301-3000cc:** 1, Ealand, 75.32mph; 2, Cyril Baxter (2.0 Marcos GT); 3, Malcolm Ricketts (1.6 Lotus Elan). **Fastest lap:** Tony Goodwin (1.8 Diva GT), 55.6s, 77.93mph. **Up to 1300cc:** 1, Robin Longdon (1.2 Lotus Elite), 73.44mph; 2, Jem Marsh (1.3 Marcos GT); 3, Alan Hall (1.2 Lotus Elite). **Fastest lap:** Longdon, 57.4s. **Sports racing, over 1600cc:** 1, Cocks, 75.37mph; 2, Brian Carty (2.0 Elva BMW Mk8 S); no other starters. **Fastest lap:** Cocks, 56.1s, 77.24mph. **Sports racing, up to 1600cc:** 1, Mitchell; 2, Mary Foulston (1.6 Elva 7S); no other starters. **Fastest lap:** Mitchell, 54.9s, 78.92mph.

Muraspec Touch Fabrics Formula 4 Championship Race (10 laps): 1, Brian Turner (BTC 004), 8m 04.6s, 89.41mph; 2, Richard Penny (Lola T570), 8m 25.0s; 3, Cliff Watts (Delta T79), 8m 26.2s; 4, John Brown (Delta 804), 8m 28.0s; 5, Tony Hancock (Delta T814), 8m 39.4s; 6, Max Samuel-Camps (Ralt RT1), 8m 42.2s. **Fastest lap:** Turner, 47.1s, 92.00mph **(record).**

Uher Hi-Fi Thoroughbred Sports Championship Race (10 laps): overall: 1, Chris Smith (1.3 Austin Healey Sprite), 11m 12.1s, 64.47mph; 2, Reg Woodcock (2.2 Triumph TR3), 11m 21.2s; 3, Roy McCarthy (1.6 MGA), 11m 25.2s; 4, Eric Hoult (1.6 MGA), 11m 26.0s. **Standard cars up to 1955, up to 2000cc:** 1, John Cook (2.0 Triumph TR2), 57.01mph; 2, John Wellburn (2.0 Triumph TR2); 3, Roger Joice (2.0 Frazer Nash Le Mans Replica). **Fastest lap:** Wellburn, 1m 13.0s, 59.36mph. **Standard cars up to 1955, over 2000cc:** 1, Tim Burrett (2.4 Lancia Aurelia B20), 57.09mph; 2, Peter Newman (3.8 Jaguar XK140); no other finishers. **Fastest lap:** Newman, 1m 10.7s, 61.29mph. **Standard cars post-1955, up to 2000cc:** 1, Patrick Keen (2.0 Morgan Plus 4), 61.96mph; 2, Nick Parrott (1.6 MGA); 3, Douglas McLay (1.6 MGA). **Fastest lap:** Keen, 1m 08.0s, 63.72mph. **Standard cars post-1955, over 2000cc:** 1, Alan Harding (2.7 Austin Healey 100/6), 60.73mph; 2, Philip Roberts (2.9 Austin Healey); no other finishers. **Fastest lap:** Harding, 1m 09.5s, 62.35mph. **Modified cars 1946-60, up to 2000cc:** 1, Smith; 2, McCarthy; 3, Hoult. **Fastest lap:** Smith, 1m 05.6s, 66.05mph. **Modified cars 1946-60, over 2000cc:** 1, Woodcock, 63.61mph; 2, Peter Sugden (3.8 Jaguar XK120); 3, Peter Foster (3.7 Aston Martin DB4). **Fastest lap:** Francois Duret (3.7 Aston Martin DB4), 1m 05.4s, 66.25mph.

Willhire Historic Special GT Championship Race (10 laps): overall: 1, Malcolm Clube (4.7 McLaren M1C), 9m 26.4s, 76.50mph; 2, Mike Wheatley (5.0 Lola T70 GT Mk3B), 9m 26.5s; 3, John Foulston (5.0 McLaren M1B), 9m 27.4s; 4, Richard Budge (1.6 Chevron B8), 9m 34.0s. **Over 2000cc:** 1, Clube; 2, Wheatley; 3, Foulston. **Fastest lap:** Foulston, 52.1s, 83.17mph. **1301-2000cc:** 1, Budge, 75.49mph; 2, Raymond Bell (2.0 Chevron B8); 3, Richard Dodkins (1.8 Ginetta G12). **Fastest lap:** Budge, 54.2s, 79.94mph. **Up to 1300cc:** 1, Ian Polley (1.3 Austin Healey Sprite Le Mans), 73.04mph; 2, David Pratley (1.3 Austin Healey Sprite); no other finishers. **Fastest lap:** Polley, 1m 05.5s, 66.15mph.

Kentagon FF1600 Championship Race (12 laps): 1, Robert Gibbs (Van Diemen-Minister RF81), 10m 33.7s, 82.05mph; 2, Ted Whitbourn (Crosslé-Minister 30F), 10m 48.3s; 3, Doug Wood (Van Diemen-Scholar RF80), 10m 48.7s; 4, John Oxborrow (Ray-Auriga 80F), 10m 52.8s; 5, Trevor Stiles (Crosslé-Auriga 32F), 10m 58.3s; 6, Tommy Doherty (Van Diemen-Minister RF81), 10m 58.4s. **Fastest lap:** Gibbs & Jeremy Plunkett (Martlet-Auriga DM4), 51.5s, 84.14mph.

RF81) made the best possible use of Andy Ackerley's absence, winning and setting joint fastest lap. The surprise of the race was Jeremy Plunkett, fresh from a win at Castle Combe the day before, who traded the lead with Gibbs and eventually brought his Martlet DM4 home in front, but Gibbs was aware that Plunkett had passed him when yellows were out at Druids, so a fine victory was taken away from the Martlet. (Cars were bumping into each other and flying off like dodgems in the difficult conditions but two local experts, Ted Whitbourn (Crosslé 30F) and Doug Wood (Van Diemen RF80) survived to take second and third, John Oxborrow's Ray 80F was fourth and Trevor Stiles (Crosslep 32F) came back from a spin to finish fifth. Alan Holloway (RF81) and Bob Lambert (PRS 80F) both took top-10 placings from the back of the grid, but Andrew Shilstone (RF80) was doing even better from a similar starting position until he tangled with Paul Rowsell (Royale RP27).

PAULINE PHILLIPS

CASTLE COMBE

Broster double

New Varley Batteries Monoposto Champion Tony Broster (Lyncar FA001) splashed through heavy rain to win the penultimate Monoposto round in champion style, and later trounce the opposition to steal a *Formule Libre* victory, during the BRSCC South-Western Centre's Castle Combe Finals Day on Saturday. Unfortunately, the inclement conditions did their best to deter spectators but the organisers warmly welcomed one spectator back after a 25-year absence . . . Dean Delamont, who witnessed the sport's grass roots in his capacity as RAC Steward.

First to tackle the murk were the Low Cost Formulae. Martyn Lane (Mallock) led from the flag to open out a comfortable cushion over Chris Denham (Dris one) and Phil Williams (Davis), all from the Formula 1300 class. Lane eased off into retirement on lap 5, leaving the procession to Denham, Williams and Charles Alexander (Caldwell) from the Formula Vees, ahead of 750 man Alan Avery (Diablesse).

Next along was a non-championship Pre '74 FF1600 event for which the organisers wisely allowed three warm-up laps, a trend that was repeated for most of the races. Brian Songhurst (Dulon) seized the initiative to head Craig Dennis (Lotus) and Gareth Lloyd (Dulon). This trio circulated in close company for the entire race, with a skittish Songhurst staying out in front to the end. Lloyd took second on the final lap as Dennis fared less successfully among the backmarkers.

The MGCC MGA Championship event saw series leader Roy McCarthy dominate in his yellow submarine Roadster. Vic Ellis and Eric Hoult disputed second in a race-long duel for which the places reversed on the final corner as Hoult took the perilous outside line at Camp. In with standard class John Wright beat John Bray to claim 11th overall.

As Peter Baldwin (Marshall Mini) behaved himself and waited for the flag to drop, Combe regular Brian Cutting (Maguire Stiletto) charged into torrential rain to lead the Ross & Haines/Golddiggers Special Saloon final round. It took just half a lap for Baldwin to overhaul the Bournemouth man, while new champion Basil Dagge (Hillman Imp) held third. The order stayed the same to the flag, class victories going to Baldwin, Cutting, John Morgan (Jaguar) and Robin Bastable (Hillman Imp). For a series that has been plagued by retirements throughout this season, it was a surprise to hear that not a single casualty was recorded this time.

Poleman Tony Broster floundered on the grid, searching for first gear, as the field surged away for the Varley Batteries Monoposto thrash. Before the Romsey man could get away, he had collected David Proctor (Brabham) who retired instantly. David Dudley (GRD) was in front by the end of lap 1 with Godfrey Hall (Emberton) heading Broster, who recovered superbly. Broster's progress continued to second place next time around to commence catching Dudley, which took until the sixth circulation. It wasn't until Dudley spun on lap 12, however, that Broster hit the front, where he stayed to head Dudley — who spun at Camp again on lap 13 — and Hall. Steve Bradley (Van Diemen) took fourth overall to win the Formula Ford section.

Bristol's Malcolm McKillop (Royale) headed Howard Lester (Crosslé), Mike Taylor (Royale) and new champion Bob Higgins (Works Martlet) on the grid for the Earle of Chippenham FF1600 final round. Lester snatched the lead to head Taylor, Higgins and McKillop. Higgins promoted himself to second on the second tour, before the bunch tightened and the battle was joined. The Taylor/McKillop struggle was up to second as Higgins had a rare spin at Quarry on lap 5, to resume fourth. By the eighth lap, the leading quartet were tied together by the proverbial shoestring before Lester dropped to retirement leaving McKillop, Taylor and Higgins as the order. Higgins snatched the lead on lap 11 as McKillop went flying after touching Taylor in an old Paddock sort-out. McKillop's delay was minimal however, and he briefly kept second before Taylor moved ahead once again to claim the place at the flag.

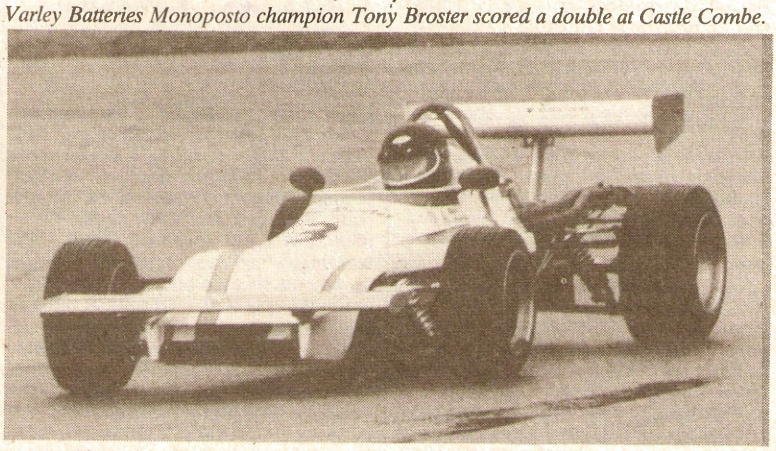
As a foretaste of the BRSCC South-Western Centre's intention for their championship next season, the Comp Car GT race saw Special Saloons and Modified Sports mixing it for a 10-lap thrash. Hillclimb ace Josh Sadler (Porsche) led from the flag before Steve Roberts (Davrian) and Peter Baldwin (Marshall Mini) displaced him to commence their own charge to the flag. Baldwin never really got on terms with Roberts, so the order remained the same with Sadler taking the over 1500cc honours.

Closing the meeting was a *Formule Libre* event which allowed Tony Broster (Lyncar) to take his second win of the day ahead of David Dudley (GRD) and Terry Mills (March). From sixth overall, Peter Hall (Lola) took the Sports 2000 class honours.

With just a sprint meeting on Saturday October 31 remaining this year, the Castle Combe 1982 season begins on Easter Monday, April 12, to open the Chippenham venue's first season as a permanent racing facility.

ANDY POULTON

Varley Batteries Monoposto champion Tony Broster scored a double at Castle Combe.



CASTLE COMBE (GB), Oct 3, BRSSC (SW)

Castle Combe Trophy race for Low Cost Formulae cars (10 laps): overall: 1, Chris Denham (1.3 Dris One), 13m 37.7s, 81.00mph; 2, Phil Williams (1.3 Davis 2C), 14m 24.4s; 3, Charles Alexander (1.3 Caldwell D13), 14m 17.3s; 4, Alan Avery (750 Diablesse), 14m 48.9s. **Formula 1300 class:** 1, Denham; 2, Williams; 3, Mike Oxby (1.3 Terrier). **Fastest lap:** Denham, 1m 18.4s, 84.49mph. **Formula Vee class:** 1, Alexander, 69.53mph; no other finishers. **Fastest lap:** Alexander, 1m 33.6s, 70.77mph. **Formula 750 class:** 1, Avery, 67.05mph; 2, Oliver White (Gideon V1); 3, Dave Kelly (Chaldicott PC807). **Fastest lap:** White, 1m 35.2s, 69.58mph.

BRSSC Trophy race for Pre '74 Formula Ford 1600 cars (10 laps): 1, Brian Songhurst (Dulon MP15), 13m 25.7s, 82.21mph; 2, Gareth Lloyd (Dulon-Rowland MP15), 13m 30.0s; 3, Craig Deniis (Lotus-Auriga 69), 13m 31.2s; 4, David Mears (Dulon-Minister MP15), 13m 51.2s; 5, Mike North (Merlyn-Scholar Mk24), 14m 09.7s; 6, William Linnell (Merlyn-Ford Mk20A), 14m 22.6s. **Fastest lap;** Songhurst, 1m 18.6s, 82.21mph.

MGCC MGA Championship race (10 laps): overall and modified: 1, Roy McCarthy, 14m 21.7s, 76.88mph; 2, Eric Hoult, 14m 26.8s; 3, Vic Ellis, 14m 26.9s; 4, Richard Hutton, 14m 28.8s. **Fastest lap:** McCarthy, 1m 24.3s, 78.58mph. **Standard class:** 1, John Wright, 65.38mph; 2, John Bray; 3, Paul Folkard. **Fastest lap:** Bray, 1m 37.6s, 67.87mph.

Ross & Haines/Golddiggers Special Saloon Car Championship race (10 laps): overall; 1, Peter Baldwin (1.3 Marshall Mini), 13m 07.6s, 84.10mph; 2, Brian Cutting (1.0 Maguire Stiletto), 13m 35.4s; 3, Basil Dagge (1.0 Hillman Imp), 13m 44.8s; 4, John Morgan (3.8 Jaguar Mkl), 13m 56.2s. **Over 1300cc:** 1, Morgan, 79.21mph; 2, Nolan Pitts (1.6 Escort XFlow); 3, Roger Orgee (1.6 Ford Fiesta). **Fastest lap:** Morgan, 1m 21.0s, 81.78mph. **1001-1300cc:** 1, Baldwin; 2, Bill Halder (1.3 TRTT Mini); 3, Tony Cutting (1.0 Hillman Imp). **Fastest lap:** Baldwin, 1m 16.2s, 86.93mph. **851-1000cc;** 1, B. Cutting, 81.23mph; 2, Dagge; 3, Bob Hemmings (1.0 Mini Ford Clubman). **Fastest lap:** B. Cutting, 1m 19.5s, 83.32mph. **Up to 850cc:** 1, Robin Bastable (Hillman Imp), 75.13mph; 2, Peter Ray (Hillman Imp); no other finishers. **Fastest lap:** Bastable, 1m 25.3s, 77.66mph.

