

Autosport

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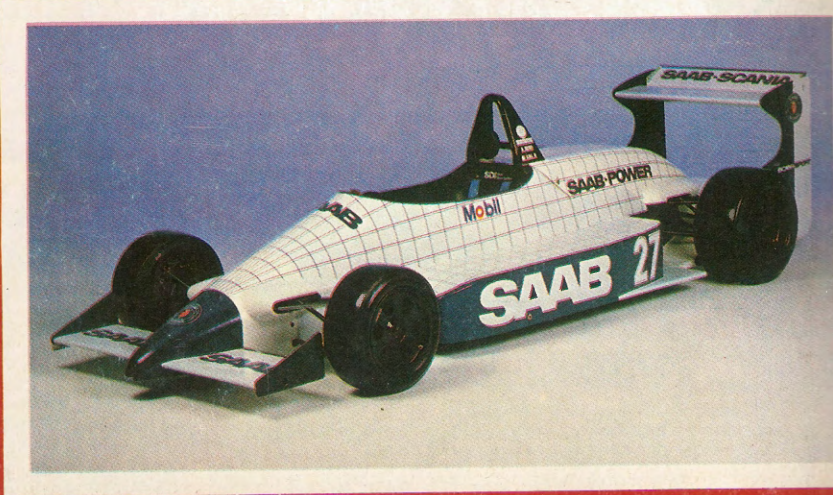


**First Open win
to Wilson's Audi**

Senna face to face

Bell takes Miami GP

3 season under way



FRONT COVER

Main picture: Malcolm Wilson sends the H₂O flying as he plunges through the water splash to victory on the National Breakdown Rally last weekend. Report: page 22. Photo: Colin Taylor Productions. Below: A new engine is entering the motor racing world: Saab. At a press conference last week, the all new Scan + Sport Reynard-Saab Formula 3 challenger was unveiled to take on the established Ralt chassis and Toyota/VW engines in the formula. *Pit & Paddock*: Page 4. Preview: page 14.

NEXT WEEK

The British racing season begins this weekend: full report from the first F3 round at Silverstone, plus FF2000 from Brands Hatch — Tiff Needell reflects on the Indian racing scene — *Insight* on the Spice-Tiga Group C2 car — Audi 80 Sport on test — Preview to the Shell Oils/AUTO-SPORT National Rally championship — *Backstage* on the National Breakdown Rally — *Armchair Enthusiast*.*

*These items correct at time of going to press.

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Autosport

PIT & PADDOCK 4

All the international racing news — Monaco GP confirmation — Tyrrell's two year Renault turbo deal — Saab F3 project — Thackwell and Nielsen for Ralt-Bridgestone F3000 team — More Ferrari 156/85 and Mustang Probe pictures.

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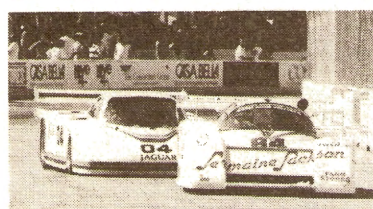
We take a look at recent FISA proceedings in *Comment* — You take a look at various subjects concerning you in *Correspondence* — A walk down memory lane with *Then as Now?* — And a chuckle or two from *Catchpole*.

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This year's Marlboro British Formula 3 Championship looks to be one of the most open for a long time, with new cars, drivers, engines and ideas on the flat-bottom ruling abounding. Joe Saward casts a critical eye over the contestants for the first round at Silverstone this weekend.

MIAMI GP 16



Let the beer flow . . . The Derek Bell/Al Holbert pairing won the Lowenbrau Miami Grand Prix in the — yes, you've guessed it — Lowenbrau sponsored Porsche 962. Our reporter on the scene was Jonathan Ingram

NEW RACING CARS 18

Marcus Pye attended the official launch of Reynard's first monocoque chassis, the 853, powered by Sabb's new 16 valve F3 engine.

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Malcolm Wilson won the opening round of the Shell Oils backed British Open championship after a stirring drive in the Dunlop Audi Quattro. However, his victory nearly went by the wayside within sight of home, as Keith Oswin reports.

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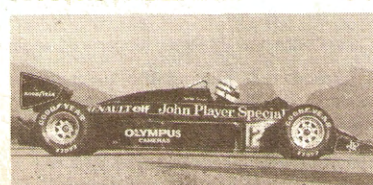
All the national racing news — New FF2000 Argo JM17 — BCA Metro Challenge relaunched — MFI, TUK and OBM initial racing budgets — Racing Displays British FF2000 Championship prospects — Turbo problems for Mike Smith — F1 Lotus and new Williams for Ray Bellm.

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The problems of a winter rally . . . when it's not winter. An unusual combination of factors meant that the Swedish round of the World Rally Championship threw up a different set of challenges this year. Peter Foubister reflects on his trip to Scandinavia.

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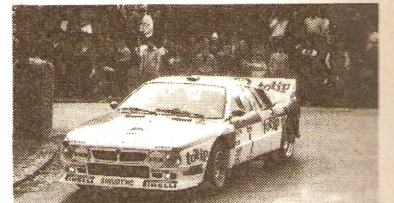


The man who would be king? Mike Doodson in conversation with Lotus's new recruit during a break in testing duties at Brazil's Jacarepagua circuit.

INSIGHT: RALT CARS 42

How do you cater for a huge demand for your latest design? Jeremy Shaw found out when he took a trip to Ron Tauranac's base to see how he was coping with the logistical problems of producing something like 60 new flat bottom Ralt chassis.

COSTA BRAVA RALLY 45



Spain's Costa Brava Rally saw a Lancia whitewash, the cars from Turin taking the first four places, led home by the '83 Euro champion Massimo Biasion. Hugh Bishop was in Spain to witness the action.

NEW RACING CARS 47

Marcus Pye reports on Ralph Firman's latest design from the Norfolk marque, the brand new CanAm challenger for last year's champion Mike Roe.

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International and national motor sport from around the world — Victory for Brock in Australian saloon series — Earnhardt wins second NASCAR race — Van Rooyen's hat-trick in South Africa — Grundle victorious on Winter Rally — Laine beats Lampi in Finland — Plus a round up of off-track events.

UNIROYAL PRODUCTION RACING SUPPLEMENT



Free with this issue comes our guide to this year's exciting Uniroyal Production Saloon Car Championship, which includes a look at the formula's history, plus a guide to the runners and riders in the first round of the series at Silverstone this weekend.

Tyrrell reveals Renault turbo F1 engine deal

Maintaining his reputation for keeping a secret better than anyone else in Formula 1, Ken Tyrrell shook the racing world last Friday with the announcement that his cars would be powered later this season by Renault V6 engines. Although Martin Brundle and Stefan Bellof will begin the season with the 'old Cosworth 012 cars, the new 014 should be racing by June.

"I was in touch with Renault at the end of last season," Ken told us on Monday, "but they didn't think then that they could help us. After that, I had hopes of doing a deal with Brian Hart, but that eventually came to nothing, and three weeks ago I contacted Renault again. This time there was a more favourable response, and I signed an agreement with them at the beginning of last week.

"Here at the factory we are now surrounded by Renault bits and pieces. The new car has been ready for quite a while — apart from the part behind the fuel tank! Our problem, obviously, was that we had to get on with it before we knew which engine would be going into it. We hope that it will be ready to test in late April or early May — and to race by June. It would be nice to be able to go to Spa with turbo engines, I must say . . ."

Ken's new FISA drama

As Ken Tyrrell solves one of his problems, securing Renault turbo engines for his team this season (see separate story), so FISA rise up to create another for him.

As we reported last week, FISA has won its appeal in the Paris courts against the injunction granted to Tyrrell in December (under which Ken's team was reinstated in the 1984 World Championship, pending a full hearing). Flushed with success — all this and Monaco as well! — FISA has now announced that Tyrrell's entry for the 1985 World Championship may not be accepted. Last week FISA issued a statement as follows:

"Considering that since 1984 the Tyrrell team has: a) breached the undertaking which it had made in writing to accept and to respect the decisions of the FIA International Court of Appeal;



Tyrrell — injunction overruled by the courts.

b) infringed Article 58 of the International Sporting Code and Articles 6.1 and 6.6 of the World Championship regulations, the FISA Executive Committee unanimously decided to subject the entry application submitted by the Tyrrell team for the 1985 World Championship to its legal counsels for examination, before pursuing this matter and in order to ensure that they respect their undertaking."

For its part, the Tyrrell team insists that what occurred in 1984 is yet to be defined — and will not be defined until the High Court considers the team's exclusion from the 1984 World Championship. "In any case," Bob Tyrrell said to us last week, "our position can only be relevant to what happened in 1984, so we don't understand how FISA can set out to exclude us from the 1985 World Championship . . ."



Hesnault — likely Brabham number two.

Hesnault in, Fabi out?

It begins to look certain that François Hesnault will replace Teo Fabi in the Brabham team this season. The Frenchman, who drove a BT53 briefly during the recent Rio tests, is thought to have a considerable amount of personal sponsorship money available, and our Milan correspondent reports that, although the Brabham ran in Parmalat livery in Brazil, the Italian food products company will definitely not continue its sponsorship this season.

Last week Fabi told our man that he very much doubted that he would be able to stay at Brabham, and is now apparently looking once again to CART, in which he had a sensational season in 1983. At the beginning of this week he was due to come to England to see Lotus (although American reports suggest that Willy T. Ribbs has the Winkelmann deal locked up), before going on to the States to talk to several teams.

"If I can't sort out a good deal," Teo concluded, "I will quit racing. Since my father's death last October, I've been very heavily involved in the running of the family company."

Wattie to join Stefan?

The national media reported with great excitement last week that John Watson was in line for a Grand Prix comeback as part of the Toleman team.

In fact Wattie has expressed great interest in the idea and talks were continuing early this week. "If we can put a workable package together," said Toleman's Chris Witty, "there is no reason why he can't be part of the team."

Toleman hang on

The Toleman Formula 1 team had still not found a solution to its tyre supply problem at the beginning of this week.

Essentially, the team is awaiting a firm decision from Bridgestone, the Japanese company appraising its own situation following FISA's insistence last week that the Formula 3000 30% tyre supply rule is maintained.

FISA's second deadline for the F1 teams to announce their driver line-up is today (Thursday), but Toleman thinks that as a result of its tyre position the company might have to claim *force majeure* and delay still further.

"It would be unfair to nominate a driver while we are in this position," said Toleman spokesman Chris Witty.

Chiti launches F1 V6

New F1 turbo revealed — Martini's Minardi to debut new engine in Rio

At a ceremony in Faenza last week Carlo Chiti unveiled his new Motori Moderni F1 engine. The ex-Autodelta man is known for his remarkable ability to design engines very swiftly, and this one, he said, established a new record. Only last September did Chiti decide to go ahead with the project: now, five months later, the engine is built, and was due to be run on the bench over the weekend!