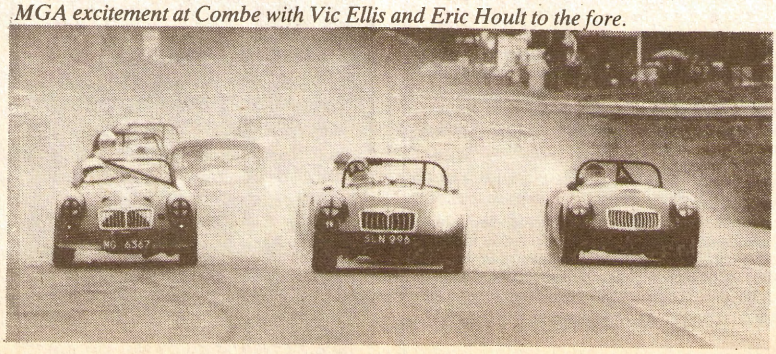
Varley Batteries Monoposto Championship race (15 laps): overall: 1, Tony Broster (Lyncar-Manx Ford FA001), 17m 36.7s, 94.03mph; 2, David Dudley (GRD-Nelson 374), 18m 01.8s; 3, Godfrey Hall (Emberton-PMED Ford Mk2C), 18m 53.9s; 4, Steve Bradley (Van Diemen-Auriga RF74), 14 laps. **Modified class:** 1, Broster; 2, Dudley; 3, Hall. **Fastest lap:** Broster, 1m 08.5s, 96.70mph. **Formula Ford class:** 1, Bradley, 85.40 mph; 2, Francis Phillips (Supernova BH3/004); 3, Tony Steels (Merlyn-Tony Tuned MkIIA). **Fastest lap:** Bradley, 1m 16.0s, 87.16mph.

Earle of Chippenham Formula Ford 1600 Championship race (15 laps): 1, Bob Higgins (Martlet-Auriga DM3) 19m 17.3s, 85.85mph; 2, Mike Taylor (Royale-Nelson RP29), 19m 19.1s; 3, Malcolm McKillop (Royale-Auriga RP26M), 19m 30.9s; 4, David Llewelyn (Royale-Peter Harris RP29), 19m 49.7s; 5, Brian Songhurst (Dulon MP15), 20m 01.7s; 6, Peter Lawrence (Royale RP3A), 20m 15.7s. **Fastest lap:** Higgins, 1m 14.4s, 89.03mph.

Comp Car GT race (10 laps): overall: 1, Steve Roberts (1.4 Davrian Mk7), 13m 44.7s, 80.32mph; 2, Peter Baldwin (1.3 Marshall Mini), 13m 45.4s; 3, Josh Sadler (2.7 Porsche Carrera RS), 14m 50.6s; 4, Bill Halder (1.3 TRTT Mini), 15m 04.3s. **Over 1500cc:** 1, Sadler, 74.37mph; 2, Bill Taylor (2.6 Porsche Carrera RS); 3, David Gilhooley (2.7 Porsche Carrera RS). **Fastest lap:** Sadler, 1m 23.6s, 79.23mph. **Up to 1500cc:** 1, Roberts; 2, Baldwin; 3, Halder. **Fastest lap:** Baldwin, 1m 18.9s, 83.95mph.

Formule Libre race (10 laps): overall: 1, Tony Broster (Lyncar FA001), 11m 54.4s, 92.85mph; 2, David Dudley (GRD-Nelson 374), 11m 57.6s; 3, Terry Mills (March), 12m 14.6s; 4, Bob Higgins (Van Diemen-Talbot), 12m 37.9s. **Fastest lap:** Broster, 1m 10.1s, 94.49mph. **Sports 2000:** 1, Peter Hall (Lola T492), 81.22mph; 2, Nick Adams (Tiga SC78); no other finishers. **Fastest lap:** Hall, 1m 15.2s, 88.08mph.

MGA excitement at Combe with Vic Ellis and Eric Hoult to the fore.



LYDDEN HILL

Spritely Cairns

The enthusiastic TEAC made a swift return to Lydden Hill on Sunday, the scene of their major rallycross meeting the previous week. Seven of the eight races counted for championships and, despite the less than perfect track conditions — due to the rigours of rallycross — some close and exciting racing took place.

Tim Cairns's aged but decidedly speedy Austin Healey Sprite Mk1 ran out an easy winner in the opening event for road-going Midgets and Sprites. Dave Jeal (Sprite) and Mike Chittenden (Midget) were never far apart in second and third place, while some 'over the top' efforts by Lawrence Croydon-Fowler (Sprite) came to no avail as he dropped to last place after a series of spins. His brother, Simon, had been in the same mood but retired during lap 3 after two extremely close calls!

Stewart Fowler and John Meale returned to duel once again for TEAC Mini 1000 points but were led in the opening laps by Graham Jarvis White. Fowler found a way past on lap 4 and Meale followed half a lap later while White slowed briefly going up Hairy Hill, and lost several lengths. Meale harried Fowler to the end, continually diving for the inside under braking for the hairpin, but Fowler held on. Behind White, John Bailey narrowly held off Gordon Pocock — recovering from a lap 2 spin at the Elbow — Danny Cocker and Paul Forster.

Steve Brown (Cafe Boulevard/ ▶

LYDDEN continued

Motorsport Junction Van Diemen RF80) survived an early coming together with Colin Stancombe (Royale RP26) to take his second M&C FF1600 round of the season. Brown and Stancombe had charged down Hairy Hill side by side and the perhaps inevitable contact left Stan combe firmly in the Pits Bend banking. From then on, Brown kept a constant gap ahead of a close battle between Nigel Fright (Rostron CT77) and Will Chesson (Merlyn Mk17), with Fright getting the verdict after scrambling through at Chessons Drift. Len Marchant (Brabham BT21/28) had a somewhat lonely race in fourth, clear of another racelong scrap, between Ian Ward (Jamun T3) and Neil Barnett (Van Diemen RF77/8).

Tim Cairns was in pole position again, this time in his Modified MG Midget taking on the likes of David Sheppard's Barry Chaplin-prepared MG Midget and the Sevenoaks Hi-Fi backed MG Midget of Steve Everitt. Sheppard got off the line best and pulled out a useful lead in the early laps over Everitt while Cairns spun exiting Chessons Drift on lap 2 and lost a complete lap before rejoining the race. But the race changed dramatically moments later with Everitt retiring up Hairy Hill and Sheppard pulling off along Canterbury Straight, handing the lead to Barry Rogers (Leda Audio Accessories MG Midget). Rogers was being chased by Cairns who unlapped himself and drew away to close on the tail of third placed man John Baggott (MG Midget).

John Rondeau not only put his speedy Austin A35 on the front row of the Classic Saloon Challenge race — in his first-ever race — but led the opening lap! Order was soon restored, however, with Roger Andreason's hitherto all-conquering Jaguar Mk1 assuming the lead as they entered Chessons Drift for the second time. Rondeau held a valiant second for two more laps before succumbing to the greater power of Alan Mills's Ford Zephyr 6 which had started at the back of the grid. Behind Rondeau, Tony Raine (Austin A35) got ahead of Andrew Moore-Hinton (Jaguar Mk1) after the latter spun at Chessons.

Paul Sleeman scored a concise victory in the Cinque Ports Flying Club *Formule Libre* Championship with the Ray Howard entered March 713S to put a strong grip on the title. Roger Fullagar (Mallock U2 Mk14) chased hard but could not make any impact once Sleeman had stolen a clear advantage from the grid. Robert Baxter had a steady run into third getting to know his F3 Chevron B34 but was being hastily caught in the last few laps by Melvyn Coon (Mallock U2 Mk20B), who had had his work cut out to outfumble Stewart Phillips (Sparton SF79) and Tony Howard (Delta T81).

A six-car train fought out the early laps of the TEAC Minise7en Championship round, with main contender Richard Hamlyn heading Dick Robinson, Roy Finlay, Barry Stockford, Derek Miller and Alan Seekings. But a quick shower of rain nearly caught out Hamlyn on lap 4 as he went sideways under braking for Pits Bend. Hamlyn regained control along Canterbury Straight and set about improving on his new sixth position, but with track now very slippery Robinson and Stockford had pulled away and Hamlyn had to be content with third once he'd bravely out-braked Miller and Finlay into Devil's Elbow on consecutive laps.

The closing Special Saloon and Modified Sports race had a full and varied grid to end the meeting on an extremely high note. Michael Law (1.0 Sunbeam Stiletto) led Pat Longhurst (1.1 Davrian Mk7) from the line and behind there was a terrific sort out with Brian Davis (Autoquip 1.2 Hillman Imp) fending off Steve Smith (2.3 Vauxhall Chevette) and the hard charging Dave Sheppard (1.5 Chaplin Midget). Sheppard, together with Steve Everitt, had repaired their Midgets and had both started from the back row. Sheppard braved the damper parts of the track to round Smith and Davis and take a well deserved third overall while on the final lap — almost unnoticed — Longhurst slipped inside of Law at Pits Bend to edge home victorious by no more than a nose!

PAUL HARMER

SILVERSTONE

Fords add flair

Highlight of the BRDC Championship Finals Day meeting at Silverstone last weekend was a thrilling Esso Formula Ford 1600 Championship Final in which young Cookham driver Andrew Gilbert-Scott emerged narrowly ahead of an incredibly close seven-car battle. The meeting, which was sponsored by Minolta, was notable mainly for an inordinate amount of protests — results of three of the seven races remained provisional well into the evening — although there were some other fine performances, too. In the Unipart Metro race, Steve Soper again showed his class, this victory also assuring him of the Crompton 'Driver of the Year' award. Also, Tony Lanfranchi scored a narrow CAV Sports Car win at the end of the day, while close friend Gerry Marshall scooped the Minolta Trophy for Super Sports cars at the wheel of the Marsh Plant Lola T70 Mk3B.

Two Formula Ford races were held on the Saturday, each in appallingly wet conditions; in total contrast to Sunday! The first of these saw Steve Lincoln and John Village setting the pace, although neither was to make it through to the all-important final. On lap 5, Lincoln spun at Abbey avoiding an errant back-marker, although was swiftly able to rejoin only for Village to spin in front of him at Stowe a lap later, an error which not only cost him the chance of winning the final but also his aspirations to the Driver of the Year title. All this allowed Andy Wallace to come through and win with his VAP Group Royale, while a further spin, this time into retirement, by Lincoln enabled Bill Coombs to take second in his Mick Cook Racing/TL Clowes Van Diemen after passing Paul Parkes's Royale on the final lap.

The second heat was dominated by Gilbert-Scott, who drove his red Van Diemen impeccably throughout to win by over 8secs. Swedish-born Swiss driver Mario Hytten ran second in the early laps with his similar car before satisfying himself with third behind the more experienced David Wheeler (SDC Royale), while a couple of spins by Howard Groos (Pacer) dropped him back to seventh behind a dicing Carlos Arguelles (Royale), John Booth (Van Diemen) and Don Hardman (Royale).

The Final on Sunday saw Gilbert-Scott again forging his way to the front, although this time he was in for a harder time as Wallace, Hytten, Wheeler, Booth, Hardman, Coombs and Arguelles shadowed his every move. Up to Woodcote on that opening lap, Wallace neatly pulled through on the outside line, a daring manoeuvre that he repeated on each of the next three laps! By this stage, Coombs had already spun out at Copse but the other seven were enjoying a marvellous ding-dong battle that saw places changing at every corner. It developed into one of the very best Formula Ford scraps and one that certainly made for exciting television viewing! On the critical final lap, Gilbert-Scott re-assumed the advantage, while Booth seemed perfectly placed to make a challenge until Hytten spoilt his plans by trying to dive through at Stowe. A delighted Gilbert-Scott scored another fine victory to add to his RAC success two weeks ago at Thruxton, while Booth was happy with second ahead of Hytten, Wallace, Hardman and Arguelles.

Preceding this was the final Unipart Metro event of the year. As in other recent races for this new category, Steve Soper's Howley Racing/Patrick Motor-Sport example showed a clean pear of heels to his challengers and he duly wrapped up another title to add to those already won in Fiestas, Minis and Modsports. Patrick Watts gave vain chase in his Harold Bloom Signs, Richard Longman-prepared Metro, surviving one lurid moment at the chicane, although he lost this place in the championship on a tie-break to the man who finished behind him on the road, Paul Taft. The two Shell-liveried cars of Malcolm Harrison and Peter Baldwin were next up but most interest surrounded a grand battle for eighth place resolved in favour of Castaldini.

The Tricentrol Car Group Clubmans event, sadly, was ruined by a spate of retirements, particularly among the A-class cars. Marlboro International director Creighton Brown led away with his three-year-old U2 but his hopes of establishing the first 120mph clubmans lap disappeared along with his oil pressure after two laps. Other casualties included Richard Groombridge, whose big-class championship hopes crashed

Booth and eventual winner Gilbert-Scott head the frantic Silverstone FF1600 dice.



LYDDEN HILL (GB), Oct 4, TEAC

MG Midgets Race: Road-Going (12 laps): 1, Tim Cairns (1.3 Austin Healey Sprite Mk1), 11m 18.3s, 63.69mph; 2, Dave Jeal (1.3 Austin Healey Sprite Mk1), 11m 52.1s; 3, Mike Chittenden (1.4 MG Midget), 11m 54.5s; 4, Barry Stokes (1.3 Midget), 12m 16.5s; 5, Patty Phillips (1.3 Midget), 11 laps; 6, Stephen Watkins (1.3 MG Midget), 11 laps. **Fastest lap:** Cairns, 55.4s, 64.98mph.

TEAC Mini 1000 Championship Race (12 laps): 1, Stewart Fowler, 10m 42.1s, 67.28mph; 2, John Meale, 10m 42.5s; 3, Graham Jarvis White, 10m 49.6s; 4, John Bailey, 11m 01.7s; 5, Gordon Pocock, 11m 02.3s; 6, Danny Coker, 11m 03.1s. **Fastest lap:** Meale, 52.2s, 68.97mph.

Marchant & Cox FF1600 Championship (12 laps): 1, Steve Brown (Van Diemen-Hansen RF80), 9m 43.4s, 74.05mph; 2, Nigel Fright (Rostron-Minister RT77), 9m 51.7s; 3, Will Chesson (Merlyn-Hansen Mk17A), 9m 51.8s; 4, Len Marchant (Brabham-Hansen BT21/28), 10m 52.5s; 5, Ian Ward (Jamun-GGS T3), 10m 01.3s; 6, Neil Barnett (Van Diemen-Auriga RF77/78), 10m 01.5s. **Fastest lap:** Brown, 47.8s, 75.31mph.

MG Midgets Race: Modified (12 laps): 1, Barry Rogers (1.4 MG Midget), 10m 08.0s, 71.05mph; 2, John Baggott (1.4 MG Midget), 10m 48.9s, 3, Tim Cairns (1.4 MG Midget), 10m 49.7s; no other finishers. **Fastest lap:** Cairns, 48.8s, 73.77mph.

Classic Saloon Car Challenge (12 laps): overall: 1, Roger Andreason (2.4 Jaguar Mk1), 11m 32.9s, 62.35mph; 2, Alan Mills (2.5 Ford Zephyr 6), 11m 37.2s; 3, John Rondeau (948 Austin A35), 11m 41.2s; 4, Anthony Raine (948 Autin A35), 11m 52.4s. **1902-2700cc:** 1, Andreason; 2, Mills; 3, Andrew Moore-Hinton (2.4 Jaguar Mk1). **Fastest lap:** Mills, 56.6s, 63.60mph. **1252-1901cc:** 1, Antonia Loysen (1.6 Citroen Light 12), 52.20mph; no other starters. **Fastest lap:** Loysen, 67.3s, 53.49mph. **Up to 1251cc:** 1, Rondeau, 61.61mph; 2, Raine; 3, David Lewis (948 Austin A35). **Fastest lap:** Rondeau, 57.0s, 63.16mph.

Cinque Ports Flying Club Formule Libre Race (12 laps): 1, Paul Sleeman (1.6 March-Hodson 713S), 9m 06.4s, 79.06mph; 2, Roger Fullagar (1.6 Mallock-Ford Mk14), 9m 10.0s; 3, Robert Baxter (2.0 Chevron-Novamotor B34), 9m 23.9s; 4, Melvyn Coon (1.6 Mallock-Ford Mk20B), 9m 24.1s; 5, Stewart Phillips (2.0 Sparton-DTW SF79), 9m 30.5s; 6, Tony Howard (2.0 Delta-Rowland T81), 9m 31.0s. **Fastest lap:** Sleeman & Fullagar, 44.6s, 80.72mph.

TEAC Minise7en Championship Race (12 laps): 1, Dick Robinson, 11m 48.0s, 61.02mph; 2, Barry Stockford, 11m 48.7s; 3, Richard Hamlyn, 11m 48.9s; 4, Derek Miller, 11m 51.8s; 5, Roy Finlay, 11m 57.0s; 6, Alan Seekings, 11m 59.0s. **Fastest lap:** Hamlyn, 55.9s, 64.40mph.

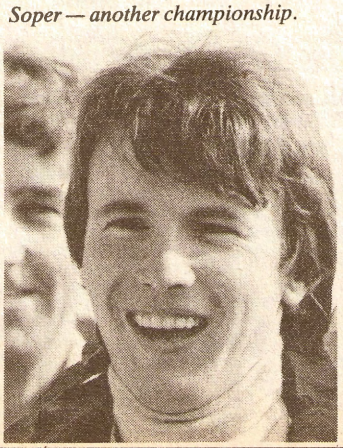
Special Saloons/Modified Sports Race (12 laps): overall: 1, Pat Longhurst (1.1 Davrian Mk7), 10m 39.4s, 67.56mph; 2, Mike Law (1.0 Sunbeam Stiletto), 10m 39.6s; 3, Dave Sheppard (1.5 Chaplin Midget), 10m 55.2s; 4, Steve Smith (2.3 Vauxhall Chevette), 10m 56.3s. **Modified Sports:** 1, Longhurst; 2, Sheppard; 3, Steve Everitt (1.4 MG Midget). **Fastest lap:** Longhurst, 52.3s, 68.83mph. **Saloons over 1000cc:** 1, Smith, 65.82mph; 2, Brian Davis (1.2 Hillman Imp); 3, Bob Kirk (1.3 BL Mini Clubman-BDA). **Fastest lap:** Kirk, 53.3s, 67.54mph. **Saloons up to 1000cc:** 1, Law, 67.54mph; 2, Bob Harman (848 Harman Imp); 3, Chris Judge (1.0 BL Mini). **Fastest lap:** Law 52.3s, 68.83mph.

Unipart Metro Challenge Final positions

1 Steve Soper	105
2 Paul Taft	98
3 Patrick Watts	98
4 Russell Grady	80
5 Jerry Hampshire	74
6 Peter Baldwin	63
7 Malcolm Harrison	42
8 Chris Lewis	41
9 Steve Harris	24
10 Richard Belcher	23

etc

Soper — another championship.



when he spun off at Copse and stalled the engine on his eight-year old Ellova-Gryphon, Sandy Watson, whose trip down from Scotland netted only "a slipping clutch and then something broke" and Kimber Crossley, who crashed his Phantom nastily at Woodcote, fortunately without injury to himself. All of this left Chris Hodgetts with very little opposition in Jon Britton's spare U2, although David Harrington pressed him with his U2 before realising that all he had to do to secure the championship class win was to finish second, which he duly did. Paul Gibson circulated some way off the pace, but was rewarded with third ahead of Michael Moore's Phantom, which sounded rather rough at times, Callum MacGregor's best run to date having ended with a broken engine. In the FF-engined class, Ali Hussein made light of his lack of racing this season by taking a clear win. Alex Moss also made a welcome return but was denied second place when he crossed the line just ahead of the overall winner and assumed from the waved chequered flag that he had already been lapped. Hence he pulled straight into the Paddock at the end of what should have been his final lap and was therefore not classified as a finishers: rough luck. Malcolm Jackson therefore took second after a good drive, benefiting from an altercation between Mike Donovan and Andy Smith on the penultimate lap. Smith was also docked 10secs for missing the chicane on one lap but still was already assured of the overall crown.

Practice for the Minolta Super Sports race had proved one of the highlights on Saturday as Gerry Marshall threw his Lola around in what seemed to be one glorious powerslide. It warmed many hearts and also gained him pole position by the staggering margin of 13.72secs! In the dry race, Marshall also dominated the proceedings, although Albert Obrist stormed though from the 10secs mark — gearbox trouble prevented him from making practice — with his super Ferrari 312P and closed rapidly in the closing stages, finishing just 3.18secs behind 'Big Gerry'. Mike Knight's Lola also came swiftly through the field to take third place ahead of John Brindley's open version Thoroughbred Sports Cars Lola T70 Spyder, which the Londoner pedalled rather more steadily in the closing laps due to rising temperatures. David Piper's delectable P4 Ferrari almost ran out of oil after trailing smoke for the entire race but still claimed fifth, while 'Dickie' Attwood drove superbly from the 10secs mark in Piper's 275LM to annex seventh behind Simon Phillips's Chevron B16.

Final race of the day was for CAV Sports Car Championship points. This was the only event not to be run in near-perfect conditions. Instead, rain began to fall shortly after the start and all drivers coped well on what became a soaking track by half-distance. Steve Cole made the early running in his Lyster Oil Morgan but Tony Lanfranchi pressed him extremely hard before finding a way through on Hanger Straight after six laps. Cole, however, remained glued to his tail and this was how they finished. Outpaced in third place, Malcolm Paul fought his Morgan ahead of Colin Blower's spectacularly-conducted TVR Tasmin and the third Morgan of Norman Stechman. In class B, John Mayne swept up as usual, while Trevor Lewis did likewise in the smallest class, driving Caterham Super Seven and MG Midget respectively.

JEREMY SHAW

AINTREE, Oct 3, BRSCC (N)

Bernard Hunter Crane Hire FF1600 Championship Race (15 laps): 1, Richard Street (Royale RP26), 16m 11.4s, 91.16mph; 2, Wally Warwick (Van Diemen-Aldon RF79), 16m 11.9s; 3, Alan Stringer (Crosslé-Minister 30F), 16m 15.0s; 4, Bob Bailey (Van Diemen-Scholar RF80), 16m 15.4s; 5, Gordon Stephenson (PRS-Auriga 80F), 16m 19.5s; 6, Steve Wright (Hawke DL19), 16m 20.4s. **Fastest lap:** John Swales (Van Diemen RF80), 1m 02.9s, 93.86mph.

BRSCC Northern Special Saloon Series Championship Race (12 laps): overall: 1, Jeff Wilson (5.0 VW), 11m 49.0s, 99.93mph; 2, George Potter (7.0 Esprite), 12m 07.9s; 3, Walter Robertson (2.0 Skoda), 12m 08.4s; 4, Richard Simms (2.0 Skoda), 12m 19.2s. **Over 2500cc:** 1, Wilson; no other starters. **Fastest lap:** Wilson, 57.5s, 103.04mph. **1501-2500cc:** 1, Robertson, 97.27mph; 2, Simms; 3, Tony Sugden (2.0 Skoda). **Fastest lap:** Robertson, 58.5s, 100.92mph. **1001-1500cc:** 1, John Wood (1.3 Escort), 87.10mph; 2, James Funnell (1.3 Minor); 3, Steve Beamish (1.3 Mini). **Fastest lap:** Wood, 1m 06.2s, 89.18mph. **Up to 100cc:** no starters.

BRSCC Northern Audio Pro Hi-Fi Mod Sports Championship Race (12 laps): overall: 1, Andrew Waring (1.8 Elan), 12m 51.5s, 91.83mph; 2, Terry Carthy (1.1 Clan), 13m 10.2s; 3, John Gallagher (1.4 Midget), 13m 15.8s; 4, Peter Green (1.4 Midget), 11 laps. **over 2500cc:** no starters. **1501-2500cc:** 1, Waring; 2, Arthur Kellitt (1.6 Ginetta G4); no other starters. **Fastest lap:** Waring, 1m 02.6s, 94.31mph. **1151-1500cc:** 1, Gallagher 89.18mph; 2, Green; 3, John Helma (1.4 Midget) **Fastest lap:** not given. **Up to 1150cc:** 1, Carthy, 89.66mph; 2, Jon Jeffrey (1.0 Davrian); no other starters. **Fastest lap:** Carthy, 1m 04.3s, 91.82mph.

BRSCC Northern Formule Libre and Harrison Brothers FF2000 Championship Race (15 laps): Libre: 1, Jim Evans (3.0 Shadow-DFV), 13m 09.6s, 112.16mph; 2, Jim Crawford (2.0 Toleman-Hart), 13m 46.3s; 3, Arnold Glass (3.0 McLaren-DFV M29) 13 laps; no other finishers. **Fastest lap:** Crawford 49.6s, 119.03mph (**Outright record**). **FF2000:** 1, John Walker (Myrtle Brown), 97.94mph; 2, Ian McCullough (Royale-Brown RP27); 3, Tim Wood (Reynard-Brown SF79); 4, Alan Capstick (Crosslé 40F). **Fastest lap:** Walker, 59.0s, 100.07mph (**record**).

FF1600 Consolation Race (12 laps): 1, Martin Donnelly (Crosslé Scholar 35F), 12m 46.4s, 92.44mph; 2, Chris Bullimore (Lola), 12m 53.6s; 3, Martin Allinson (Van Diemen-Scholar RF81), 12m 54.6s; 4, Kevin Haddock (Van Diemen RF80), 13m 00.2s; 5, Malcolm Barfoot (Crosslé 32F), 13m 07.4s; 6, Bailey, 13m 07.6s. **Fastest lap:** Donnelly, 1m 02.9s, 93.86mph.

SILVERSTONE (GB), Oct 3/4, BRDC

Esso Formula Ford 1600, heat 1 (7 laps): 1, Andy Wallace (Royale-Auriga RP29), 14m 51.25s, 82.90mph; 2, Bill Coombs (Van Diemen-Minister RF81), 15m 02.10s; 3, Paul Parkes (Royale-Peter Harris RP26), 15m 02.73s; 4, Josh Wright (Royale-Auriga RP29), 15m 11.69s. **Fastest lap:** Steve Lincoln (Van Diemen-Nelson RF81), 2m 03.45s, 85.50mph.

Esso Formula Ford 1600, heat 2 (7 laps): 1, Andrew Gilbert-Scott (Van Diemen-Minister RF81), 14m 37.16s, 84.23mph; 2, David Wheeler (Royale-Auriga RP29), 14m 45.84s; 3, Mario Hytten (Van Diemen-Minister RF81), 14m 53.44s; 4, Carlos Arguelles (Royale-Auriga RP26), 15m 09.70s. **Fastest lap:** Gilbert-Scott, 2m 02.54s, 86.14mph.

Unipart Metro Challenge Race (10 laps): 1, Steve Soper, 18m 53.56s, 93.12mph; 2, Patrick Watts, 18m 58.43s; 3, Paul Taft, 19m 02.72s; 4, Jerry Hampshire, 19m 14.27s; 5, Peter Baldwin, 19m 19.82s; 6, Malcolm Harrison, 19m 37.12s. **Fastest lap:** Soper, 1m 52.15s, 94.12mph.

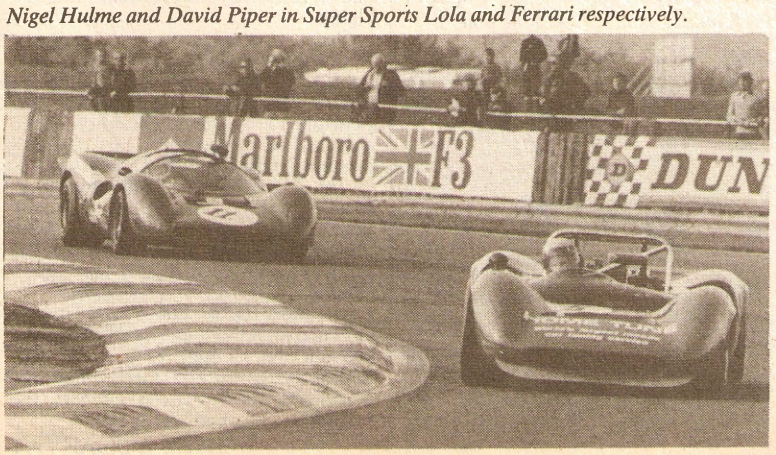
Esso Formula Ford 1600 Championship, final (12 laps): 1, Gilbert-Scott, 20m 47.57s, 101.53mph; 2, John Booth (Van Diemen-Nelson RF81), 20m 47.83s; 3, Hytten, 20m 48.11s; 4, Wallace, 20m 48.39s; 5, Wheeler, 20m 48.43s; 6, Dan Hardman (Royale-Nelson RP26), 20m 49.34s. **Fastest lap:** Gilbert-Scott, 1m 41.95s, 103.53mph.

Tricentrol Car Group Clubmans Sports Championship Race (10 laps): overall and fully-modified: 1, Chris Hodgetts (1.7 Mallock U2-Chamberlain Mk21), 15m 22.70s, 114.39mph; 2, David Harrington (Mallock U2-Nicholson Mk23), 15m 34.01s; 3, Paul Gibson (Mallock U2-Nelson Mk23), 15m 57.18s; 4, Michael Moore (Phantom-Titan P80), 16m 18.84s. **Fastest lap:** Hodgetts, 1m 30.33s, 116.85mph. **Formula Ford-engined:** 1, Ali Hussein (Mallock U2-Nelson Mk21), 103.44mph; 2, Malcolm Jackson (Mallock U2-Nelson Mk20B); 3, Mike Donovan (Mallock U2-Manor Mk20-23M). **Fastest lap:** Jackson, 1m 39.10s, 106.51mph.

Minolta Trophy Race for Super Sports Cars (10 laps): overall: 1, Gerry Marshall (5.0 Lola T70 Mk3B), 15m 44.01s, 111.81mph; 2, Albert Obrist (3.0 Ferrari 312P), 15m 47.19s; 3, Mike Knight (5.0 Lola T70 Mk3B), 15m 54.01s; 4, John Brindley (5.0 Lola T70 Spyder), 15m 59.35s. **Open cars:** 1, Obrist, 111.44mph; 2, Brindley; 3, David Piper (4.2 Ferrari P4). **Fastest lap:** Obrist, 1m 30.57s, 116.54mph. **Closed cars:** 1, Marshall; 2, Knight; 3, Simon Phillips (1.8 Chevron B16). **Fastest lap:** Knight, 1m 32.53s, 114.07mph.

CAV Sports Car Championship Race (10 laps): overall and over 2500cc: 1, Tony Lanfranchi (3.0 Porsche 911SC Sport), 20m 27.21s, 86.01mph; 2, Steve Cole (3.5 Morgan Plus 8), 20m 27.41s; 3, Malcolm Paul (3.5 Morgan Plus 8), 20m 50.67s; 4, Colin Blower (2.8 TVR Tasmin Convertible), 20m 52.08s. **Fastest lap:** Lanfranchi, 1m 57.76s, 89.63mph. **1501-2500cc:** 1, John Mayne (1.6 Caterham Super Seven), 78.49mph; 2, Richard Dunham (2.0 Triumph TR7); 3, Gary White (1.6 Caterham Super Seven). **Fastest lap:** Mayne, 2m 06.84s, 83.22mph. **Up to 1500cc:** 1, Trevor Lewis (1.5 MG Midget), 76.72mph; 2, Bruce Kennedy (1.5 Fiat X1/9); 3, Peter Hiley (1.5 MG Midget). **Fastest lap:** Lewis, 2m 12.01s, 79.48mph.