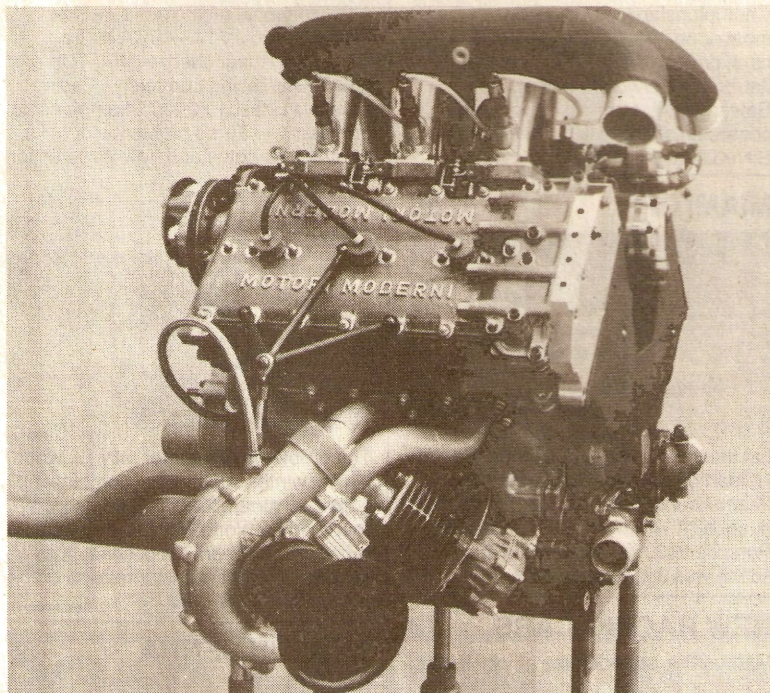
"This," he said proudly, "beats even my Alfa Romeo V12 engine, which took me six months. . ."

Our Italian correspondent reports that, not surprisingly, the 90deg V6 engine bears a striking resemblance to three-quarters of Chiti's Alfa Romeo V8. Bore and stroke are given as 80mm and 49.7mm, and (race) power is quoted as 720bhp at 11,300rpm. The compression ratio is 7:1.

The Motori Moderni uses two KKK turbochargers and, like the BMW four-cylinder, has Bosch mechanical fuel injection with an electronic pump. The four overhead camshafts are chain driven. Overall weight is 147kgs.

The speed of Chiti's work has surprised even Minardi, who will use the new engine in their first F1 car, which has been tested (temporarily using an Alfa V8) by Pierluigi Martini over the winter. It had been thought that the team would not make its debut until mid-season, but last week Minardi announced that they would be present at the first race in Rio — with the new engine.

Motori Moderni is largely owned by Piero Mancini, who is Florence-based and owns a colossal Fiat dealership (as does Minardi, of course). The engine shop is situated in Novara. "I thought Minardi was crazy when he asked me to design and build an engine for him," Chiti commented, "but five minutes later



Carlo Chiti's new V6 Motori Moderni F1 engine — roughly three-quarters of the Alfa V8.

I agreed. . ." During the project, he added, he had had enquiries from Gunther Schmid (ATS), Trivellato, Henri Julien (AGS) and Teddy Mayer (Beatrice).

This season Minardi will run a single car (with Ermanno Cuoghi as crew chief) in the World Championship for the inexperienced Martini, who made a less than impressive F1 debut in a Toleman at Monza last year, failing to qualify. In

Italian racing circles it is believed that Minardi would have preferred to have Alessandro Nannini in the F1 car, but in its infinite wisdom FISA has declined to grant him a Superlicence.

Our man in Italy hears also of a possible tie-up between Motori Moderni and Lamborghini on a 3-litre V8 engine project for F3000, but no comment was made at the press conference.

Nielsen and Thackwell in works Ralt F3000

With just a little over three weeks to go before the first round of the new European Formula 3000 championship, the first complete team to contest it has been announced.

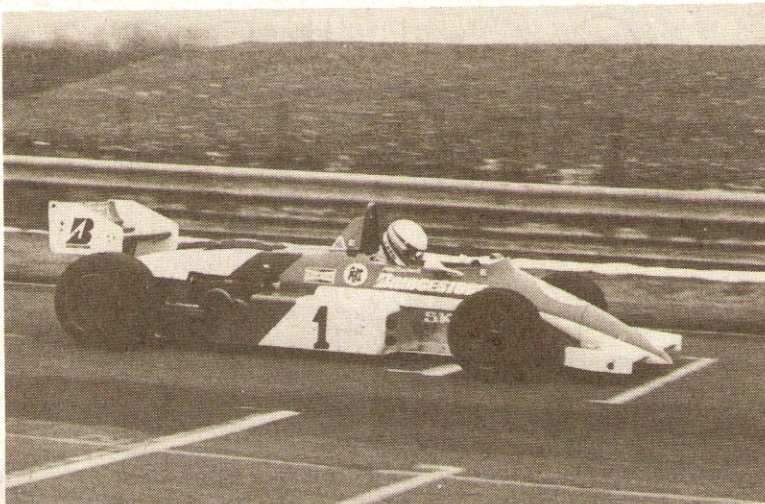
Ralt-Bridgestone are the entrants of Mike Thackwell and John Nielsen in what appears to be the strongest partnership in the series.

Ron Tauranac finally confirmed the deal at the beginning of this week, although agreement was reached with both drivers by early December. "I had to wait until FISA confirmed the position on tyres," said Tauranac this week. "Bridgestone will do whatever FISA say they have to, and we are going Formula 3000 racing."

The original intention was that Bridgestone would supply Ralt exclusively in the formula as well as sponsoring the team, but the indications are that they will now comply with the regulation that states they must "be in a position to supply 30% of the field".

"Bridgestone have been very helpful and really helped push the F3000 programme along," said Tauranac.

Mike Thackwell, who won the F2 championship for Ralt last year, will be having his fourth season with Tauranac who says, "He is the best mature driver outside Formula 1 without any doubt". John Nielsen signed with the team immediately on his return from victory in



John Nielsen put in some testing miles at Thruxton in the F3000 Ralt earlier this week.

the F3 Macau Grand Prix, and Tauranac reckons the 27-year-old Dane to be "the best coming-lad around; he has been in the wings a long while, but he showed last year he is really ready to make his mark."

The Ralt-Bridgestone team will have three brand new RT20s at its disposal. The monocoque and front suspension are identical to last year's all-conquering F2 car, but the rest is new, including a new cockpit surround and sidepods. The

John Judd prepared Cosworth DFVs will be mated to the FGB gearbox via a new bellhousing oil tank, while the rear suspension is of the type used on the flat-bottomed Ralt F3 car with pushrods operating spring dampers mounted horizontally on top of the gearbox.

Additional trade support is still being sought, and the first public appearance of the RT20s will be at the Silverstone F3000 preview day next Thursday.

Barron set with Tyrrell

Barron Racing team manager, Kees van der Grint, confirmed on Monday that, despite problems finalising sponsorship details, the team was going ahead with its plan to run two Tyrrell-DFVs in Formula 3000 this season.

One of the cars is complete and painted up ready for a press launch in the next few days, although van der Grint would not reveal either the sponsors or the drivers. However, it is thought Claudio Langes, Roberto Moreno or Thierry Tassin are likely candidates for the seat.

F1 or F3000 for Ferté?

For a man who has only done one race since May 1983, Alain Ferté is stirring a great deal of interest and conflict between Formula 1 and Formula 3000 teams.

Although the talented Frenchman does not have a Superlicence, he is believed to have a Formula 1 budget from a Spanish champagne company.

Toleman and Onyx were the main pieces in the jig-saw until Jean Mosnier got in on the act on behalf of his Lola F3000 team and, it is rumoured, the Brabham F1 team. Ferté arrived at Thruxton last Friday apologetically telling the Lola personnel that he was about to do a deal with Onyx, possibly including a connection with Toleman. He was fitted in the Onyx March ready to drive on Friday but was struck with a mystery virus and never showed up. By Monday he was back in line to test the Lola again at Silverstone and rumour suggested that Bernie Ecclestone's absence from the country on that day was not unconnected with a sampling of the Spanish bubbly...

Ferté — which way to turn?

No Brabham F1 drive for Dumfries

With the disappointing news over the weekend that Johnny Dumfries was no longer a candidate for the second Brabham Formula 1 drive, the reigning Marlboro British Formula 3 champion suddenly became hot property on the Formula 3000 market.

"Obviously I am disappointed not to

be driving for Brabham as it would have been an ideal opportunity for me," said Dumfries on Monday, "but at least I know where I am now."

"I want to be with a winning Formula 3000 team and I have spent today talking to Mike Earle at Onyx. I've got a lot of

homework to do, but I am hopeful that we might be able to put something together."

Dumfries was due at Silverstone on Tuesday to help Dave Price get Cathy Muller and Paul Belmondo acclimatised to their F3 cars.

BPICA to lose FISA Executive seat

The Bureau Permanent Internationale des Constructeurs des Automobiles — the body representing the interests of motor manufacturers in competition matters — will lose its seat on the FISA Executive Committee next October, according to a FISA statement.

FISA intends to establish a new Manufacturers Commission whose President will take over the BPICA seat on the Executive. The existing privilege of the major manufacturing countries will be removed at the same time.

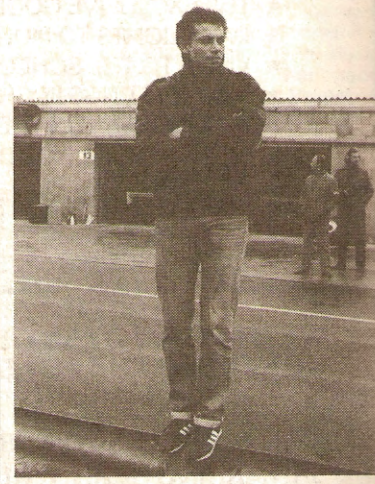
FISA's motive appears to be to bring manufacturers' representation into line with the current worldwide situation. For many years, some six seats on the Executive have been reserved for nation-

al sporting authorities whose delegates speak for countries producing in excess of a million vehicles per annum and holding upwards of 10 FIA registered events of International status. However, FISA points out that these guidelines are no longer realistic, with many countries now producing more than a million cars and running more than 10 FIA International events each year. In addition, since the rule was introduced, the number of countries recognised as members of the FIA has increased, to 72.

As to the BPICA, the FISA view seems to be that it cannot be regarded as fully representative, since not all countries are members and the list does not include such as the USA. According to a

FISA spokesman. "The BPICA cannot represent the views of all the manufacturers, and some have recently requested direct access to us. In any case, the machinery exists for the national authorities to represent the interests of their manufacturers."

The proposed Manufacturers Commission revives the idea of a FISA commission mooted several years ago but never fully brought to fruition. The BPICA has not been consulted about the matter and was apparently unaware that its seat on the Executive was in jeopardy. No doubt the question will have occupied a lot of attention at the BPICA meetings due to take place on Tuesday and Wednesday of this week.



Monaco Grand Prix definite on May 19

After all the political argy-bargy through the winter, the Monaco Grand Prix is on, and will take place as originally scheduled on May 19. And it will be a round of the 1985 World Championship.