Nigel Hulme and David Piper in Super Sports Lola and Ferrari respectively.



AINTREE

The right ratio

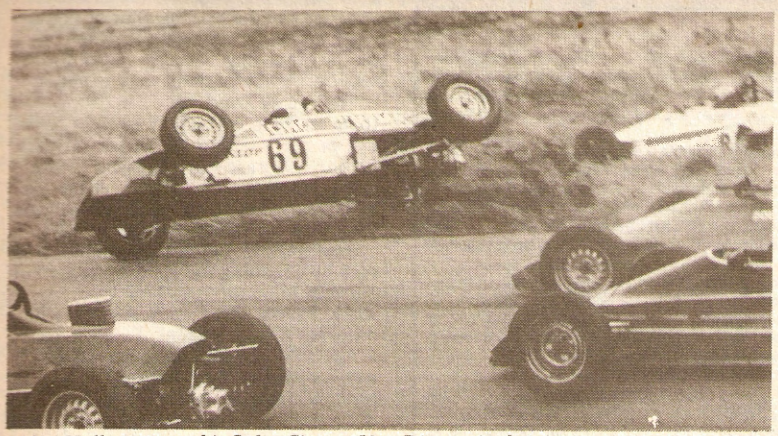
Action on Saturday at Aintree's last 1981 meeting centred around the ninth round of the Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship in which Phil Kempe tightened the position at the head of the table with his second victory of the season. After practice dramas had effectively eliminated erstwhile points leader Kenny Andrews from the running — leading to odious paddock wrangles throughout the day (see *Sports Extra*) — and Mark Peters spun away his chances on the opening lap Kempe romped away to win from the closely-matched Chris Ringrose and Dougie Spencer. A Bernard Hunter FF1600 win for Wally Warwick was the highlight of the day's sport while Jim Crawford's new outright lap record in the *libre* thrash — which Jim Evans's Shadow won after the Plygrange Toleman spun at Country — warmed the hardy spectators.

Several of the leading 'Star of Tomorrow' contenders practised at the circuit on the preceding Tuesday and/or Friday sessions. Some of them were caught out by the gusty wind which had opposed them on the long Railway Straight on the eve of the meeting yet turned in their favour on race-day, making gearing calculations more difficult. That Phil Kempe's ratios were perfectly chosen there was no doubt, for the Welshman claimed pole for the 15-lap championship race by equalling the class lap record of 1m 2.0s in qualifying. Title challengers Mark Peters and Kenny Andrews had differing fortunes again. Peters's Team Touraco/Slush Puppie Lola qualified well despite handling deficiencies at Club in particular while Andrews's hopes were dashed when an errant slower car spun in front of him at Beechers on the final lap of practice. Left with little option other than to ram Terry Heaps's car, the unfortunate Kenny was launched into a frightening series of rolls and the immaculate Markian Racing Van Diemen was severely damaged, mercifully without harm to its pilot.

Having qualified Tony Allinson's similar car later in the day, Andrews's dramas continued when the owner was driven into in the Bernard Hunter race. Mark Birrell's men and the Allinson brothers' team patched it up with seconds to spare and Kenny joined the line-up. A lightning start from Peters saw the white Lola out-drag Kempe into Country but, leaving his braking to the last possible moment, Mark arrived amid wreaths of tyre smoke, the two cars touching momentarily. Kempe, on the inside line, controlled his machine well but Peters ran out of road, sliding onto the grass. Behind him all hell let loose as Karl Jones was nudged, possibly by Neil Myers, although chances are he, too, was pushed. As these drivers, fought to regain control, Alan Holloway's Soho Cinema Van Diemen was launched into orbit after contact with Michael Spivey's Royale and, when a gap between Kevin Haddock (Van Diemen) and the rapid Martin Donnelly's Crosslé closed, the fast-starting, and furious, Andrews found himself in the middle, his borrowed car sustaining further damage.

Up front, Kempe was being chased hard by Chris Ringrose and Dougie Spencer in their Van Diemens, with Andy Middlehurst using his circuit knowledge to good effect by bringing the Pacer into fourth spot. So fraught was the second place dice that Kempe was allowed to pull clear by 1sec or so, a gap which no amount of place-swapping could shrink. Phil thus ran out winner, but he could not afford to relax with Spencer and Ringrose embroiled in the dice of the race, 60yds behind. Side-by-side through Club on a couple of occasions, this pair deserve credit for their clean, sporting manners throughout the race. Only with the greatest difficulty did the panel decide to award Ringrose — who eventually outfoxed his rivals — the AUTOSPORT 'Star of the Race' tankard. Middlehurst was able to gain ground on the pair towards the end but came home well clear of the fifth-placed Haddock while Peters scythed his way brilliantly to sixth.

John Swales shot off the line in his Van Diemen to take the lead in the first FF1600 race but a first corner incident eliminated three cars and Swales was down to 12th at the end of the lap. As the first corner incident sorted itself out, Martin Allinson pulled clear in his Van Diemen from Wally Warwick (Van Diemen) and Colin Verity (Hawke). Allinson lasted only a couple of laps at the front as Richard Street (Royale) was soon through to lead Verity, John Anderson (Merlyn) and Alan Stringer ▶



Alan Holloway puts his Soho Cinema Van Diemen in the picture at Aintree.

AINTREE continued

(Crosslé), with Gordon Stephenson (PRS), Bob Bailey (Van Diemen) and Warwick fighting behind.

On the sixth lap, Anderson took the lead from Street at the end of the Straight, the venerable Merlyn leading until the Royale again swept past and running second until lap 10. Warwick moved up the order, past Verity on lap 9 and into second as Anderson dropped back, but was followed through by a very rapid Swales who again took the lead on lap 12 only to spin it away at Club Corner next time round. The closing three laps of the 15 were reasonably quiet, Street just ahead of Warwick (losing water as the main pipes were pulled off in the first corner *fracas*); Stephenson had a spurt to third, but then dropped to fifth while Stringer took third ahead of Bailey.

Jeff Wilson was relatively untroubled at the head of the Special Saloon race which was notable for a good scrap in the middle stages between the two 2-litre Skodas of Richard Simms and Walter Robertson. George Potter ran second almost all the race in his Esprite (see *Sports Extra*), but Simms and Robertson were fighting hard in third and fourth. Simms passed Robertson on lap 4, and seemed all set to pull away, but the Scot pulled up again and took Simms at the end of Valentine's Way to pull out somewhat by the flag. Tony Sugden (in Tony Dickinson's spare Skoda) ran steadily to claim the championship in fifth (see *Sports Extra*) and the 1300cc class went to John Wood (Escort) from James Funnell (Morris Minor), after the positions had reversed when Wood recovered from a poor start and a water leak.

The Audio Pro Hi-Fi Mod Sports championship race was won by Robertson, but his Skoda is patently not a Sports car and so the real race was between Tony Sugden (Turbo Esprit) and Potter. Sugden ran ahead of Potter while the turbo lasted; it failed on lap 7 and the white AET machine was followed into the pits by Potter who had a rear wheel come loose at the same time! Andrew Waring (1.8 Elan) thus took the honours by a fair margin from Terry Carthy, whose 1.1-litre Clan just stayed a safe 5secs ahead of John Gallagher's Midget to take class C. Jon Jeffrey (1.0 Davrian) was in the small class but came in ahead of a couple of the 1500cc men.

With a couple of F1 cars and Jim Crawford in the F2 Toleman on the grid, the *Libre* section of the combined *Libre*/FF2000 race looked good on paper. Jim Evans used the extra power of the DFV in the Shadow to outdrag the Toleman away from the start, but Crawford was by on lap 2, Evans retaliating by taking the lead for lap 4; then Crawford muscled past and set about lowering the outright circuit record. With the F1 McLaren of Arnold Glass outclassed by the leaders (he dropped steadily back to take sixth, two laps down), it was left to Vin Malkie (Chevron B45) to hold third until he retired on lap 12. Crawford pulled away from Evans and lowered the circuit record to 49.6s (119.03mph), but disaster struck on the last lap when the Toleman snapped just past the limit at Country Corner and the engine refused to restart. Evans, who had backed off, went past to take the win as the F2 car was push-started in time to claim second place. Further back in the *Libre* field, the trio of David Muter (1.6 Barton), Warren Booth (1.6 Chevron) and Rob Moores (2.0 Chevron) circulated in close company until Moores made a dive up the inside of Muter at Club on lap 4, the two cars touched and, although Muter did one more lap before retiring with a smashed rear wheel, the spinning Moores was collected heavily by Booth and both cars were out.

John Walker was never seriously challenged again at the front of the field and the Myrtle was 6secs ahead of the battle for second between Ian McCullough (Royale) and Tim Wood (Reynard) who were just a fraction apart throughout. Alan Capstick (Crosslé) had another good drive in fifth place for most of the race but was the happy recipient of fourth when Bryan Mullarkey (Dulon) dropped to the back of the field on the last lap.

At first, Kevin Haddock (Van Diemen) led the closing FF1600 Consolation event, but he was soon reeled in by Martin Donnelly (Crosslé), who took the lead on lap 3 and proceeded to pull out a comfortable gap over Haddock for the rest of the race in a fine display of driving on his first visit to the circuit. Haddock was constantly under attack from Chris Bullimore (Lola) and Martin Allinson (Van Diemen), who both got past on the results sheet as the luckless Haddock was adjudged to have jumped the start. Warwick came out again and fought with a failing clutch until lap 9 when it gave out completely while he was in fourth spot ahead of Malcolm Barfoot (Crosslé) and Bob Bailey whose Van Diemen had an upturned nose for many laps until it fell off.

DUNLOP Autosport STAR OF TOMORROW CHAMPIONSHIP

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship, round 9
15 laps — 24.6 miles

1, Phil Kempe (Royale-Auriga RP26), 15m 50.4s, 93.18mph;
2, Chris Ringrose (Van Diemen-Auriga RF80), 15m 52.3s;
3, Dougie Spencer (Van Diemen-Scholar RF81), 15m 53.0s;
4, Andy Middlehurst (Pacer-WDA FF81), 15m 54.4s;
5, Kevin Haddock (Van Diemen-Scholar RF80), 16m 01.7s;
6, Mark Peters (Lola-Auriga T540E), 16m 07.0s;
7, Mike Hawkins (Lola-Auriga T540E), 16m 16.9s; 8, Malcolm Barfoot (Crosslé-Scholar 45F), 16m 19.1s; 9, David Mellor (Crosslé-Scholar 45F), 16m 21.2s; 10, Karl Jones (Royale-Auriga RP26), 16m 22.9s; etc. **Fastest lap:** Peters, 1m 02.2s, 94.91mph.

MARCUS PYE/
PAUL BOOTHROYD

SILVERSTONE

Green in the pink

Grey skies followed by torrential rain during one of the major events of the day couldn't stop the die-hard VSCC enthusiasts having a thoroughly enjoyable time at Silverstone on September 19.

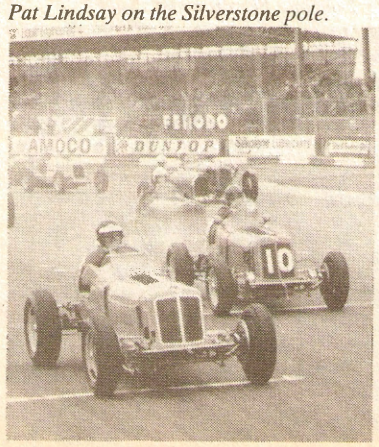
Practice had been dramatic enough, with Nick Mason deranging the engine of his ERA, R10B, which was almost miraculously repaired in time for him to race, while Hamish Moffat had an enormous moment at Woodcote when the brakes of Frank Wall's famous Bugatti seized absolutely solid: the phrase 'flat-spotting' took on a new connotation when one tyre scrubbed through to fresh air.

The first event was a six-lapper incorporating the Bill Phillips Trophy. Two interesting 'new' cars on the grid were Alain de Cadenet's 1931 Alfa Romeo Le Mans and Stanley Mann's V12 Le Mans Replica Lagonda—though both finished well down the field. Chris Mann seemed to have the race sewn up in his Monza Alfa, leading the field quite comfortably, until piston trouble forced him to retire, the lead to the finish then being taken by a delighted Paul Grist in Keith Duly's Monza. Burrell's Bentley Royce finished 2secs behind, while Chant's well-known Alvis, 'Brutus', was lucky to inherit third after Dunham had retired *his* Alvis.

The five-lap handicap race which followed was won by Baxter's Riley with Davney's MG/Riley Special second and Pilgrim's Austin 7 third, while the interesting Triumph Southern Cross of C. J. Mann (no relation to C. C. 'Chris' Mann) finished fifth.

The Boulogne Trophy Race for vintage racing cars is always entertaining, though the absence of Hamish Moffat and 'Rusty' Russ-Turner removed some of the potential. Thus the race turned into something of a procession with the ever-improving Tim Llewellyn in the fearsome 3/8 Bentley pulling out to win convincingly from the even more fearsome and thunderous Napier Bentley of Peter Morley, whose car literally shakes the ground as it passes. Third in spite of his usual teeth-gritting, very sideways driving was Ron Footitt in the AC/GN: for once sheer power told, though he managed to fend off Russell in the 4/8 Bentley and Johnty Williamson in the rumbling 1923 V12 Delage.

Pat Lindsay on the Silverstone pole.



Winner of the next four-lap handicap race was Baxter, again in the Riley Special, but it was the fifth race that was one of the major attractions of the day: the Pre-War Allcomers' Scratch race. No fewer than nine ERAs lined up for the start, and rumour had it that this was the first £1,000,000 grid the VSCC had seen . . . Missing were two of the quicker ones, Martin Morris's silver machine and Dudley Gahagan's car, but it was nevertheless a very impressive display indeed.

Much was expected of Willie Green in Bamford's famous ex-Mays ERA, R4D, and indeed he made a superb start to lead under the bridge — but Patrick Lindsay in R5B, 'Remus', soon took command of the race and disappeared into the distance, finishing not only first but setting a new pre-war racing car record. Second was a hard-charging Donald Day, one of the surprises of the day, heading off Green; and Nick Mason, a steady fourth.

The Fox and Nicholl Trophy race, an eight-lap handicap event, saw Rodney Felton's 8C Alfa win from Duly's Monza, the owner himself driving this time, with Begler in the LG45 Lagonda third.

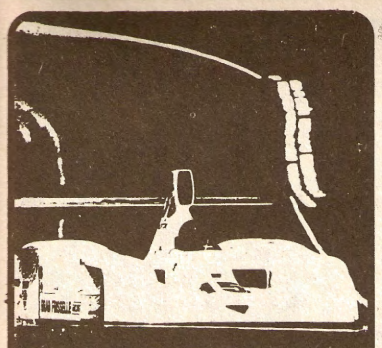
It was just at about this point that the rains began in some earnest, which made the next race, for the Hawthorn Memorial Trophy, one of the most exciting of the day. The main battle was between Green in the well-known Bamford Ferrari Dino and Neil Corner in the V12 Tasman version of the same car. Practice had shown very little betweeen the two, and there was no doubt that they were going to dominate the race, although the Lotus 16s of Bruce Halford and Simon Phillips might just give them a run for their money. Unfortunately Halford suffered severe back pains during the morning and regretfully pulled out of the race.