Whatever the Automobile Club de Monaco may say to the contrary, it seems clear that it capitulated to FISA last week when faced, otherwise, with expulsion from the FIA. As yet FISA has not officially confirmed that the race is back on, and this will probably not happen

until March 4 (next Monday) when the FIA Bureau has studied the legal form of a new agreement which hands back the TV rights to the FIA. The ACM has until March 2 (this Saturday) to submit its formal agreement to the FIA's terms.

This situation was forced on the ACM following the FIA's success in the International Court of Appeal in Paris on February 12. With that decision in its favour, the FIA pressed ahead with expulsion procedure. At an Extraordin-

ary General Assembly in Paris on February 19 delegates voted 54-2 in favour of expulsion from March 2.

It was agreed, however, that the expulsion should be revoked if, by March 2, the ACM agreed to: acknowledge the FIA's ownership of the TV rights for all Formula 1 World Championship Grands Prix; drop all legal proceedings against the FIA and FISA, and not to enter into new litigation; to reimburse the FIA for all its legal costs.

Michel Boeri, the President of the ACM, has agreed to these terms, which will be put into legal form by March 2, although he continues to deny that the ACM has surrendered: "This," he says, "is a peace treaty. . ."

Fifty-four of the delegates, as we say, voted in favour of the ACM's expulsion, with two against — of which one was obviously from Monaco. But who backed him up? The man from Qatar? Or Bolivia, Oman. . . ? They were all there.

Works Dome-Toyotas at Le Mans

Two new turbo cars for 24 Hours — New Group C engine on the way

Two new Group C Dome chassis powered by factory supplied Toyota engines will be racing in the Le Mans 24 Hours in June. The news was announced at a press conference held by Toyota at the Grand Palace Hotel, near the company's head office in Tokyo.

The cars will be known as 'Toyota 85CL' and the entries will come from the factory supported Tom's and Dome teams. The power unit will probably be the 2.1-litre, four-cylinder type 4T-GT engine, with a single turbocharger,

developing 550bhp.

Tom's spokesman Kiyoshi Oiwa did not deny at the press conference that Toyota were developing a new engine to replace the 4T-GT which has been used in Japanese endurance racing for the past three seasons. It is thought that the new unit will be brought to Le Mans although, lacking testing, it might not actually be used in the race.

The new Dome 85C is an improved version of the 84C which was raced by three teams in last season's Japanese

Group C championships and in the WEC round at Fuji, in which they showed very strongly and were particularly fuel-efficient. The 'L' suffix indicates longtail bodywork for the Mulsanne Straight.

The Tom's entered Dome-Toyota will be raced at Le Mans by the 1984 Japanese Formula 2 Champion, Satoru Nakajima, with Masanori Sekiya. The works Dome will be crewed by Sweden's Eje Elgh, whose partner has not yet been named.

Last year, the Dome team entered a Cosworth powered car at Le Mans for

Elgh and compatriot Stanley Dickens, but the latter destroyed it in a very heavy accident during qualifying.

Five endurance racing teams will be racing Toyota turbo powered Dome 85C cars in this year's Japanese series. Apart from Tom's and Dome, they are I&I (Tetsu Ikuzawa's team), newcomer Rays Racing and AutoBureaux, the team which won the Group C2 class in the 1984 Fuji 1000 with a Lotec-BMW. All the Domes have been designed by Dome and are now being constructed by Tom's.

Chevron expands — new range soon

Chevron Cars is firmly back on the ascendant, and enjoying a period of steady expansion under the guidance of managing director Roger Andreason. Since Roger acquired the assets of the company (at the end of its second phase, in Scotland), his ambitious plans to put the charismatic marque back to its rightful position in the racing world have evolved well.

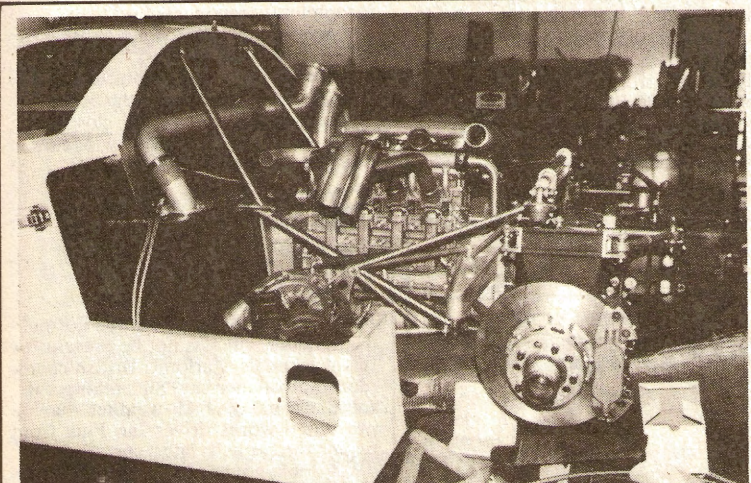
The original Bolton-based company's founder, the late Derek Bennett, was particularly renowned for his fine sports cars, and Andreason's prime interests also lie in this field. Chevron's exciting new Group C2/IMSA challenger is currently taking shape in Winchester while a new S2000 project is also well advanced at the factory.

Chevron has recently taken deposits

for its B62 chassis in both IMSA GTP and C2 specifications, as well as several B63 S2000 models. Since the formation of Chevron Race Cars USA Inc — headed by marque enthusiast Dick Leppla — this lucrative market has generated no fewer than 11 orders!

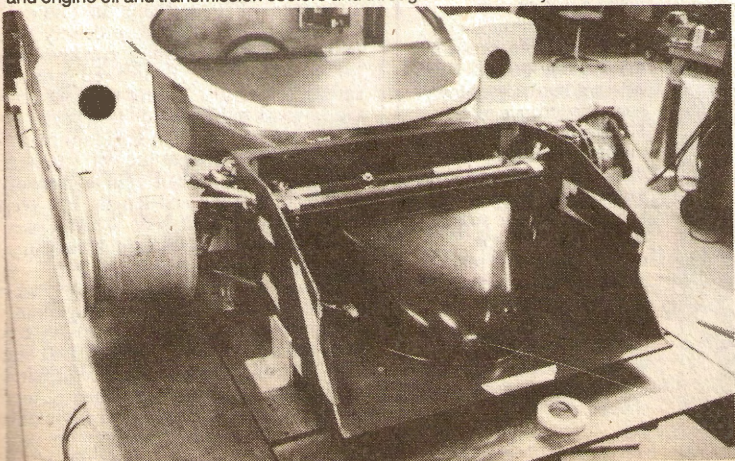
A major new asset to Andreason's concern is the acquisition of long-time

Chevron (Bolton) fabricator Nigel Dickson who, having built chassis for Roger last year, is rejoining Chevron on a full-time basis. More of his experienced 'original' colleagues are expected to follow suit shortly. Italian race engineer Luigi Dindo has also joined the team to supervise race development of its range of cars, soon to be augmented by the Formula Atlantic B64.



Mustang Probe progress

We have secured more photographs of the Ford Mustang Probe, the all-new, mid-engine IMSA GTP/Group C car which is said to heading for Le Mans next year, and which we exclusively revealed in last week's issue. Now nearing completion in the Zakspeed shop near Detroit, the Probe will be tested during the next few weeks and might make its debut in the IMSA series event at Riverside on April 28, driven by Klaus Ludwig and Doc Bundy. The modular construction Probe, based on a carbonfibre composite monocoque built by Zakspeed in Germany, will be backed by the 7-Eleven stores chain. The bodywork is also made from carbonfibre and weighs only 300lbs (136 kilos), and the Probe consists basically of three modular sections — nosebox, cockpit (with the rollcage moulded into the carbonfibre) and engine bay underbody. Several other components are also modular in the Paul Brown design. Above: The engine is a new all-alloy development version of the Zakspeed 2.1-litre turbo-four-cylinder. Below: The nosebox features a splitter sending air to the water radiator and engine oil and transmission coolers and through the underbody venturi.



JR too quick in March!

Three-time Indy 500 winner Johnny Rutherford was at Atlanta last week, testing the March 85C which he will drive for Alex Morales in this year's CART championship. It was a shakedown run for the new car — and a very quick one at that. On his third hot lap JR lapped at over 204mph, shattering the record!

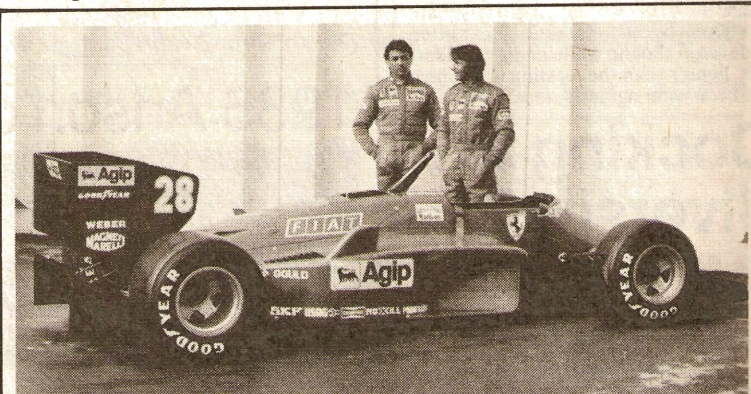
Unhappily this was a little too quick for

the car, whose side pods began to sag, after which some of the bodywork came away. No, there wasn't a problem with the car. The problem lay with the team, for this was their new short track car, which March never intended for a flat out superspeedway. As an indication of the 85C's downforce, however, the speeds were highly impressive.

Bruno's Laguna record

Bruno Giacomelli may not have done much racing since leaving Alfa Romeo 18 months ago, but testing at Laguna Seca last week proved that his driving ability is well intact. In the Patrick Racing March 85C, the Italian lapped in 53.40s, a tenth quicker than the previous best time, set by Mario Andretti's Lola T900 a few weeks ago.

The full extent of Bruno's programme with Patrick Racing is not yet established, but he will definitely run at Long Beach on April 14, and will probably replace Gordon Johncock in all the other CART road races. Emerson Fittipaldi is set to do the full schedule with the team, but at Laguna the Brazilian was consistently 2secs a lap slower than Bruno.



Ferrari 156

More pictures of the Prancing Horse's latest Formula 1 offering. Above: Michele Alboreto and René Arnoux pose with the new Ferrari 156/85 at Maranello. Note the 'periscope' airboxes (one on each sidepod) designed to ram air into the turbochargers. Left: Front suspension geometry is new.



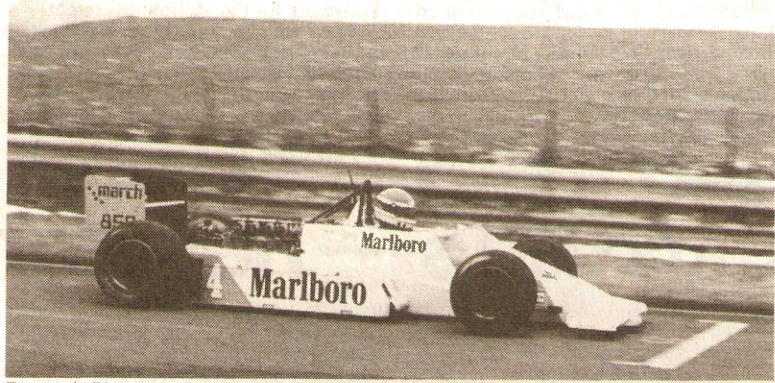
Thackwell quickest in Thruxton F3000 tests

Thruxton's annual free-for-all testing pantomime took place last week, with F3000 cars mixing it with roadgoing MGs in between concrete lorries traversing the track. The weather, as usual, was against too much constructive work being carried out, although Friday was eventually near-enough dry.

The removal of the famous bump at Church corner met with a mixed reaction from drivers, but was generally approved of.

Three F3000 cars were present, the F2 based prototypes from Ralt and March and Lola's production T950.

Ralt had a mountain of Bridgestone tyres to test, and Mike Thackwell pounded round and round getting through them as best he could. Being able to get a single clear lap was a real achievement, two in a row was a miracle. The times themselves are probably irrelevant, although as the conditions were the same for everyone they bear comparison. Thackwell's best was a 1m 07.95s, about half a second off the F2 record. John Nielsen arrived with Ron Tauranac halfway through the morning after a vain all-nighter trying to get a new car ready, and the Dane managed a few laps towards the end of the session with a best of 1m 11.84s.



Emanuele Pirro was present at the Thruxton F3000 test to have another run in the March.

Emanuele Pirro did all the driving of the well-used Onyx March 'muletta' test car, although Alain Ferté was present on Thursday and had a fitting in the car. The Frenchman was apparently ill on Friday and unable to attend. Pirro did virtually all his laps on Avon's intended hard race tyre, which amazed everyone with its ability to perform consistently on the circuit's notoriously abrasive surface. "The car felt better than at any other test we have done," said Pirro, whose best

time was 1m 08.57s. The March is now being lent to ORECA while Onyx await their first production car, which should be delivered early next week. Thierry Tassin was the only driver to venture out in the Lola, first on old Mugello test tyres then on the same race tyres as Pirro. Yet again the car ran without any problems, and Tassin commented that the balance was again good. The Belgian's best lap was a 1m 09.82s.

New Toyota F3 engine developed

Although the Toyota engine has become unfashionable in Europe in the face of development of the lightweight VW and Alfa Romeo Formula 3 engines, a new version has been developed in Japan.

The engine, based on the unit in the Camry saloon, has been developed by Japan's leading F3 tuner Toda Racing Service and Tom's, the noted Toyota tuning company.

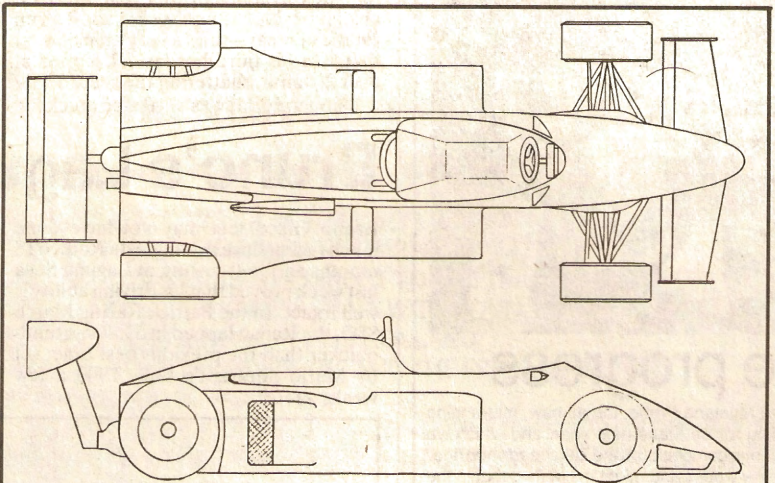
The new 1998cc unit, with a square 86x86mm bore/stroke ratio, is expected to develop 180bhp while being considerably lighter than the existing unit which has been winning races since 1974.

Docking to diversify?

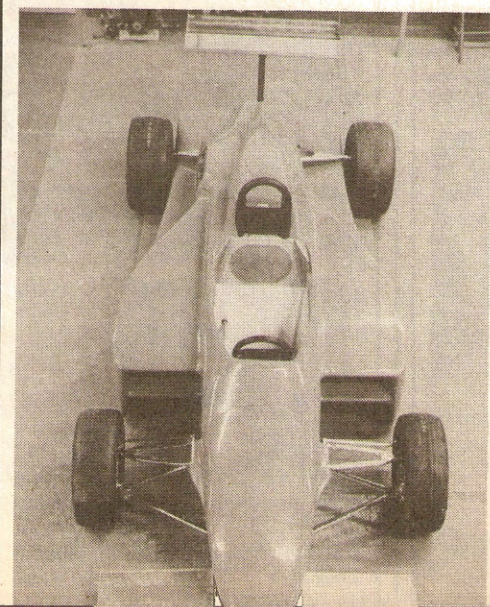
Alan Docking Racing will not, as was thought previously, be entering any cars in the new Formula 3000 series. A disappointed Docking admitted that: "I think it will be a fabulous series, but I just couldn't raise the sort of money to do it properly. I tried to do F2 without a budget worth talking about and I fell foul of that, so this time I decided it was all or nothing."

Docking will, however, run Mark Galvin in Formula 3 and early this week he took delivery of a brand new Ralt RT30. "Just recently," he commented, "I have been looking at saloon car racing. I did a bit of tintop racing in Australia, but now they are really being developed, with all the latest materials and I think it's become one hell of a challenge."

Although he has no specific plans, he has been talking with manufacturers about a possible long term deal in Group A in the future.



1985 Anson challengers



Above: The new Anson SA6 F3 car makes its debut this weekend at Silverstone with Keith Fine at the wheel. Left: The post-'coke bottle' age is already beginning — the ground effect Super Vee version of the SA6 may look strikingly different, but it utilises the same monocoque as the F3 version. The two models are the result of extensive wind tunnel testing — the first Ansons to have undergone such design work. With the exception of the top rear rocker all the suspension parts are interchangeable right to left. Gary Anderson has high hopes that the car will be able to compare with the Ralt and Reynard chassis.

Reynard 853 crash tested!

Any doubts which competitors, race organisers and the motor sporting authorities may have voiced about the use of carbon fibre in F3 chassis were dispelled at Goodwood last Wednesday, when Tim Davies comprehensively crash tested Swallow Racing's Reynard 853. Despite the severity of the accident — in which the country's first carbon fibre F3 monocoque cartwheeled along a concrete retaining wall — the gritty Welshman was released from the wreck with nothing more than concussion, cuts and bruises to show for his horrifying experience.

Davies put a rear wheel over the edge of the circuit at the tricky double-apex Woodcote corner, ploughed through some bushes and flipped over the bank on his first visit to the Sussex track.

Massive impact with the wall tore a large hole in the car's tub just aft of the left front wheel, but the footbox did not deform and Tim was held safely within the chassis.

Davies was quickly on his feet again, and went for a medical check-up at St Richard's Hospital in Chichester.

Davies and Phil Howell started assembling components for a new 853 on Thursday and hoped to have another tub to build up early this week.

Prior to the impromptu acrobatics display, Tim had worked the promising Reynard down to 1m14.98s, close to the day's best lap (1:14.8) by Mauricio Gugelmin in the WSR Ralt RT30.

Roni debut delayed

Roni Developments's new T85 Formula 3 contender will alas not be present for this weekend's Marlboro British championship opener at Silverstone, the recent bout of bad weather having prevented works driver Ian Flux from testing the car in its latest specification.

"It would not be fair on the team or its sponsors (to be announced shortly) to make an unrepresentative showing purely because the car has not been shaken down," said Ian on Monday. "We expect to debut the Roni at Silverstone on March 24."

A disappointed Flux will thus switch his activities to Brands Hatch on Sunday, where he will drive the Computer Consortium Aquila Sports 2000 chassis.

Gugelmin on the pace

European FF2000 champion Mauricio Gugelmin demonstrated precisely why many pundits are tipping him as favourite for the Marlboro British F3 title by setting the fastest testing times at both Goodwood and Thruxton last week.

The young Brazilian set identical lap times (of 1m 14.8s) at the two southern circuits, which are, of course, broadly similar in concept and length. His West Surrey Racing Ralt-VW RT30 looked finely poised during Gugelmin's acclimatisation runs.

Team manager Dick Bennetts, who guided Jonathan Palmer and Gugelmin's countryman (and house mate) Ayrton Senna to the British F3 titles in 1981 and '83, is well pleased with Mauricio's progress. "We have a new chassis, new engines and a new driver to work with this season, and it is all shaping up very promisingly," commented Dick at Thruxton last Friday.

Strong driver line-up for 10 race CanAm

The CanAm Association announced eight of its proposed 10 race schedule last week. Dan Partel has negotiated the series to keep travelling costs to a minimum and to ensure that the races are held at circuits when the climate is most suitable.

The entire series, which will run from June 2 to November 3, will be televised in North America.

The creation of the new V6 engine class has already attracted a great deal of attention, and among those expected to be in the Buick-engined cars are Michael Roe and John Andretti (Van Diemens), Derek Daly and/or Tommy Byrne in Colin Bennetts' Dolphins, while Ivan Capelli is tipped to drive an Osella. In the 5-litre class Crawford and Price Cobb will drive revised RK Marches.

Included in the CanAm schedule to date are races at Mosport, Trois Rivieres, Dallas, Sears Point, Lime Rock, Road America and a street circuit at St Petersburg on Florida's Gulf Coast.

Series co-ordinator Dan Partel has also arranged an international open eight race FF2000 series to support five of the major CanAm events.

FSV return for Jones?

Eddie Jones, the vastly underrated British FSV driver, plans to continue his racing career in the USA this year. It is now some 18 months since the horrific accident at Pocono from which Jones was fortunate not to lose a leg, having just qualified his loaned Anson on the pole at the Pennsylvania track. Brilliant surgery pieced his shattered legs together again and, now that Eddie is fitter, he cannot wait to get back in a single-seater.

Jones was at Goodwood last Saturday, looking well, with his old pal and former European FSV team-mate Bob Birrell.

Wright's F3 glory bid

Determined Formula Fordster Mike Wright has graduated to F3 this season, with the last of West Surrey Racing's immaculate RT3/84 chassis. The young Bristolian, third in last year's Dunlop-AUTOSPORT 'Star of Tomorrow' championship, finalised the basis of a deal only last week, and was due to have his first run in the ex-Abella car at Silverstone on Tuesday.



Trimoco GpA rivals meet

Rivals for the 1985 Trimoco RAC British Saloon Car Championship, Andy Rouse and Barry Sheene discuss Group A prospects during testing at Silverstone. Both the combinations, Rouse in the Ford Sierra Turbo and Sheene in the Toyota Supra, are of unknown potential.

■ **BRIEFLY**

■ Michele Alboreto and René Arnoux began testing with the new Ferrari 156/85 at Fiorano last week. Although weather conditions were good, initial times were not particularly impressive, Alboreto's best lap (1m08.65s) more than two seconds away from the circuit record.