Both Ferraris made a splendid start, with Green in front by the proverbial gnat's whisker for the first couple of laps, then Corner led only to be taken again, then managed to scramble past once more—only to execute a neat 180 degree spin in front of Green at Woodcote! With barely a moment's pause he was off after Green, obviously with the bit between his teeth, still—remarkably—in second place. Alas, three laps later he lost it once more under braking coming into Woodcote and spun off into the catch-fencing. Incredibly the car had gone off into the gap between the fences, suffering only minor body damage so, with a little help from the marshals, and a touch of rally-crossing, Corner set off yet again, but by this time Green and much of the field had passed him. Nevertheless he had set fastest lap and eventually finished eighth.

Green won very comfortably, therefore, with a 30secs lead over, of all cars, Patrick Lindsay's 'Remus'! Lindsay's driving that day, particularly in the Hawthorn Trophy race where he finished ahead of all the post-war cars (Green's excepted) won him the driver of the day award. Philips in the Lotus was third, Martin in the 250F Maserati fourth. Donald Day, once again driving with great verve, finished sixth, second of the pre-war cars, more than a lap behind Lindsay . . .

Two more five lap handicap events ran in gathering gloom and even more rain brought the meeting to a close, with Tedham's Austin 7 taking the first and Roger Howard's Type 37 Bugatti the second in a much-depleted field.

MIKE McCARTHY



International Races

CHARLOTTE NASCAR

Waltrip on top

Darrell Waltrip continued his magnificent form with Junior Johnson's Mountain Dew Buick Regal by winning again at Charlotte on Sunday. It was his tenth victory of the season, and also his tenth consecutive placing within the top three finishers. In addition, his claim to the pole position in qualifying was his eighth of the year and earned him a cool $25,000 from Busch Beer, as no one can now secure more poles in the season.

Bobby Allison finished second in the Ranier Racing Buick, although the Alabama driver now drops further behind Waltrip in the NASCAR Grand National points stakes, just to add to his team's internal problems.

Defending champion Dale Earnhardt scored his best result for several weeks by taking fourth place in the Richard Childress-run Wrangler Pontiac behind the similar car of Joe Millikan. In the 'Rookie of the Year' stakes, Ron Bouchard and Morgan Shepherd continued their close tussle by finishing in fifth and sixth positions overall.

CHARLOTTE (USA)
Oct 4
NASCAR Winston Cup Grand National Championship, round 27
National 500

1, Darrell Waltrip (Mountain Dew Buick Regal); 2, Bobby Allison (Hardee's Buick Regal); 3, Joe Millikan (Performance Connection Pontiac Grand Prix); 4, Dale Earnhardt (Wrangler Jeans Pontiac Grand Prix); 5, Ron Bouchard (Race Hill Farms Buick Regal); 6, Morgan Shepherd (Levi Garrett Pontiac Grand Prix); etc.

SUZUKA F2

Honda's home win

Satoru Nakajima took his Honda-powered March 812 to a clear victory in the Suzuka Japanese Formula 2 Championship race on September 27, Kenji Takahashi finishing 13secs behind in second place. Europeans Eje Elgh and Huub Rothengatter made the trip to drive March and Toleman cars respectively, but neither featured strongly in the results.

Pole position was gained by the Dunlop-shod March of Keiji Matsumoto, whose time of 1m 53.20s was 0.4sec faster than a relaxed Nakajima in the Bridgestone-tyred March-Honda. Elgh qualified 10th in the same March 802 that Stefan Johansson had driven at the previous race, while Rothengatter was even further back after crashing his Yokahama Tyres-entered Toleman TG280. An all-nighter by his team saw the car repaired in time for the race but the Dutchman retired with the handling far from predictable.

Nakajima gained the lead at the start and extended his advantage with every lap to score an effortless victory. Pole-man Matsumoto, by contrast, found his tyres useless in race conditions and slipped down to an eventual ninth place, leaving Takahashi's BMW-powered March 812 as Nakajima's nearest challenger.

Kazuyoshi Hoshino had moved swiftly up into second place in the opening laps before giving best to the Yokohama-shod Takahashi, while even a spin did not deprive him of third place ahead of Masahiro Hasemi's year-old March, which had made a poor start. Elgh was disappointed to finish only seventh but performed quite well given the equipment at his disposal.

KUNIHIKO AKAI

SUZUKA (J)
Sep 27
Japanese Formula 2 Championship Race
30 laps — 111.93 miles

1, Satoru Nakajima (March-Honda 812), 57m 46.84s, 116.23mph;
2, Kenji Takahashi (March-BMW 812), 58m 00.20s;
3, Kazuyoshi Hoshino (Toleman-BMW T850), 58m 12.43s;
4, Masahiro Hasemi (March-BMW 802), 58m 31.22s;
5, Naohiro Fujita (March-BMW 812), 58m 32.88s;
6, Tsunehisa Asai (March-BWM 802), 58m 54.41s;
7, Eje Elgh (March-BMW 802), 58m 55.25s; etc.

MONZA F3

Action replay

Enzo Coloni and Paolo Barilla, in their hastily rebuilt cars from the previous weekend's Euro round, did it again at Monza! On the fourth lap, with Barilla just leading, the two cars collided in the first chicane with Barilla spinning to sixth and Coloni taking the lead.

A furious, determined, Paolo Barilla drove like a man possessed to take second place at the finish only to be disqualified, along with Coloni, for dangerous driving. Long into the night the two drivers and the organisers argued, but the sports commission refused to alter their decision and awarded the race to Guido Cappellotto's Ralt, in which he had taken pole position and won his heat. Both Coloni and Barilla intend to appeal . . .

At the green light of the 17-lap final, Cappellotto made a perfect start to storm off into the lead with fellow front row man Coloni leading Barilla and the rest through the chicanes. Barilla, needing a good result to boost his championship hopes, scrabbled into the lead on lap 2 as championship leader Eddy Bianchi flew out of the race after tangling with team mate Paolo Giangrossi and Pierluigi Martini's Dallara.

On the third lap, Coloni passed the Ralt and set after the leading Martini. One tour later it all went wrong. Coloni mis-timed his overtaking manoeuvre and punted Barilla into a spin, so Cappellotto, Roberto Ravaglia (the last Monza F3 race winner), Roberto Farneti's old March and Martini all passed before Barilla rejoined the race.

Almost immediately, Barilla began picking up places and was further helped when Ravaglia's rear suspension on the Trivellato Dallara broke. By the end of the race, the young Italian hot-shoe was second and only 0.56sec behind Coloni's Gulf March with Cappellotto just beating 'Monza Playboy' Fernando Cazzaniga and Farneti in a blanket finish which on paper eventually became the fight for first place. Shipping magnate Sergio Leone enjoyed his best result to date by coming up from the 12th row of the grid to finish fourth with his Ralt ahead of Stefano Livio's Argo JM6 and Ravaglia's struggling Dallara. Cappellotto's 'win' now takes him into second position in the championship.

TIM TYLER

MONZA (I)
Sep 27
Italian Formula 3 Championship, round 14
Trofeo Sachs
17 laps — 61.27 miles

1, Guido Cappellotto (Ralt-Toyota/Novamotor RT3), 32m 59.16s, 111.44mph;
2, Fernando Cazzaniga (March-Toyota/Novamotor 813), 32m 59.70s;
3, Roberto Farneti (March-Toyota/Novamotor 783/793), 33m 00.80s;
4, Sergio Leone (Ralt-Toyota/Novamotor RT3), 33m 07.09s;
5, Stefano Livio (Argo-Toyota/Novamotor JM6), 33m 12.37s;
6, Roberto Ravaglia (Dallara-Toyota/Novamotor 381), 33m 19.65s;
7, Vinicio Salmi (Martini-Fiat/Repetto Mk34), 33m 27.66s; 8, Silvano Colciago (Ralt-Toyota/Novamotor RT1), 33m 30.78s; 9, Luca Onori (Dallara-Toyota/Novamotor 381), 33m 35.57s; 10, Franco Forini (March-Alfa Romeo/Novamotor 813), 33m 37.75s; etc.

Fastest lap: Cazzaniga, 1m 53.64s, 114.17mph.

WATKINS GLEN INDYCAR

More for Mears

Works Penske driver Rick Mears scored his fifth and most fortuitous win of the season on Sunday in the Watkins Glen 200, round 9 of the CART PPG Indycar World Series. Mario Andretti led the opening stages in his STP Wildcat Mk8, the former World Champion making his first road racing Indycar appearance for many years, before succumbing to a broken crown wheel & pinion, while sometime CanAm driver Rocky Moran made a sensational Indycar début to lead for many laps before running out of fuel.

Watkins Glen in late September is not recognised as the most hospitable of places in terms of weather. And it therefore came as no surprise to the Indycar teams to find not only the first, but also the second day of qualifying dampened by frequent showers. All times, therefore, were set with cars on wet weather tyres.

Most at home in the conditions, however, was Andretti, who wheeled his Wildcat confidently around in 1m 56.167s to claim pole position, this being a whole second faster than anyone else. Bobby Unser actually came closest to Mario's time with his Norton Spirit Penske PC9B, but this time was then nullified when the car was found to be too long by 1½ins. This had come about after the elder Unser crashed his intended race car in the first session, and was using it again on the second day after an overnight rebuild. An oversight by the team saw a long nose fitted instead of the intended shorter one. The outcome of this was that Unser would have to start from mid-field in the spare car.

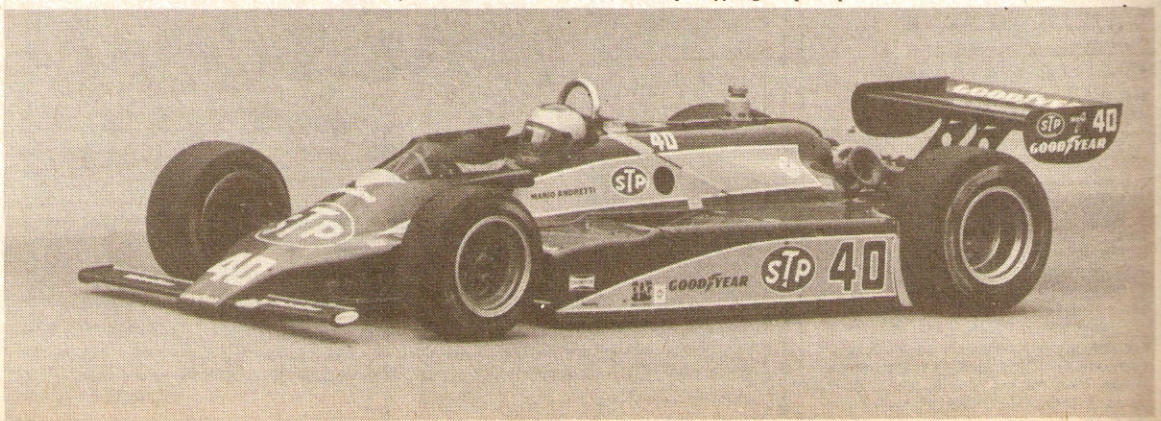
Hence taking second place on the grid was brother Al in Bobby Hillin's Longhorn LR02.

Mears qualified third in his Penske ahead of Rutherford's Chaparral and the second STP Wildcat of Gordon Johncock. Causing quite a stir was Herm Johnson, who qualified sixth in his brand new Eagle-Chevrolet, while Rocky Moran was one place further back on his début in the works Eagle-Chev.

Fortunately, race day dawned bright and sunny, if still on the cool side, and drivers had their first opportunity of running in the dry during the half-hour morning warm-up. Andretti again set the pace but was troubled by a slight top-end misfire, caused, it was thought, by the problematical electronic ignition.

The start of the race saw Al Unser leaping away into the lead, but Andretti slipped through as they began lap 2 and immediately began to run away. After ▶

Mario Andretti was most at home in the damp conditions at Watkins Glen, qualifying on pole position.



WATKINS GLEN continued

five laps, he was a full 8secs to the good and leaving Al to hold off the attentions of brother Bobby, already working up swiftly, followed by Mears, Rutherford and Moran. Tom Sneva was already in trouble at this stage, having lost fourth gear in his March 81C. Tom qualified well down the field, having spent most of the time in the team's Phoenix chassis, and his troubled weekend ended a little further into the race when his gearbox expired completely.

On lap 9, Bobby Unser moved up into second place, by now some 15secs adrift of Andretti, who was really working hard in the knowledge that Unser would be his toughest challenger.

Mario continued to lead through the first round of pit stops, but his fine run came to an end on lap 26. B Unser, however, was not in a position to take advantage, for the works Penske had gone out two laps earlier with a broken piston.

Mears was now left leading Al Unser by around 6secs, while Moran had worked his way up into an excellent third place. Then, on lap 32, Moran pitted for the second time, but departed before the fuel nozzle had been properly detached and several gallons were promptly spilled across the pit lane. No fire ensued, but the officials ordered a yellow flag period while the mess was cleared up. During this, Mears and Unser took the opportunity to refuel, but rejoined some way down the queue of cars, of which Moran was now at the front. However, he had duly been docked a penalty of one lap for the pit indiscretion, as well as having lost several vital gallons from his allotted supply.

From the restart, Moran leapt away into a clear lead, by now really getting the hang of an Indycar's handling, and although Mears closed up at one stage, Moran eased away again until running out of fuel completely on his 57th lap.

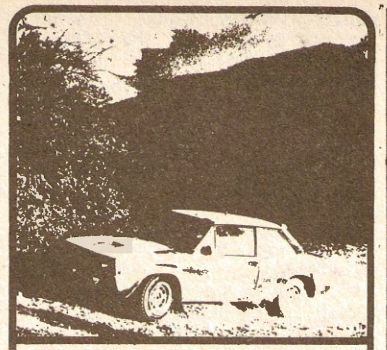
Mears was therefore left to reel off the remaining four laps to finish a whole lap clear of Rutherford, who had enjoyed a close tussle with Bill Alsup over the final half of the race, the latter running his own Penske PC7 at this meeting. Bob Lazier came through to take fourth in his Penske PC7, while Steve Chassey showed the class of Dan Gurney's cars by bringing his Eagle into fifth ahead of the retired Moran.

Of the rest, Johnson went well, running in fourth place until the closing stages when several niggling new-car faults dropped him down the order, while Johncock also lost a lot of time replacing a duff battery.

Mears has already tied up the title, of course, while Alsup's position takes him up to second place ahead of Pancho Carter, who was at the Glen but spent much of the time in the pit lane with gearbox difficulties. The next round is at Mexico City in two weeks' time.

WATKINS GLEN (USA)
Oct 4
PPG Indycar World Series, round 9
60 laps — 202.62 miles

1, Rick Mears (Penske-Cosworth DFX PC9B), 1h 52m 17.0s, 108.273mph;
2, Johnny Rutherford (Chaparral-Cosworth DFX 2K), 59 laps;
3, Bill Alsup (Penske-Cosworth DFX PC7), 59 laps;
4, Bob Lazier (Penske-Cosworth PC7), 58 laps;
5, Steve Chassey (Eagle-Chevrolet 81), 56 laps;
6, Rocky Moran (Eagle-Chevrolet 81), 55 laps, DNF;
7, Larry Dickson (Penske-Cosworth DFX PC7), 55 laps; 8, Tony Bettenhausen Jnr (Phoenix-Cosworth DFX), 54 laps; 9, Herm Johnson (Eagle-Chevrolet 81), 54 laps; 10, Gordon Johncock (Wildcat-Cosworth DFX Mk8), 52 laps;



International Rallies



After severe injury on the Länsirannikon in 1979, Lampi was dominant this year.

LÄNSIRANNIKON RALLI

Glowing Lampi

When the Länsirannikon Ralli was last held two years ago, Lasse Lampi's bid for the lead ended in a horrifying accident, which badly injured his neck, puting his career in the balance. This year, a super cool Lampi demoralised the opposition to win by a shattering margin of over 4mins.

The route was made up of a 400kms loop in south-western Finland with start and finish in Turku. Half of the distance was competitive but wet conditions slowed the pace.

After the first three stages it was clear that nobody would challenge the flying Lampi. Leo Kinnunen had worked his way through to hold second place, having replaced his ancient Porsche with a slightly newer example. Leo is sponsored by Gislaved-tyres which have a regular production compound and a tread pattern of Kinnunen's design.

Already out was Mihcel Sundström's Ritmo with an oil leak to the clutch, while Talbot fortunes took another knock as Timo Mäkelä's Lotus-engined car got stuck in a muddy field losing almost 1min. Lampi eased off a little towards the end of the first leg, allowing Kyösti Hämäläinen to score fastest times and leading positions at the half-way mark were: 1, Lampi, 3999s; 2, Kinnunen, 4101s; 3, Hämäläinen, 4122s; 4, Aho, 4132s; 5,Mäkelä, 4132s; 6, Pitkänen, 4183s.

From the restart, the steady drizzle, developed to thick fog, and immediately had an effect. Mäkelä was inching closer as the night grew older, whereas Hämäläinen was off the pace. Another affected was Leo Kinnunen, but his problem was a misfiring engine.

Positions behind Lampi were decided on SS 16, where Aho rolled his Fiat, blocking the road for Kinnunen. While Mäkelä had driven to second place, Kinnunen felt he might have a chance to oust Hämäläinen from third. Erkki Pitkänen brought his Datsun home fifth after another sensible drive.

The vastly experienced Hannu Valtaharju made a reappearance in G1 dominating the category in Antero Laine's absence and taking sixth overall. Hämäläinen's third place reasserts him at the head of the Finnish Championship in G2, while Harri Uotila still retains his lead in G1.

ESA ILLOINEN

LÄNSIRANNIKON RALLY
Sep 26/27
Finnish Championship, round 7

1, Lasse Lampi (Ford Escort RS), 2h 7m 41s; 2, Timo Mäkelä (Talbot Sunbeam Lotus), 2h 11m 48s; 3, Kyösti Hämäläinen (Ford Escort RS), 2h 14m 02s; 4, Leo Kinnunen (Porsche 911 SC), 2h 14m 08s; 5, Erkki Pitkänen (Datsun 160 J), 2h 14m 53s; 6, Hannu Valtaharju (Ford Escort RS2000), 2h 16m 58s.

Norflex ANECCC Stage Championship final positions

1	Russel Close (Opel Kadett)	66
2	Brian Stanners (Ford Escort RS)	61
3	Alan Conley (Talbot Sunbeam)	58
4	George Marshall (Vauxhall Chevette)	54
5	Mike Gilligan (Ford Escort)	48
6	Peter Knowles (Ford Escort)	48

etc.



Jan van der Marel/Brun van Traa are leading the Dutch Rally Championship with two rounds to go. Van der Marel won the International Limburgia Rally in the English Boleyn-Cattini Opel Ascona 400 after switching from his privately entered Ascona i2000.

TRANS CHACO RALLY

Galanti's dry run

After the driest Trans Chaco Rally on record, Marco Galanti's Ford Escort RS won Paraguay's major rally, after first the Datsun 160J of Luis Silgueiro had become stuck in sand and then a control point plot had allowed the Peugeot 505 of Juan Carlos Hiebl to pull momentarily ahead. The traditional sections where cars lose hours in flooded roads did not happen this year, though the one 13kms stretch of road which cost Silgueiro his chance of success caused back-markers considerable trouble.

The rally was a disaster for Datsun, four of whose cars were put out through air filters becoming clogged with sand, while the leading Toyota could only finish fourth, after Planas's Celica was delayed through a front strut becoming detached from the body. Ford had several misfortunes, first when last year's winner Hector Omar Risso found acid had been added to his fuel tank, which caused considerable loss of time and finally the engine to seize, then to Miguel Angel Napout who retired after an accident to his service crew. Datsun claimed the Group 1 award, for the 160J of Carlos Gomez Solalinde.

Starting order for the event, important to decide who has a dust-free run in the opening sections — if the rally is dry — and who is not blocked by stranded cars if the rally is wet, was based on performances on a classification test the day beforehand, at the Aratiri racetrack.

Midnight Saturday night saw the real start. The cars were sent down the Trans Chaco highway as far as the asphalt allowed, some 280kms, and from there the rally began in earnest. But Risso's Escort was already in trouble. The car misfired and then stopped. The driver opened the boot and found the fuel lines were strangely soft, and touching the fuel lines showed that something very mysterious was happening inside them. A painful moment showed that it was acid, though whether it was by way of sabotage or some strange chemical reaction was not known. Anyway, many hours were lost while much of the fuel system was changed, and the next day the engine seized once and for all.

So the blue Escort of Galanto was ahead, with Silgueiro close behind and then ahead when Galanti lost 15mins with steering problems, which let the Datsuns of Antebi and Jaeggli get past as well. Jaeggli's challenge did not last, a broken sump needing a lengthy repair from an airborne service crew. The



Planes service on the Trans Chaco; here is Colt crew 'Mal Prato' and 'Glad'.

greatest dramas were to follow in daylight, on the final section of the first leg into Mariscal Estigarribia.

Silgueio was the first car into the sandy wastes and stuck. Galanti was second car, and stated afterwards the only reason he could get through was by using his engine at full power. Happily, under supervision from mechanics watching from the skies, the car came through without overheating. He lost 3mins here, as did Juan Carlos Hiebl's Peugeot. Planas's Toyota and Rudi Hiebl both lost 11mins, and the next best performance was 51 minutes by Antebi's Datsun. It was there that the rally was won and lost.

The next day saw a fright for Galanti. Antebi arrived at the first control away from Mariscal Estigarribia early, hoping to be first on the road. Galanti just spotted his ploy in time, himself went 3mins early (6mins penalty), kept the lead on the road, but losing the overall lead to Heibl. The decision was wise, the day was hot (up to 40°C and getting humid as well) and the roads were dusty. The route headed through settlements of German and Indian families, pausing for servicing at Prats Gill aero base, where more planes than trucks were waiting for the cars.

Datsuns began to have their fatal air filter problems (they had already lost Lafarja with engine trouble at the classification test), Toyota had a delay for Planas (Molas having been delayed in the sand, Calvo having retired with engine trouble at Aratiri) with the suspension and now Peugeots — a team nobody had seriously rated — were first and third. Galanti pulled back lost time on Hiebl, and on the penultimate section of the *étape* regained the lead, over narrower roads which suited the Ford better.

So far it had been completely dry out in the Chaco, but the weather began to turn as soon as the leaders arrived back in Mariscal Estigarribia. It began to blow, the wind whipped up the sand and the whole camp was a whirlpool, followed by rain. But the next morning it was dry again and the tracks back to Asuncion were as dry as ever. Galanti pulled out more time and eventually won by an 11mins margin. Datsun finally won G1, their only consolation while a special 1.3-litre Escort RS BDA won the small car class.

MARTIN HOLMES

TRANS-CHACO RALLY
Sep 27-29
Codasur Championship, round 3

1, Marco Galanti/Mario Monges (Ford Escort RS) 1n 17m;
2, Juan Carlos Hiebl/Bubi Luthold (Peugeot 505) 1h 28m;
3, Rudi Hiebl/Escher (Peugeot 505) 2h 21m;
4, Gerardo Planas/Gerardo Weiler (Toyota Celica) 2h 58m;
5, Luis Centurion/Fabio Ferreira (Ford Escort RS 1.3) 3h 47m;
6, "Mal Prato"/"Glad" (Mitsubishi Lancer) 4h 13m;
7, Carlos Cabral/"Espinaca" (Toyota Corolla Levin) 4h 16m; 8, Carlos Gomez Solalinde/Roberto Starcevich (Datsun 160J) 4h 16m; 9, Jorge Conejero/Eugenio Planas (Ford Escort RS) 4h 27m; 10, Sergio Cerva/Manlio Lopez (Datsun 120Y) 4h 37m.

RALLYE DU VIN

Rallye du Jim

Jimmy McRae won the Rallye du Vin held in Switzerland at the weekend, thus maintaining his challenge in the European Rally Championship. Driving a Boleyn Cattini-prepared Opel Ascona 400, McRae and co-driver Mike Nicholson took the lead early in the rally, ahead of Jean Ragnotti's Renault 5 turbo. They held on, McRae scoring his first ever European win.

The rally started in Martingy near Geneva, at 6.00am on Friday, stopping that evening and restarting again on Saturday finishing at 7.30pm. A total of 33 special stages (463kms over mixed surfaces) made up the competitive distance over typical Alpine roads.

From the start, there was drama for Euro series leader Adartico Vudafieri, whose Fiat 131 was caught by the police for speeding. Although he continued in the event for some time, he was eventually excluded, leaving McRae in command. The only challenge to the Scotsman came from Jean Ragnotti's Renault 5 Turbo, but a puncture on the first day while using wet racers on a gravel road dropped him back.

That meant McRae held a comfortable lead, with the Opel requiring no work whatsoever and, when Ragnotti struck gearbox troubles on the second day, the lead increased. Over the final tests however, the Renault set some very quick times but McRae, anxious to prove he was coasting to a win, then took nearly 1min back on the final test. Only 26 of the 113 starters completed the event.

RALLYE DU VIN (CH)
European Rally Championship round 40

1, Jimmy McRae/Mike Nicholson (Opel Ascona 400), 356m 28s; 2, Jean Ragnotti/Jean Marie Andrie (Renault 5 Turbo), 359m 48s; 3, A Ferjancez/J Tandari (Renault 5 Turbo), 362m 14s; 4, J Caron/H Battazi (Porsche Carrera), 366m 19s; 5, Jean Pierre Balmer/P Eckert (Opel Ascona 400), 371m 22s; 6, M Gall/M Gunter (Porsche Carrera), 389m 33s; etc.



National Rallies

HALTONE CORK 20

Brilliant Buckley

The entry list for the Haltone Cork 20 International Rally, the last round of the Tarmac Championship (already decided in favour of Jim McRae) had two star attractions. The Chequered Flag Lancia Stratos was brought to Cork, by Russell Brookes, co-driven by local expert, Paddy Kavanagh, to start at number 1 most eyes were on car number 3, however, the new-rear-wheel drive Escort XR3; driver Billy Coleman, co-driver Brendan Neville.

The XR3 looked beautifully crisp in its red and white livery, every inch a winner. Early reports of a few niggling problems at a test session in Coleman's Millstreet were forgotten as the car was slotted into the Friday overnight *parc ferme* beside the River Lee.

The remainder of the top 10 was the usual Irish Tarmac combination: Buckley/Caplice at two in the Chevette, and Chevettes also at four and seven for Donie Keating and Brendan Fagan. Sean Campbell was at five in his Ascona 400, John Coyne at six in the Sunbeam with a return by Noel Smith at number nine in the faithful Porsche.

At number 12 was local driver Frank O'Mahony in the Audio Sonic Escort, at 14 the Clitheroe Kids John Morton and Allan Birchall (also Escort RS) at 15 and 16 the G1 Escorts of Austin McHale and Richie Heeley. G2 2-litre Sunbeams were at 17 and 19 for Damien Campbell, and Mike Dunnion, and at 20 Newport's Russell Gooding (Chevette).

The weather was wet, cold and windy for the first stage on Saturday morning, a short thrash through an industrial complex in the centre of Cork city.

No dramas here, save perhaps Noel Smith showing his impatience after a long lay-off by charging past the start timekeeper's car without a start time. He was granted a re-run, and predictably had best time for this stage. The rally then moved north-east to an area around Fermoy, (on schedule time as opposed to target) and, with unrestricted servicing. There were a further 12 stages on Saturday, totalling 154 stage miles, with the shortest stage seven miles, longest 18. The Terrain was undulating farmland, with fast sweeping bends and the occasional tight mucky bit to catch out the unwary.

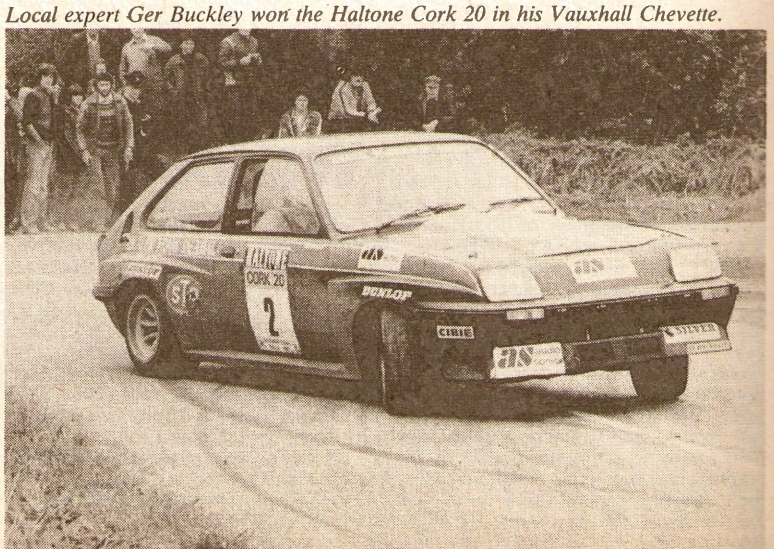
After the first few stages, a pattern quickly emerged of three drivers out in front, battling for seconds for the lead. Donie Keating and Nicholas Condon had a spin on the second stage, but Keating still, surely the most determined driver on the Irish scene at the moment, had a 9secs advantage over John Coyne and Christy Farrell in the Ridgid Tools Lotus Sunbeam.

Ger Buckley was just 1sec behind Coyne, this after 40 stage miles. Then the gaps started to appear, Sean Campbell 18secs behind Buckley, then Fagan, Coleman and Brookes, the Stratos over 1min behind the leader. At this point, Richard Heeley was eighth and leading G1. He had been swopping seconds with fellow Dubliner Austin McHale, but McHale had crashed out of the rally on that slippy fourth stage. Heeley's other expected G1 rival, Welshman Mal Stuart, was also soon to disappear in that category as was Brendan Fagan.

In the middle order the rally resembled a destruction Derby. Just one of the walking wounded was Ron Neely. The Ballinamallard Mini cleared a wall at over 100mph and landed in a field with a broken oil cooler and distributor. Neely drove out of a farm gate onto the stage, 12mins later having repaired the damage himself. The Knox brothers, Raymond and Trevour crashed their Sunbeam out of the rally. The 90m starters were reduced to 78 after four stages, then 61 after seven stages.

John Morton was working his way towards the top 10, despite extensive body damage after contact with a bridge parapet. After seven stages, the order was Keating, from Buckley by 7secs, then Coyne a further 9secs back, Sean Campbell, Russell Brookes and Billy Coleman. ▶

Local expert Ger Buckley won the Haltone Cork 20 in his Vauxhall Chevette.





Brookes — first Stratos drive.

CORK 20 continued

Coleman was frustrated, the new XR3 Escort handling and braking beautifully, although there were engine problems. There was a persistent water leak, but more worrying was a vibration up through the distributor. Eventually the 2.2-litre XR3 engine threw off the belt driving the distributor lay shaft and Coleman called it a day.