■ Gabriele Cadringer has been appointed the new President of the FISA Technical Commission.

■ Austin Rover ETC recruits, Win Percy and Tom Walkinshaw, continued their testing programme at Vallelunga last week and came away happy with the progress being made on the Rover Vitesse. After the snows of Monza, Vallelunga was cold but sunny and some impressive times were recorded — although no one was willing to say how impressive. Next week, Nogaro.

■ Over 350 marshals, many of them novices, turned up at Silverstone last weekend for the National Training Day.

■ When David Pearson's NASCAR Chevrolet Monte Carlo hit the wall at Daytona last week, observers were surprised to see huge chunks of shredded foam rubber falling out. Yes, rudimentary ground effect has arrived in NASCAR.

■ Gary Evans has announced his full sponsorship package for this year's Marlboro British F3 series. Evans will race a Murray Taylor RT30 with backing from DAF trucks, Diversey, Trimoco Leasing and Tanzifco, a Kuwaiti cleaning company. Later in the year he will run one race with his car in Wallspan Bedrooms colours.

■ Ralt's Italian agent, Chuck McCarthy, is selling flat-bottomed conversion kits for the RT3 in Italy. Ralt won the title last year, but this year will have opposition from Dallara, Arno and Coloni designs.

■ Grovewood Award winner Andy Wallace had his first run in the second Swallow Reynard-VW at Thruxton last Friday. The car, completed at the Hampshire circuit, was shaken down in a 12-lap stint at the end of the session, Andy being encouragingly close to the pace despite the carbon fibre 853 chassis not being set-up for the track.

■ Last week Renault UK gave five of their new Renault 5s to children's charities at a star-studded evening at the Hippodrome in London. Collecting the cars were DJs David 'Kid' Jensen and Mike Smith, actresses Jenny Agutter and Joanna Lumley, TV presenter Selina Scott, and Watford footballer John Barnes who was drafted in at the last minute when Elton John was held up en route to the proceedings.

■ Texan Mike Martin, runner up to Jean-Luc Palis for the Volant Elf at Magny Cours last autumn, has been confirmed as Palis's team-mate in this year's *Formule Renault* championship. What price an American champion?

■ Peter Glover won the second round of the Australian F2 Championship at Sandown at the weekend, his Cheetah Mk 8 scoring another victory to establish an early lead in the series. Glover is on 58.5pts, ahead of another Cheetah driver, Peter Macrow, who currently lies on 54.

■ The first round of the Australian Formula Ford 'Driver to Europe' series was won by Tomas Mezera who took a 3 sec, victory in his Dalcarr at Sandown on Sunday.

■ The Trimoco British Saloon Car championship round at Thruxton on April 8 was inadvertently omitted from our National Racing calendar, issued with AUTOSPORT, February 21. Additionally, the F3 races at Silverstone on March 24, June 8/9 and October 6 do not constitute part of the now defunct European championship. All are Marlboro British series counters, however.

■ WEEKEND SPORT

INTERNATIONAL SPORT

Date	Venue	Event/Details
Mar 3	Silverstone, Northants	Marlboro British Formula 3 Championship, round 1. <i>(See preview on page 14).</i>
Mar 3	Rockingham, USA	NASCAR Winston Cup Grand National Championship, round 3. <i>The 'good ol' boys' are in action with the Ford Thunderbirds versus the mighty General Motors machines...</i>

NATIONAL RACING

Date	Venue	Event/Details
Mar 3	Silverstone, Northants	Marlboro British Formula 3 Championship, round 1. Esso FF1600, Trimoco Clubmans Sports Championship, British Car Auctions MG Metro Challenge, Mini Miglia and Mini Se7en Challenges (BRDC). <i>An intriguing opening meeting is in prospect with the weather making sure that even those teams ready for pre-season testing were severely limited. Mauricio Gugelmin is a likely F3 winner.</i>
Mar 3	Brands Hatch, Kent	Racing Displays British Formula Ford 2000 Championship round 1. BARC Junior FF1600 Championship, BARC 1974-78 FF1600 Championship, B&Q British Sports 2000 Championship, Wendy Woolls Special Saloon Championship, Pre-'57 Saloon Car Challenge. <i>Four races for the Ford Formulae should see plenty of excitement at Brands Hatch's season opener, ably supported by a good Special Saloon entry.</i>

OFF TRACK

Date	Venue	Event/Details
Mar 3	Mondello Park, Nr Naas, Ireland	STP Championship Final (County Kildare MC) <i>Tom Farrell looks set to clinch the championship from previous round winner Ron Hudson.</i>
Mar 3	Avon Dassett, Nr Banbury, Oxon	Colmore Trial (SUNBAC) <i>It seems that Roger Bricknell could be at the start of a winning break.</i>
Mar 3	Peters Pit, Nr Maidstone, Kent	Greig Goblet Trial (Kentish Border CC) <i>A round of the Southern Championship which starts at 10.30am</i>
Mar 3	Weeford, Nr Lichfield, Staffs.	V.T. Fellows PCT (Shenstone & DCC) <i>Round 1 of the BTRDA PCT Series. The first event with a new class structure.</i>

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

Boost for the sporting power

Just now, there appears to be a good deal of sabre-rattling going on in Paris. The reason is FISA's satisfaction with the outcome of the two recent cases it has fought in the civil court against the Automobile Club de Monaco and Team Tyrrell.

This satisfaction was expressed last Thursday by FISA President Jean-Marie Balestre, when he noted, "The judgements handed down by the Paris courts are of great significance for the functioning of federations. The courts confirmed that they have no reason to intervene in the functioning of federations, and that these are perfectly entitled to impose disciplinary sanctions on those 'members' who infringe the regulations. FISA feels that these federal and legal decisions shall be held up as an example, and discourage all those who contest the sporting authority and who fail to respect the regulations."

This is the reaction of a successful litigant placing his own interpretation on the courts' decisions. The latter should be seen in perspective. In the matter of the ACM, the court upheld FISA's case in the first confrontation and, as part of the settlement, the ACM agreed to drop its other legal actions against FISA. In the matter of Team Tyrrell, FISA has thus far only succeeded in reversing an injunction, and must wait until later in the year before knowing whether it will be able to claim another legal victory.

Nevertheless, there is no doubt that important legal precedents have been set in Paris. M Balestre is undeniably correct in his assertion that any event promoter or competition team

will now think twice before taking a FISA decision to the civil court.

This ought to be for the benefit of the sport in the long term. Like the vast majority of our readers, we find distasteful any public litigation over a sporting matter. We believe that the sporting power should lie in principle with the relevant sporting federation, be it motor racing or athletics.

We hold this view in the face of the fact that most such federations may appear to have no legal standing. FISA itself is merely a federation of national bodies, many of which, such as our own RAC MSA, have no constitution defined by Act of Parliament. Recently the RAC MSA has had to contemplate the possibility of its authority over a motor racing matter being called into question by a powerful lobby of Members of Parliament. Because such uncertainty could affect the entire existing structure of British motor sport, this is of fundamental concern, and the matter also has obvious international implications.

Here, then, is the reason for M Balestre's *feu de joie*. His satisfaction is understandable, because he has long emphasised the importance of the sporting power, and his insistence on the unquestionable authority of FISA was one of the platforms which first resulted in his successful candidature. His stand has now been tested in the civil court and, on the face of it, fully vindicated.

Since the court decisions, three weeks ago, we have seen the Automobile Club de Monaco threatened with expulsion from the FIA, and doubts being raised by FISA about Team

Tyrrell's entry for the 1985 Formula 1 World Championship. These may be the reactions of a body newly strengthened and encouraged by legal precedent, and we do not set out to question them here. But we do hope that the aggressiveness of their presentation does not set the tone for the future.

Although a champion of the case for the sporting power, even AUTOSPORT has reservations about the implications of the courts' decisions. The problem is that there remains a widespread lack of confidence among the various individuals and groups who must answer to FISA. We do not make this claim lightly: it is an undeniable fact and requires FISA's most urgent attention.

The present sabre-rattling, no doubt, has its purpose and will serve to warn those who might think of taking FISA to court. But we hope to see FISA's aggression being put to better use as soon as the euphoria is over, because the most pressing problem for the world governing body is to increase general confidence about the wisdom and even-handedness of its democratically judged decisions. No one can deny that, if motor sport in general has total faith in the justice delivered by its governing body, there would be no need for anyone to seek his justice elsewhere.

We do not suggest that FISA will abuse the apparently increased strength of its sporting power. But we do urge that body to take all steps necessary to enhance its reputation as a responsible and just user of that power. That would be a far more acceptable reaction to the recent civil court decisions.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Come on everybody . . .

What marvellous news it was to read at the end of last week that Ken Tyrrell has finally managed to negotiate an engine deal (a turbocharged one, that is) for 1985. It is unfortunate, then, that while this problem is solved another has reared its head.

Having successfully, and secretly (seemingly from his drivers), arranged the deal with Renault, it must have come as a real body blow to have the French courts annul his injunction just as he was set to announce his engine coup, and most likely settle his drivers for the forthcoming World Championship.

What has Ken done to deserve this? It really is time that the other FOCA constructors stood up and supported Tyrrell in a manner with which they would no doubt wish to be treated themselves if in a similar predicament.

I conclude by wishing Ken and his team the best of luck for '85 in the hope that the powers-that-be in Formula 1 get on with their jobs and settle this matter in the immediate future, and not with the political chopping and changing that they have adopted over the 'Is it on, or is it off?' Monaco GP débacle.

HOLT, NORFOLK

WJ BRADLEY

Why no Brabham driver?

It never ceases to amaze me that the second Brabham driver nomination is such a long drawn out process. The drive is potentially a championship-winning seat if the car is prepared to the same standard as that of Nelson Piquet. However, not since Lauda and Piquet were together in 1979 have two truly top line drivers been present in the Brabham line-up, and even then Piquet was very much an unknown quantity in F1. This leads me to speculate as to the terms of Piquet's contract. Surely Bernie would not bend to the whims of anyone as insignificant as a driver though?

CHESSINGTON, SURREY

J. FRENCH

The British F3 series

Well, the racing season is on again, hurrah! I shall certainly be in attendance at Silverstone for the first race of the Marlboro British Formula 3 Championship. The entry list looks to be the best for years and it is certainly most pleasing to see a wide variety of new engine, chassis and driver combinations.

Yet, it really niggles me that a driver of Gilbert Scott's calibre does not have a seat for '85.

This may sound like the age old plea from a British motor racing enthusiast, in fact it is, but can't someone out there give him the backing he needs? If support is lacking for drivers such as Andrew then our potentially excellent F3 scene will be bereft of leading British pilots and filled with drivers from across the water (the USA especially this year, one would have thought) and/or those that have significantly more money than talent. Please don't let that happen . . . so make a start by placing your name at the foot of the Racing for Britain membership list (oh yes, and your money).

LONDON, EC1

ARTHUR BARBER

Farcical states

Last week's *Pit & Paddock* neatly summed up the farcical state into which FISA has dragged Grand Prix racing yet again. A story suggesting that the Monaco GP probably wouldn't happen, had alongside it another saying the race was on after all! I assume from that, that the position changed within a day or so, which is what we should expect from those 'organisers' in Paris!