Donie Keating had extended his lead over Buckley to 38secs, with just a couple of Saturday stages to complete. Keating's Pernod Chevette had been consuming oil at an alarming rate, the engine tired after a hard season's rallying. Suddenly, the Vauxhall jammed in third gear at the start of a 10-mile stage. Keating drove on, but the engine blew just three miles into the test. Donie Keating had dominated the event from the word go but, with his Pernod sponsorship now finished, the talented Cahir garage owner could now be out of rallying for good.

Just 51 cars made it into *parc ferme* in Cork on the Saturday evening. Buckley had a 22secs lead over Coyne, with Sean Campbell over 90secs behind. Then there was a long gap to Sean's brother Damien, then Brookes, who had dropped almost 5mins changing a rear wheel puncture in mid stage. Frank O'Mahony was sixth in the Audio Sonic Escort, having weathered an in-car sickness problem, a combination of flu after-effects and rear axle fumes.

The weather was dry for Sunday's first 7½-mile stage, south-west of Cork towards the Kinsale region. First car to appear was Coleman in the XR3. The new car was running at the head of the field, for testing purposes, and covered that first tight stage in 6m 59s. Coleman was keeping the revs down, but was still 4secs quicker than Buckley. Throughout Sunday's 11 stages, Coleman was always on the pace of the leading cars. There should have been 12 stages, but one was cancelled because of just one uncooperative spectator among the many thousands who lined the Cork roads.

The cancellation was no reflection on the organisation, the total involvement of enthusiastic sponsors, Haltone, and some of the best Irish Tarmac stages made it a rally to remember for all those privileged to be involved.

Over the 90 Sunday stage miles Buckley increased his lead over Coyne by 50secs. Neither driver experiencing any problems. Sean Campbell's Ascona was down on par with a cracked manifold, and just off the pace. The Chequered Flag Stratos was as dramatic as ever, Brookes wanting to do the rally all over again so that he would know which way to point the Lancia at the appropriate moments. Damien Campbell ended a superb drive just a few stages from the end with deranged steering, and Richard Heeley and Vincent Meade nursed their RS2000 home for a fine G1 victory and G1 in the Tarmac Championship, despite a suspect rear axle damaged in a first day off.

John Morton entertained the large crowds with his sideways forest style driving and earned sixth place in a very battered Escort.

BRIAN PATTERSON

Haltone Cork 20 International Rally
Oct 3-4
Irish Tarmac Championship, final round

1, Ger Buckley/John Caplice (Vauxhall Chevette), 239m 42s;
2, John Coyne/Christie Farrell (Talbot Sunbeam), 240m 55s;
3, Sean Campbell/Austin Frazer (Opel Ascona 400), 244m 16s;
4, Russell Brookes/Paddy Kavanagh (Lancian Stratos), 250m 08s;
5, Richie Heeley/Vincent Meade (Ford Escort), 258m 58s;
6, John Morton/Allan Birchall (Ford Escort), 259m 28s;
7, Mike Dunnion/D Stone (Talbot Sunbeam), 264m 15s; 8, Paul Windsor/Frank Rowlands (Ford Fiesta), 264m 17s; 9, Russell Gooding/Roger Jenkins (Vauxhall Chevette), 271m 33s; 10, D Flood/J Smith (Ford Escort), 271m 44s; etc.

NIGHT OWL RALLY

Pope wins Night Owl

Gary Pope and Andy Madge, in the Maladient Ford Escort RS2000, won the final round of the Leicester Consortium of Car Clubs' Rally Championship, the Castrol Night Owl, on Saturday night.

Early leaders, Graham Parkinson and Andrew Duerden (Chevette 2300HS), retired 2 miles before the petrol halt when they ran out of petrol, while Peck/Bradshaw looked set for a certain second place in their Talbot Sunbeam, until missing a control.

Castrol Night Owl Rally
Oct 3

1, Gary Pope/Andy Madge (Escort RS2000), 17m 40s; 2, Keith Rylance/John Maskell (Toyota Celica), 18m 40s; 3, G. Shaw/J. Bolsover (Vauxhall Viva), 18m 46s; 4, Chris Edwards/Mike Callaghan (Escort RS2000), 19m 18s; 5, Dave Cockerill/Dave Parkinson (Escort), 20m 32s; 6, Graham Waite/Chris Bradburn (Imp), 25m 25s; etc.

ENFIELD STAGES

Trust in Webber

The Snettisham crew of John Webber and Fred Chapman (Escort RS2000) won the Green Belt MC's Enfield Brake and Clutch Stages Rally on Sunday. They finished the 13-stage event, which was held in the Essex/Suffolk borders area, 36secs ahead of Charles Golding/Mick Hollick (Triumph TR7V8). They in turn were 1min 49secs in front of the Webb brothers, Keith and Billy, who won the twin ohc class in their Escort.

Heavy overnight rain caused problems early in the event, leading to the cancellation of four stages on the day due to waterlogged ground or running late. As usual on this event, the ford across the River Brett on the Semer stage near Hadleigh caused its share of problems. These included causing the Chartered Trust (Anglia) Ltd-sponsored car of the winners to chug around the rest of the 1½-mile farmland stage on three cylinders.

Enfield Brake & Clutch Stages Rally
Oct 4
Green Belt MC

1, John Webber/Fred Chapman (Escort), 1967 pens; 2, Charles Golding/Mick Hollick (Triumph TR7V8), 2003; 3, Keith Webb/Billy Webb (Escort), 2112; 4, Graham Joyce/Dean Joyce (Escort), 2131; etc.

Class winners: up to 1300cc: Robert Chambers/Alec Chambers (Escort), 2267; **1301-1600cc:** Stephen Lyle/Nigel Beverley (Talbot Sunbeam), 2258; **over 1601cc;** Mick Gooch/Steve Brown (Escort), 2164; **twin ohc:** Robert Wilkinson/Graham Eaton (Escort), 2214. **Novice:** Alan Smith/Peter Thompson (Talbot Sunbeam), 2608.

AUTUMN RALLY

Right for Roger

Roger Moran won the Sixty & Worcs MC's Autumn Rally for the second successive year at the weekend but, for his co-driver, John Kiff, the victory was his first outright win. Driving his Escort RS2000, Moran pulled steadily away from second-placed Peter Maiden (Vauxhall Chevette) throughout the event, to win by more than 1min, despite starting at eight after making a late entry.

The event, a round of the AWMMC series, was run on a restricted permit for the first time in four years, and covered 155 miles.

Of the top seeds, all finished except Dave Welding/'Polly', who found that their Avenger would not float after missing a bridge on a tricky section in the second half and ending up in a brook; a first-half excursion had already lost them 12mins, so their night in the damp conditions was not a fruitful one.

Autumn Rally
Oct 3
Sixty & Worcs CC
AWMMC
Championship round

1, Roger Moran/John Kiff (Escort RS2000), 17m 41s; 2, Peter Maiden/Keith Ashley (Vauxhall Chevette), 19m 59s; 3, Pete Gerbez/Bill Pardoe (Escort RS2000), 21m 59s; 4, Dave Wootton/Duncan Pinnegar (Avenger), 22m 52s; 5, Peter Watkin/Dave Harris (Avenger), 23m 21s; 6, Nigel Wakefield/Roger Allen (Talbot Sunbeam), 24m 09s; etc.

Semi: P. Wood/J. Evans (Escort), 28m 44s. **Novice:** M. Ammonds/B. Thomas (Saab Turbo), 45m 54s.

KINGDOM STAGES RALLY

Buckley's craft

Dom Buckley clinched the Scot of Haddington/ESACC Championship last Saturday when he won the Craftsman/Camparts Kingdom Stages Rally in Fife. Although Ken Wood led over the early stages in the Yokohama TR7, he succumbed to the very slippery conditions on the fifth stage and slid off the road, gaining a maximum before the car was extricated from the mud. Buckley took command from that point on with the Tyreservices/G L Electocnics Ford Escort, finishing 30secs ahead of the second-placed crew.

Second place overall had, in fact, been a very close fought affair, almost becoming a battle for survival. Both Kenny Stewart and Bill Nicoll put their Ford Escorts off the road on stage 5, Malloch Nicoll punctured and Alistair McSkimming also lost time with a minor off. By the half-way point, the positions were: 1, Buckley, 26m 54s; 2, Nicoll, 27m 03s; 3, Tom Muir, 27m 23s; 4, Paul Gibson, 27m 37s; 5, Peter Holmes, 27m 41s.

After the halt, Muir put on the pressure and his Escort RS1800 overtook Nicoll's John Sherriff Oils RS2000 with just three stages to go. The battle for fourth place resolved itself in Gibson's favour, when the Etco Tools Chevette finished just 3secs in front of Andrew Wood's Ford Escort. Both McSkimming (Escort) and Holmes (Woolward Royds Chevette) failed to make an impression on the top three, when their cars left the road on the final run through Pitmedden forest.

JOHN FIFE

The Craftsmen/Camparts Kingdom Stages Rally
Oct 3
Glenrothes MSC
Scot of Haddington East of Scotland Championship, final round

1, Dominic Buckley/George Blackie (Ford Escort), 53m 24s;
2, Tom Muir/George Sharp (Ford Escort), 53m 56s;
3, Malloch Nicoll/Alan Patterson (Ford Escort), 54m 03s;
4, Paul Gibson/Glyn Ross (Vauxhall Chevette), 55m 02s;
5, Andrew Wood/Alex Weatherhead (Ford Escort), 55m 05s;
6, Dick Haggart/Ian McGregor (Ford Escort), 56m 3s;
7, Doug Riach/Gael Pollitt (Opel Ascona), 57m 09s; 8, John Shirley/Steve Sladdin (Ford Escort), 57m 28s; 9, Allan Barclay/Liz Barclay (Ford Escort), 68m 23s; 10, John Wilson/Ian Davidson (Ford Escort), 58m 41s; etc.

Malloch Nicholl came out on top of a close fight for second on the Kingdom Stages.





Off-Track

GURSTON HILLCLIMB

Sadler's record

Guyson/BARC Hillclimb Champion Josh Sadler (Porsche) provided the highlight at the BARC South-Western Centre's Gurston Down meeting on Sunday, when he lowered Rod Wadham's Porsche class record by a stupendous 2.36secs during his only attempt to leave it at 37.41s. Sadler's run was impressive in the less than perfect conditions, for the 1160yds course remained damp throughout the afternoon.

After Ken Davies (Mini) and John Griffiths (Triumph Vitesse) had secured the opening classes, Leicester's Mike Brown (Escort) claimed a lucky large touring class victory with 43.65 following the demise of his closest challengers in 'moments' at the notorious Karousel corner on their second runs. Martin Perry (Escort) took a consolation second position on 45.05 from his only assault.

John Meredith (Imp) had a straight-on at Karousel while attempting to improve on his earlier 39.46, which saw the 'Old Man' dominate the middle special saloon class, as did Brian Walker (Skoda) and Ian Cameron (MG Midget) in the large special saloon and small *Marque* sports classes respectively.

F. Bruce-White managed the most spectacular shunt of the afternoon when he got his Allt'cock all to cock and stuffed it into the bank at Hollow on his initial — and only — run before record-holder Brian Chant guided the unwieldy silver Alvis to the Alvis and Post Vintage thoroughbred class victory on 49.39.

West Horsley lady Joy Rainey (Murrain) put in her usual spectacular performance to beat Simon Dominey (Martin) for the class victory and set the third fastest time of the day behind the middle capacity Racing cars of John Frampton (Brabham) and Andrew Fraser (Brabham) on 36.20 and 36.26 respectively.

ANDY POULTON

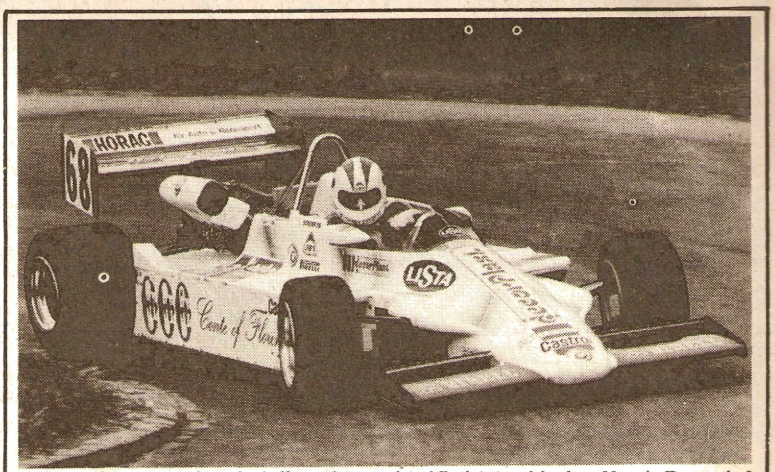
Rainey — spectacular performance.



GURSTON DOWN (GB)
Oct 4
BARC (SW)
Castrol Speed Hillclimb

BTD: John Frampton (1.6 Brabham), 36.20s.

Class winners: Ken Davies (1.3 BL Clubman), 44.74s; John Griffiths (2.0 Triumph Vitesse), 45.38s; Mike Brown (2.0 Ford Escort), 43.65s; Don Statton (1.0 Sunbeam Imp), 38.24s; John Meredith (1.2 Maguire Hartwell), 39.46s; Brian Walker (2.0 Skoda), 38.35s; Ian Cameron (1.3 MG Midget), 46.21s; Josh Sadler (3.5 Porsche 911), 37.41s **(record)**; John Istead (2.4 Datsun 240Z), 44.98s; Brian Chant (4.4 Alvis), 49.39s; Simon Brookman (1.0 Ginetta), 42.14s; Tony Spencer (3.5 Triumph TR7), 42.61s; Joy Rainey (1.8 Murrain), 36.86; Barry Brant (0.5 Cooper Mk6), 42.23s; Richard Thompson (1.1 Brabham), 39.09s; Andrew Fraser (1.6 Brabham), 36.26.



Johnny Cecotto took to the hills on September 27, driving Markus Hotz's Formula 2 March-BMW in a round of the Swiss Hillclimb Championship at Hemberg. The Venezuelan surprised many of the regulars, setting third BTD.