Months ago, I remember reading in AUTOSPORT's *Comment* your belief that there would be a lot of endless rowing between FISA and the Monaco Automobile Club, but that in the end the race would take place because there were too many vested interests for it not to. And that seems to have been an accurate prediction. I wonder how much time and money has been wasted on M Balestre's latest power game?

Having settled the matter of Monaco, he will now presumably turn his attention to Ken Tyrrell once again, for I see that Paris lawyers have now annulled Ken's injunction against FISA, and you say that the FIA has issued "celebratory press statements claiming victory". I do not believe that Tyrrell will give in to this witch hunt against him, as it seems the Monaco people have done.

The worst part of it, though, is the suggestion that FISA may now reject Tyrrell's entry for the 1985 World Championship. On what grounds can Balestre possibly do this? What does a 1984 problem have to do with taking part in 1985? This sounds vindictive, and I can only hope that if Tyrrell is turned down for this year, his FOCA 'mates' will give him a bit more support than they did last year. I'd like to see Balestre trying to get away with something like this against Brabham or Renault, but he probably wouldn't even try, would he? KIDDERMINSTER, WORCS. GRAEMESTILES

'Cleveland' or 'Windsor'?

With regard to your excellent report on the Daytona 500 in AUTOSPORT last week, may I attempt to clarify a few points concerning the Ford engines used by Cale Yarborough and Bill Elliott?

As stated, Yarborough uses a 'Windsor' block, and Elliott a 'Cleveland'. Windsor and Cleveland refer to the engine assembly plant location (Windsor in Ontario, Canada, and Cleveland in Ohio, USA). Although both engines are of a nominal 351 cu.ins capacity (5752cc), there are many differences between them.

Cylinder head design is the major one. The combustion chamber shape of the 'Windsor' is a wedge, whereas the 'Cleveland' has canted valves, at compound angles, towards the centre of the combustion chamber — similar to the Ford CVH engine. This makes for improved breathing, combustion and power. Many teams using Ford engines in NASCAR, and other

aspects of motor sport, have used the Cleveland because of this.

Australian Cleveland blocks are used by some NASCAR users, such as Bill Elliott. These are manufactured in Australia for certain Australian Fords, but still retain their canted valve cylinder heads. They have a much greater thickness of metal in almost every area of the cylinder block casting, but particularly around the main bearing saddles — a distinct advantage in an engine subjected to this torture! Availability and cost are the two main drawbacks — they are very scarce and expensive.

For these reasons, Cale Yarborough may be choosing the Windsor block, despite the breathing restrictions of its cylinder heads. The main bearing sizes of the Cleveland (351) are the same as other small block Fords (221, 260, 289 and 302 CIDS) at 2.75ins diameter. The 351 Windsor is 3.00ins. Being of a larger size, the bearing loads would be reduced.

Still, with qualifying speeds of 205 and 203mph, both Bill Elliott and Cale Yarborough seem to have got it right . . .

Keep up the excellent reporting, particularly of the NASCAR Grand National Championship.

TAMWORTH, STAFFS. PETER MAYCROFT

Providing the spur

Mr A Braun is right, the sooner Donington stages a Formula 1 race and Birmingham stages a major racing event, the sooner Brands Hatch and Silverstone will provide real spectator facilities capable of coping with the kind of crowds going to Grands Prix in this country.

Let's face it, the kind of chaos caused in 1983 and '84 was unnecessary. If more people could be persuaded to go to Grands Prix by public transport, then everyone could get to and from the circuit in half the time.

How about a combined transport and race ticket? The coaches could terminate inside the track, thereby by-passing the queues at the turnstiles.

By the way, does Birmingham have to stage Formula 1? If they held an IMSA sportscar race, say two weeks before Le Mans, I can see JM Balestre not only welcoming it, but starting a mini series to encourage it. On the other hand, how about a CART race? We could then see our cars, our engines and our other drivers on home soil.

BLAEN, GWENT A. N. TAYLOR

RAM's rising F1 star

I quite agree with MC Copeman's concern (*Correspondence*, February 7) about the difficulty of reading driver's names on F1 cars. That's why I was so pleased to see the new RAM03 car taking such a positive step, with its new driver's name written so clearly on the side of the car. Incidentally, I presume the Comtesse du Barry has bought her drive, or used aristocratic connections, as I do not recall her coming up through the racing ranks in the usual way. However, I cannot work out which of the drivers in the centrepiece spread she is!

RAUMATISOUTH, NEW ZEALAND MARK HOLMAN

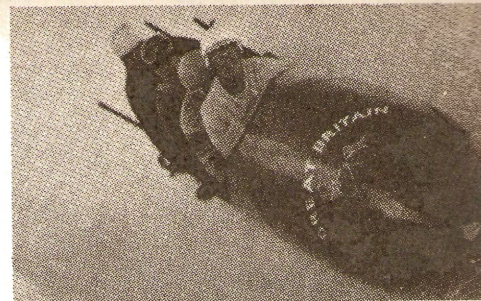
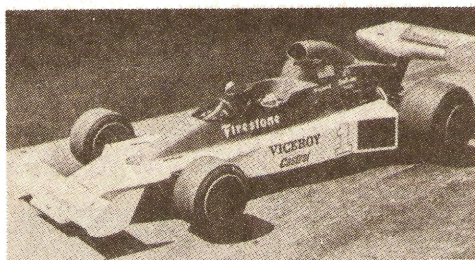
10 The main news in *Pit and Paddock* 10 years ago this week (AUTOSPORT, February 27, 1975) was that the long and illustrious career of the late Mike Hailwood seemed to be over. Hailwood had just left a Johannesburg hospital after further surgery on the leg broken during the previous year's German GP. Recovery was expected to take another six months and Hailwood said: "I don't think I'll ever race again".

Also in South Africa, some of the Formula 1 teams had been testing at Kyalami, with Jody Scheckter's Tyrrell setting the quickest times. Ladbroke's odds of 4-1 for a 'baby bear' win therefore looked most inviting, while season pace-setter Jean-Pierre Jarier was the overwhelming favourite at 2-1.

Down under, John Goss was a surprise winner of the final Tasman round at Sandown Park, but Warren Brown scooped the title by a single point. The race saw Brown, Graeme Lawrence and Johnnie Walker all tying before the start, the highest finisher to take the eight-race series. Brown's Lola T332 led away from the start and he was aided when Walker had a huge accident in his similar car. Then Lawrence started a succession of pit stops that dropped him from contention and all looked rosy for Brown. However, with just a few laps remaining, he was forced to pit for more fuel. Goss assumed the lead and Brown just managed to salvage sixth place and the single point he needed to make him the very first Australian Tasman champion.

Doug Nye interviewed the ultimate American enthusiast, Vel Miletich, and uncovered a lifetime's involvement and enthusiasm for the sport. Talking of his general philosophy, Miletich said that if he travelled, he always went first-class and likewise with his business interests and his racing, he always employed the very best. Thus, armed with Maurice Phillippe, Mario Andretti and many experienced ex-Lotus personnel he intended to triumph in Formula 1 with the Vels Parnelli team. The car looked the part (below) and it really tickled Miletich that "Even Colin Chapman came up and said how nice our car was and I hear that's some kind of record."

On the rallying front, the first round of the RAC Castrol/AUTOSPORT championship saw a closely fought battle with victory going to the Escort RS of Billy Coleman/John Davenport. Indeed Escorts filled the first four places with Nigel Rockey/Ron Channon second, ahead of Bob Bean/Alan Greenwood and Tony Fowkes/Bryan Harris.



25 JM Balestre's bombshell dropped at the Swedish Rally last week had a precedent 25 years ago this week (AUTOSPORT, February 26, 1960), when the Italian Minister of Public Works refused permission for speed trials that were essential to the classification of an International event to take place, just as the 70 competitors were set to start the International Sestriere Rally. The reason given was that wintry conditions were making the roads dangerous enough as it was without the rally cars. Thus, the rally had to be cancelled, and organisers of other European Championship rallies feared for their events.

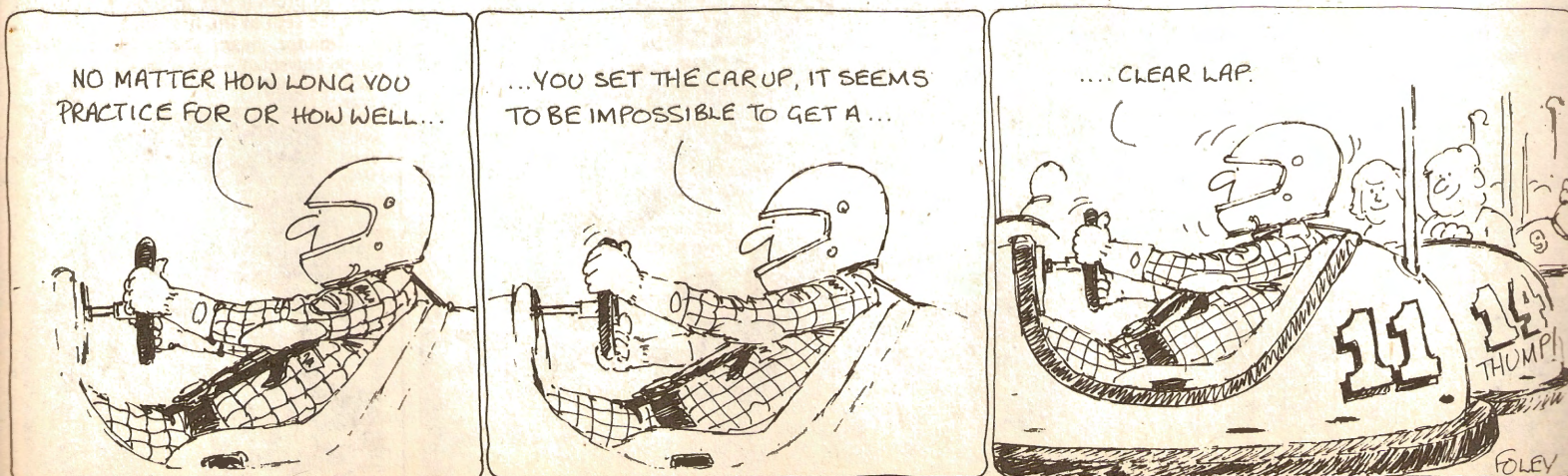
Pit & Paddock similarly featured the news that a motor cycling star, Geoff Duke, was rumoured to be considering a return to the four-wheeled persuasion, as has Barry Sheene. Having previously been a member of the Aston Martin DB3 team, Duke seemed set for a seat in the 'works' Porsche team. Ken Tyrrell was also apparently juggling against the odds 25 years ago, as he announced a three car Formula Junior team, Cooper-Austins to be precise, and a driver line-up of four . . . John Surtees, Henry Taylor, Mike McKeen and Keith Ballisat. The second of these was interviewed in the issue by Chris Nixon.

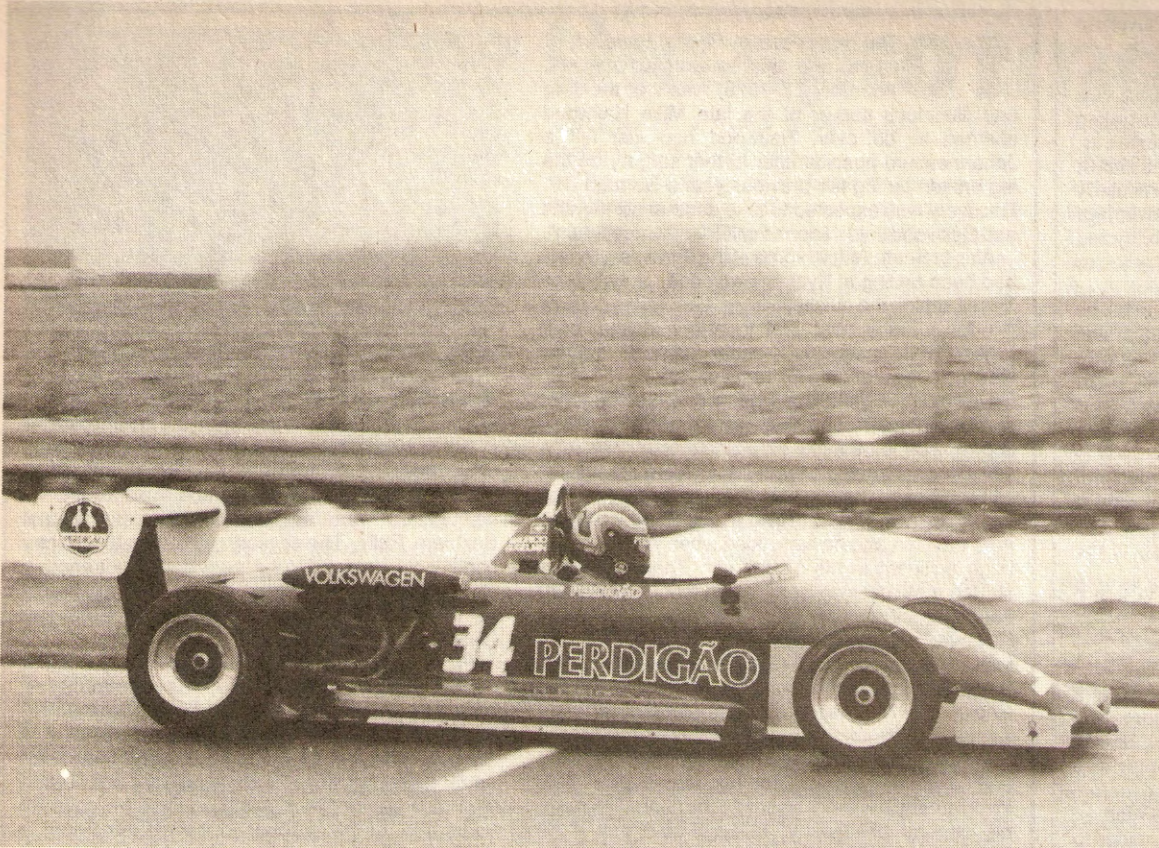
Henry Taylor was seen as a 'coming man' who was just waiting for the big break. The bobsleigh driver (above) and trick cyclist extraordinaire had an amusing tale to relate about his first race at Brands in 1954. Starting from the front row he was anxious to impress, but at the drop of the flag he was left stranded on the line. His engine had died long before but, as his car was not fitted with a rev counter and due to the noise on the grid, he had not realised . . . 1960 saw Henry set for F2 with the Laystall team, plus the odd FJunior and Sports car races — including Le Mans, perhaps.

The other driver to be outlined in the magazine was Jack Fairman in an article about his trials and tribulations as a test driver. Jack's first job in the role of tester was for Aston Martin in 1950, and at that time he knew not of understeer or oversteer, and thought that a roll-bar was something to be found in a pub! Things such as these had not been remotely connected to his 1929 GP Bugatti! His career bloomed and it was in Monza, Italy, in 1956 that disaster nearly struck when attempting to set-up a D-type Jaguar for the banking. But Jack collected the car as a tyre shredded at 165mph, and lived to race some more.

CATCHPOLE

BY BARRY FOLEY





Mauricio Gugelmin is expected to be a front runner this year in Formula 3. The Brazilian will drive a Ralt RT30 for West Surrey Racing.

1985 Marlboro Formula 3 Championship

Mar 03.....	Silverstone
Mar 10.....	Thruxton
Mar 24.....	Silverstone
Apr 8.....	Thruxton
Apr 14.....	Donington
Apr 21.....	Zolder (B)
May 05.....	Thruxton
May 27.....	Brands Hatch
Jun 09.....	Silverstone
Jun 23.....	Brands Hatch
Jul 20.....	Silverstone GP
Jul 28.....	Donington Park
Aug 11.....	Snetterton
Aug 17.....	Oulton Park
Aug 26.....	Silverstone
Sep 01.....	Spa (B)
Sep 15.....	Zandvoort (NL)
Oct 06.....	Silverstone

and West Surrey Racing. The team had a disappointing time last season and Bennetts is anxious to return to the limelight. There seems to be general consent that the talented Gugelmin is going to be the man to beat.

Eddie Jordan, however, would probably like to believe otherwise. Despite coming close, Eddie Jordan is now the only one of the 'Big Four' teams not to have won the title and to help remedy this, Eddie has signed up a rapid pairing of his own. Harald Huysman, so spectacular in his two showings for the team last year, must be considered for title honours, although his 'natural exuberance' in a racing car might need tempering. Jordan's other charge is Tasmanian saloon car man, Steve Harrington, who has virtually no experience in single seaters. This is sure to prove something of a handicap, although Harrington has already showed considerable pace in testing. He was lucky to emerge unscathed from a truly enormous accident recently at Silverstone, and it has to be said that Eddie is taking something of a risk with two such charging youngsters — it could be an expensive year . . .

Murray Taylor, too, is keen to get back to the winner's circle, and has signed up ex-West Surrey man Gary Evans and a young American Joe Foster. Evans showed potential last year and he can be expected to be a regular top six finisher, while Foster is something of an unknown quantity, although Murray Taylor is convinced that he has a star in the making.

But what about championship winners Dave Price Racing? The team has announced that it will be starting the year with a Ralt RT3/85P — Price's own modified RT3 flat bottom design — which will appear in Elf colours with Cathy Muller at the wheel. Whether Price continues with this car or decides to buy a new chassis is not yet settled. With none of the cars really tested, he is hedging his bets. Muller, meanwhile, is not to be underestimated and could pull a few surprises. Price plans to run a second car for the whole year, but as we went to press it was unclear who would take the seat at the first race. However, if finance can be found Price Harald Huysman — ever spectacular.

The flat season

This weekend the Marlboro British Formula 3 series begins a new and exciting era with a return to flat-bottomed cars. JOE SAWARD outlines the likely contenders for the title .

When the lights turn green at Silverstone this weekend many of the questions about F3 in '85 will be answered. Will Ron Tauranac's new RT30 take up where the all-conquering RT3 left off? Will Adrian Reynard's exciting new 853 be as good as it is cracked up to be? Or, perhaps, there will be a real upset from the Magnum or the Anson. The chassis are new, and for the most part untested.

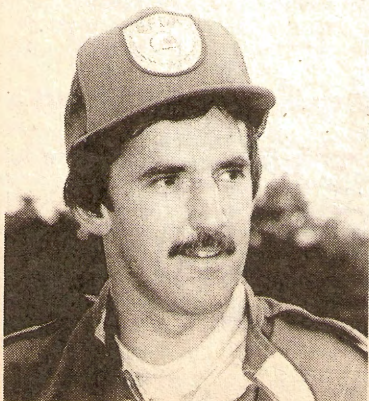
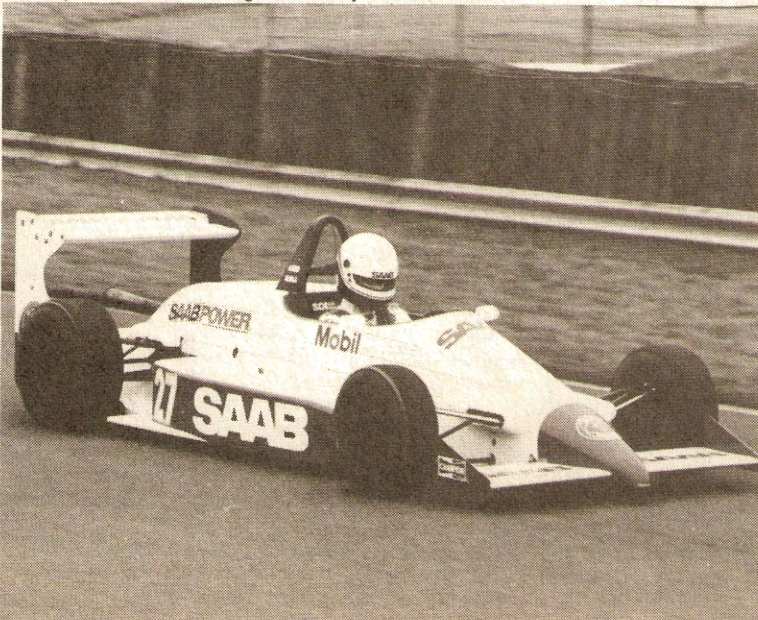
On the engine front, Volkswagen have been working hard to develop their successful unit; Saab are coming into the formula intent on victory with their revolutionary electronically-managed 16-valve device; the trusty old Toyota will be in action again; and later in the year a revamped Alfa Romeo should appear. With a generation of new young drivers moving in, the Marlboro F3 series has undergone a healthy spring clean . . .

When, last summer, FISA announced that Formula 3 chassis would be returning to flat bottom specification, and the European series would be abolished for the 1985 season, all indications pointed to the British series gaining most from the changes. As the winter wore on, more and more names joined the list of runners, the plunging pound enticing a crop of youngsters from all over the Tim Davies — a well deserved break.

world. This Sunday there will be an encouraging 29 car entry: 20 in class A, nine in class B. And, it is hoped, the racing will return to the fabulous slipstreaming days of F3 in the seventies.

But who is going to win? Ralt's new RT30 must rank as one of the most unusual cars in recent years. Ron Tauranac is convinced that his design will work. Testing performances to date seem to confirm that the ungainly looking car is quick. At Thruxton last week, Mauricio Gugelmin was setting the pace in his Perdigao sponsored RT30 being run this year by Dick Bennetts

Anthony Reid has been testing the new Reynard-Saab 853.