International Events

Date	Venue	Event
Oct 11	Laguna Seca, USA	SCCA Budweiser CanAm Challenge, round 9
Oct 11	Charlotte, USA	NASCAR Winston Cup Grand National Championship, round 28
Oct 11	Lime Rock, USA	North American Formula Atlantic Championship round 10

National Events

Date	Venue	Event/Club	Details
Oct 10	Oulton Park, nr Tarporley, Cheshire	Race Meeting BRSCC (NW)	Saloon Car Festival — Production Saloons, ASCAR, Fiestas, Modified Saloons, Renault 5, Superkarts *Saturday's BRSCC promotion marks the first round of their winter superkart series in which British GP winner John Ball takes on Rob Kerkhoven, Martin Hines, Dave Buttigieg, Martin Hines, Reg Gange and Chris Lambden over the testing Cheshire track. Close Fiesta and Renault 5 racing plus another round of the Ronnie Scott's modsaloon series is also on the tin-top orientated bill. Practice, 9am; racing from 2pm.*
Oct 10	Silverstone, nr Towcester, Northants	Race Meeting SUNBAC	Pre '74 FF1600, F Vee, Mini 1000, F750, Special Saloons, Sportscars *SUNBAC's annual outing to the Silverstone club circuit takes place this Saturday with a full programme of events starting at 1.30pm. Expect to see special saloons, sports cars and FF1600 races on the agenda.*
Oct 10	Stone Manor Hotel, Mustow Green, nr Kidderminster, Worcs	Autotest Hagley & DLCC	Ken Wharton Memorial Autotests, Start: 10.30 *This is the 25th annual Ken Wharton Memorial Autotest to be organised by Hagley & DLCC, and Northern Ireland has won 17 times so far. Teams representing England, Scotland, Wales, Northern Ireland, the Republic of Ireland, and Guernsey will be competing for the Ken Wharton Trophy. Can England repeat their 1977 success?*
Oct 10/11	Penarth Road, Cardiff	Rally South Wales AC	Dutton-Forshaw (Cardiff) Rally
Oct 10/11	Peter Garven Ltd. (MR88/235617½)	Rally Whickham & DMC	Shaw Trophy '81 Rally — ANECC Road Rally Championship, Start: 00.01
Oct 11	Cricket St Thomas Wildlife Park, nr Chard, Somerset	Rally Taunton & Burnham on Sea MCs	White Bros Wildlife Stages Rally '81, Start: 10.00
Oct 11	Brands Hatch nr Fawkham, Kent	Sporting Trial 750 MC	Harold Biggs Memorial Trial — RAC/BTRDA and Kentish Border Southern Championships
Oct 11	Snetterton, nr Thetford, Norfolk	Race Meeting BARC	Marlboro F3, FF2000, Sports 2000, Clubmans, Special Saloons, FF1600 *The penultimate Marlboro British F3 counter promises the major excitement of Sunday's meeting. Jonathan Palmer will surely not relax as an eighth victory is possible. Closest rivals Thierry Tassin, Raul Boesel, Mike White and Dave Scott challenge the flying doctor while David Leslie will be out for his first win of the year. John Sheldon and Mike 'Jersey' Taylor head the S2000 runners. Racing at 2pm follows morning practice from 9.30am.*
Oct 11	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting BARC	Super Vee, F Libre, Modsports, F4, Clubmans, FF1600, Historic Cars *Rounds of the P&O FF1600 and STP modsports championships have attracted the biggest entries of the BARC meeting on Sunday and should provide the best action. Steve Lincoln, David Wheeler, Robert Gibbs and John Booth will dispute the single-seater honours while Rob Wells (Morgan), Barry Robinson (Porsche), Rob Cox-Allison (Black Brick II) and Mark Hales (Marcos) are the leading sports quartet. Qualifying, 10am; racing 2pm.*
Oct 11	Ingliston, nr Edinburgh, Scotland	Race Meeting SMRC	Sports & Special GTs, FF1600, F Libre, Saloons, Histroric Cars *Scotcircuit's 1981 finale starts at 1.45pm (after practice) and features GTs with champion Jim McGaughay's 'Renault 5'; Shell FF1600 headed yet again by Tom Brown and a Libre confrontation between Andy Barton's March and David Duffield's Caledon Ralt. Displays by the Marlboro Pitts Special aerobatic team and karts in addition to sports and historic races complete Sunday's programme.*
Oct 11	Lydden Hill, nr Canterbury, Kent	Festival of Motor Sport Astra MC	FF1600, Saloons, Production Rallycross, Banger racing *Lydden's resident Astra MC members are out in force on Sunday for another of their 'clubbie' Festivals of Motor Sport in which circuit racing, production rallycross and banger racing share the arena.*
Oct 11	5 Mile Radius of Wakefield, Yorks	Autotest Wakefield & DMSC	Multi Venue Autotest — ANCC Autotest Championship, Start: 10.30
Oct 11	Fingart Farm, Dunlop, Ayrshire	Autotest SSCC	Start: 14.00

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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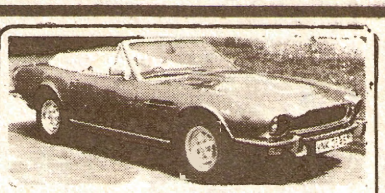

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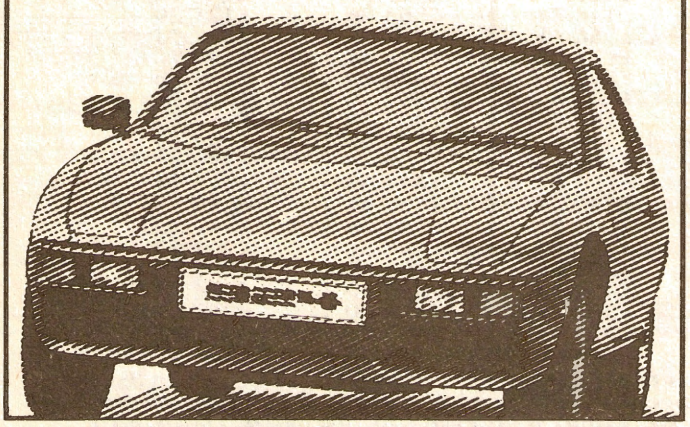

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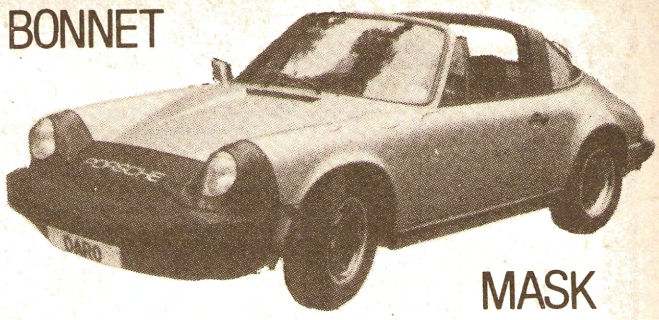

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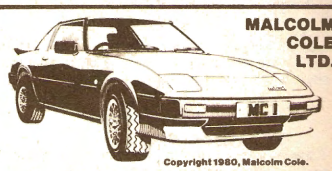

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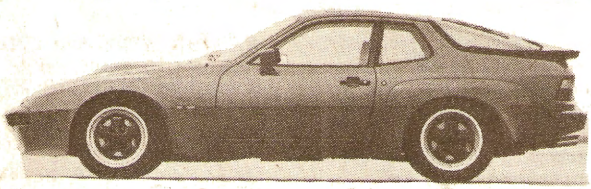

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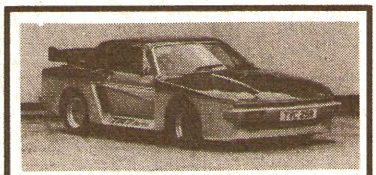

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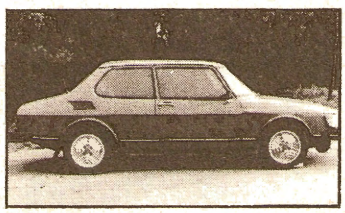

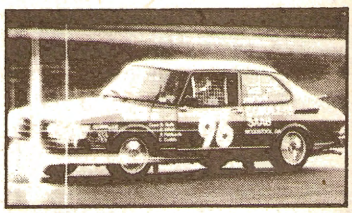

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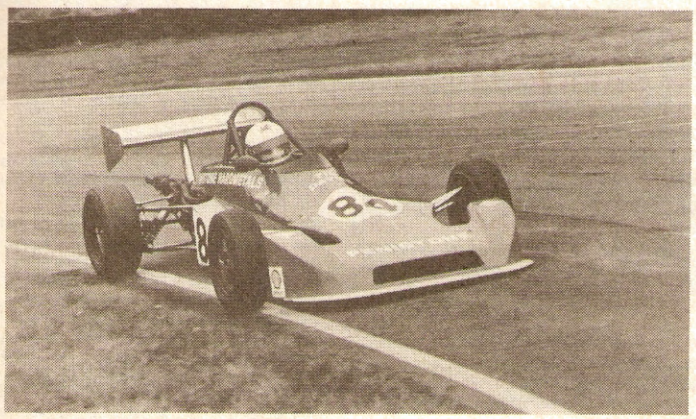

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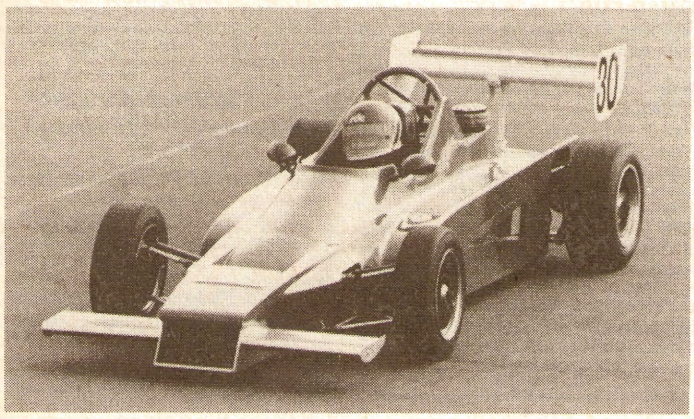

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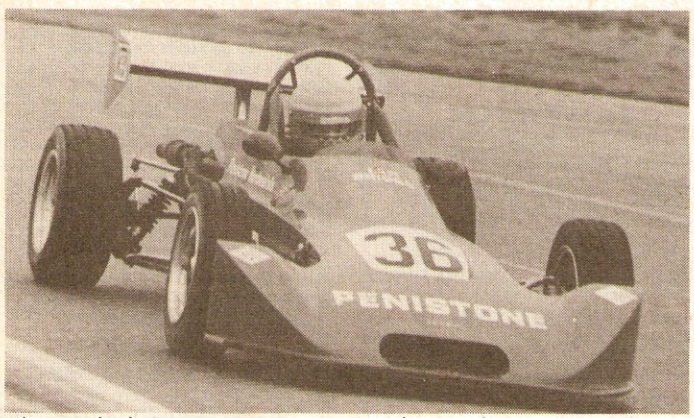

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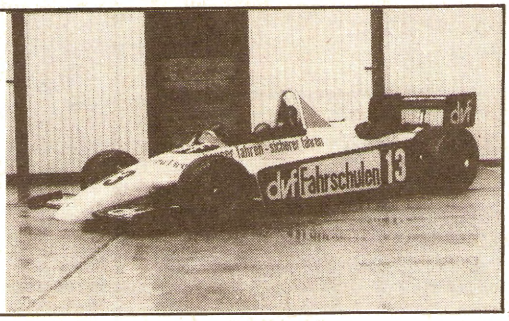



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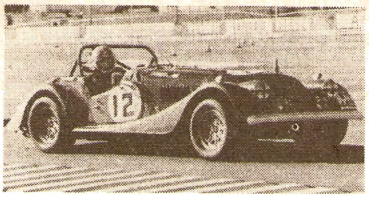

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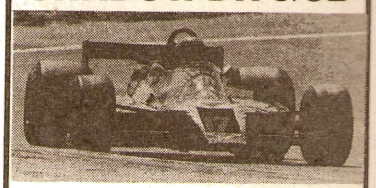

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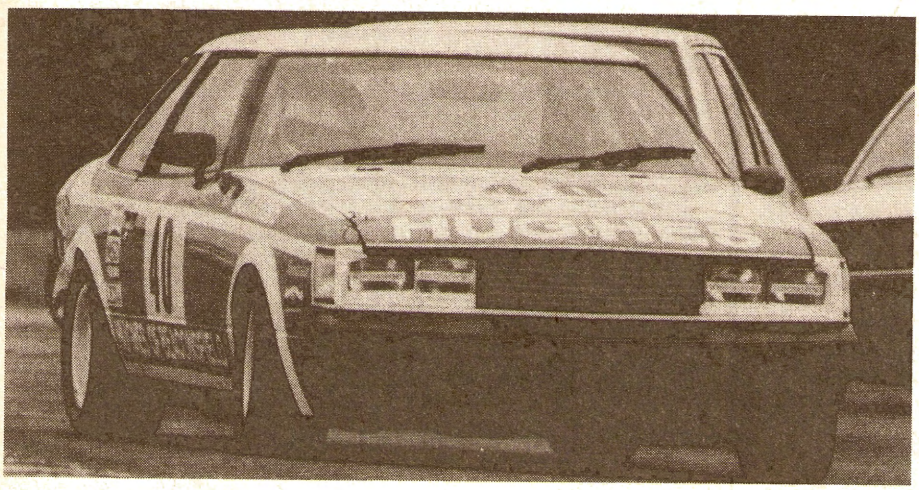

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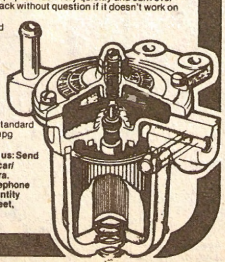

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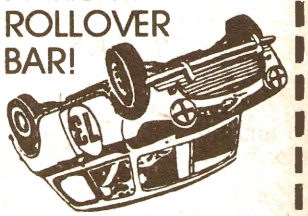

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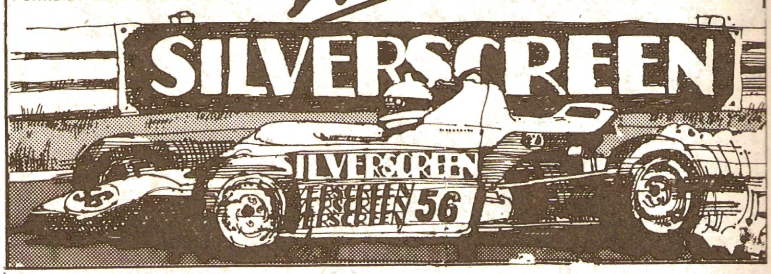

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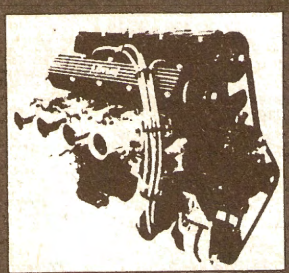

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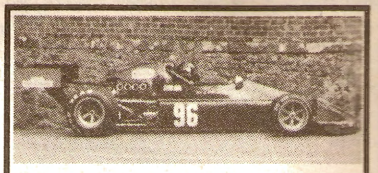

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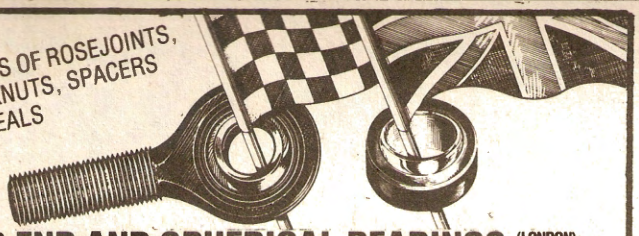

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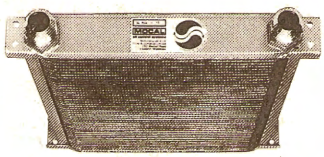

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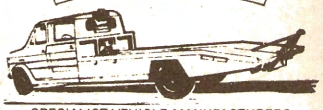

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Tredrite Tyres (Race and High Performance Road Tyres), 414 Farnham Rd., Slough — Slough 30021

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Van Diemen International Racing Services Ltd., Chalk Road, Snetterton, Norwich — Quidenham (095387) 270

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Weber Carburettors (U.K.) Ltd., Dolphin Road, Sunbury-on-Thames, Middlesex — Sunbury-on-Thames (09327) 88805

Willans Safety Harness, Stockbridge Racing, Grosvenor Garage, Stockbridge, Hampshire — Stockbridge 712

Witchtune Ltd., (Specialist Engine Tuning and Rebuilding, Weber Specialists, Cylinder Head Specialists), Unit 10A, Boss Hall Estate, Sproughton Road, Ipswich — Tel 461726

Z

Zeus Racing, 25A Newtown Road, Marlow, Buckinghamshire — Marlow (06284) 74321

To be included in this directory Telephone

JULIAN COTTAM

on 01-943 1234

PETER'S SUPPORTERS COME IN ALL SHAPES AND SIZES.



Whenever Peter Baldwin is preparing for a race, he likes to be surrounded by his many close supporters. And though Henrietta Chicken is forever in a flap, his wife, children and friends are a great source of encouragement.

Shell knew from the start that Peter had the talent to earn his stripes as a first rate saloon driver. That's just what he's become—thanks to Shell Super Oil—and of course, to his back-up team.



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