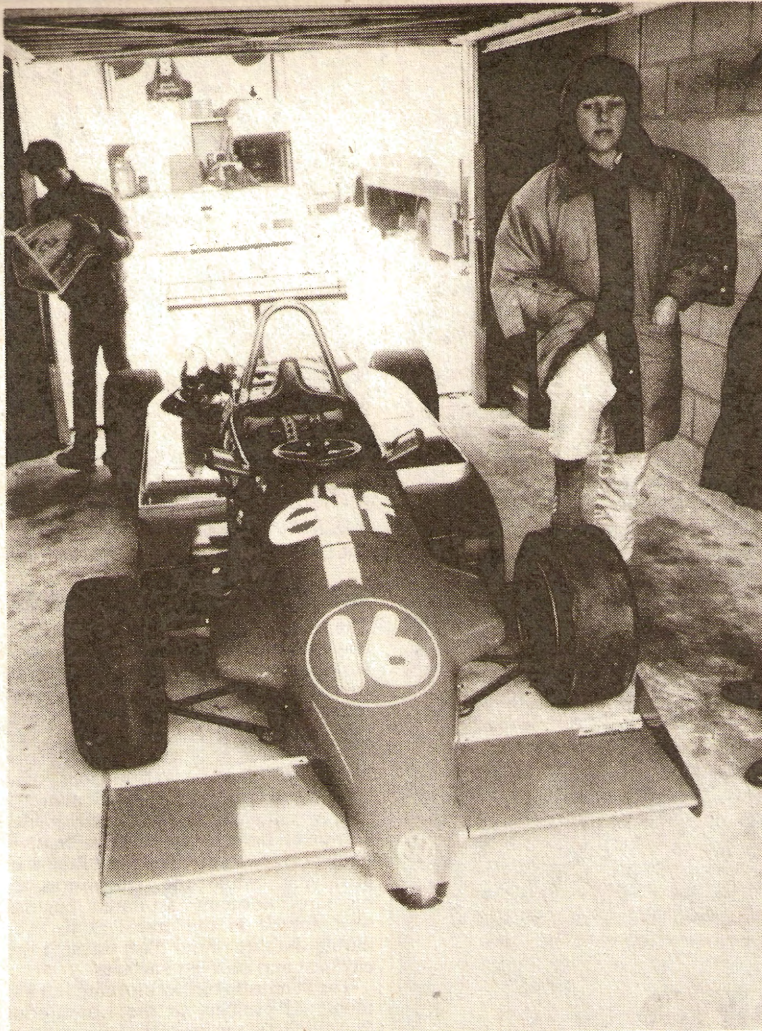
will almost certainly go with the talented Andrew Gilbert-Scott who, at present, is without a drive.

Of the other Ralt runners, Alan Docking will field an RT30 for promising Irishman Mark Galvin, and Glenn Walters' Intersport Racing has signed up Phil Kempe with backing from Autoclenz. Kempe has been out of single seaters since 1982, but could show well once he has played himself back in. Newcomers Pegasus Motorsport are fielding their own modified RT3/84 for Graham de Zille and it is expected that a second driver will join him later in the year. Richard Dutton has an RT3/84 with one of Glenn Walters' flat bottom kits for American Ray Stover, and Tarry Racing will have F3 regular Tony Trevor in a similar car.

Those are the Ralt runners, and their chief opposition is expected to come from Reynard, with five chassis due at the first race. However, the first 853 chassis has already been wrecked, Tim Davies destroying the car at Goodwood last week. Davies is a considerable talent who has languished without money for too long and could be right on the pace once the Reynard chassis is sorted. His team mate in the Swallow Racing team will be Andy Wallace.

Curiously, Adrian Reynard has decided to supply his exciting new chassis to three teams all of which are almost totally new to the formula. Of the five drivers involved, only Russell Spence has substantial F3 experience. The Yorkshireman will be run by Peter MacIntosh under the Warmastyle Racing banner, and has proved he has the speed to win, but perhaps lacks consistency. If Spence

Fine — graduates to Class A with an Anson.



Left: Cathy Muller comes to Britain from the European series. Above: Irishman Mark Galvin is joining Alan Docking. Below: Phil Kempe will run with Intersport Racing.



it is doubtful that two chassis will be ready for the first race. That leaves the Roni T85. As we went to press we learned that the team would not appear at Silverstone. Later in the year it could be a challenger.

Class B will see modified Ralts for Mark Goddard, Steve Kempton, James Tollerton, Mike Wright, Anton Sobriquet, Ronnie Grant (now recovered from his injuries sustained last year), and Kevin Jones. Their competition consists of Steve Bradley in the Safir, Richard McCaskill in a March 793, Jeff Ward in an Anson SA4 and Simon Hadfield in a Sparton.

Already there are plans for more drivers to join the series as the year progresses and the racing looks like being close. Silverstone will be a fascinating meeting. A winner? Go to Silverstone and find out.

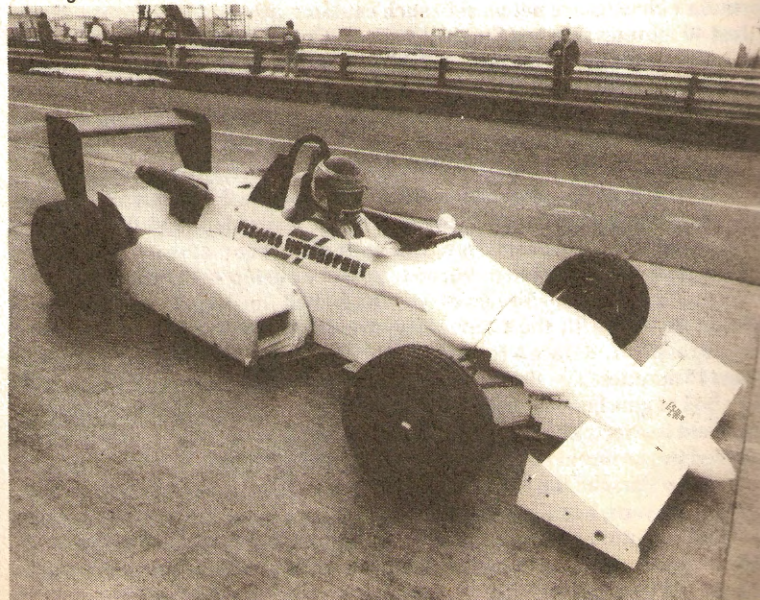
can acquire that, he must be seen as a potential champion.

The third Reynard equipped team is the all-new Scan + Sport equipe (read Madgwick Motorsport). Robert Synge will manage the two car team with Maurizio Sandro Sala and Anthony Reid driving. Apart from technical director Mick Cook, the team is totally new to F3, so quite why Saab decided to go with such an unproven set-up remains a mystery. That is not to say it will not work, but a new team, a new car, a new engine and two drivers with no F3 experience would seem to be a bit of a risk. Synge, of

course, will not be daunted by this, his team has a proven record in Formula Ford and the drivers are both very quick.

There remain three other possible challengers to the Ralt: Magnum, Anson and Roni (née Cygnus). The Magnum team 853s will be crewed by Finnish drivers Jari Coiranan and Reima Soderman. Coiranan is highly rated and it will be fascinating to see if the combination will work. The same is true of the Anson. The Bridgnorth constructor has spent years on the fringes of success and designer Gary Anderson is optimistic of the long-awaited breakthrough. Mike Rowe Racing have two SA6s entered for Keith Fine and Mark Peters, but as yet the car is untested and

The Pegasus Ralt is another version of the old RT3 — Graham de Zille will drive for the team.



MARLBORO BRITISH F3 ENTRY — SILVERSTONE, MARCH 3

Class A

Name	Nat	Entrant	Car/Engine
Keith Fine	(GB)	Mike Rowe Racing	Anson-Volkswagen SA6
Phil Kempe	(GB)	Intersport Racing	Ralt-Volkswagen RT30
Gary Evans	(GB)	Murray Taylor Racing	Ralt-Volkswagen RT30
Joe Foster	(USA)	Murray Taylor Racing	Ralt-Volkswagen RT30
Cathy Muller	(F)	Dave Price Racing	Ralt-Volkswagen RT3/85P
TBA	()	Dave Price Racing	Ralt-Volkswagen RT3/85P
Graham de Zille	(GB)	Pegasus Motorsport	Pegasus-Volkswagen
Ray Stover	(USA)	Richard Dutton Racing	Ralt-Volkswagen RT3
Tim Davies	(GB)	Swallow Racing	Reynard-Volkswagen 853
Andy Wallace	(GB)	Swallow Racing	Reynard-Volkswagen 853
Maurizio Sandro Sala	(BR)	Scan + Sport	Reynard-Saab 853
Anthony Reid	(GB)	Scan + Sport	Reynard-Saab 853
Tony Trevor	(GB)	Tarry Racing	Ralt-Toyota RT3
Steve Harrington	(AUS)	Eddie Jordan Racing	Ralt-Volkswagen RT30
Harald Huysman	(N)	Eddie Jordan Racing	Ralt-Volkswagen RT30
Mauricio Gugelmin	(BR)	West Surrey Racing	Ralt-Volkswagen RT30
Jari Coiranan	(SF)	Magnum	Magnum-Volkswagen 853
Reima Soderman	(SF)	Magnum	Magnum-Volkswagen 853
Mark Galvin	(IRL)	Alan Docking Racing	Ralt-Volkswagen RT30
Russell Spence	(GB)	PMC Warmstyle	Reynard-Volkswagen 853

Class B

Mark Goddard	(GB)	Savoir Faire	Ralt-Toyota RT3
Steve Bradley	(GB)	Driver	Safir-Toyota RJ05
Simon Hadfield	(GB)	Driver	Sparton-Toyota SE320
Anton Sobriquet	(GB)	Jupiter	Ralt-Toyota RT3
Richard McCaskill	(GB)	Driver	March-Toyota 793
Michael Wright	(GB)	Jupiter	Ralt-Toyota RT3
Steve Kempton	(GB)	Worldwide Dryers	Ralt-Toyota RT3
Kevin Jones	(GB)	Driver	Ralt-Volkswagen RT3
James Tollerton	(IRL)	Driver	Ralt-Toyota RT3



Al Holbert did *not* pass the pace car, and co-driver Derek Bell duly won the Miami race.

Only here for the beer

First 1984 victory for Bell/Holbert as Lowenbrau Porsche wins Lowenbrau GP — Fittipaldi's leading March-Buick controversially black-flagged — Hobbs/Brassfield second for Budweiser — Paul Jr on pole again — Report: JONATHAN INGRAM — Photography: PAUL WEBB

Errors in judgement are often made in a motor race, but rarely is a decisive error made during a full-course caution period. Rarer still does a former World Champion make such a mistake, but then World Champions from the Formula 1 circuits are not used to such cautions either.

Just 40 minutes into last Sunday's Miami Grand Prix, Emerson Fittipaldi had moved his Chevrolet-powered March to the front of the field when a full-course caution was called, sending the pace car on the course to pick up leader Fittipaldi. Subsequently, Fittipaldi says he was waved around the pace car by the driver; he first refused, and then went around, and was followed by the third-placed Bob Wollek's Porsche 962. Al Holbert, lying second, saw the same signals from the pace car and held his position. Fittipaldi and Wollek were black-flagged and sent to the rear of the leader lap, and thus lost any chance of winning on the narrow, 1.85-mile street course.

Holbert, in the meantime, went on to post one pitstop — the only Camel GT prototype to do so — before co-driver Derek Bell finished off the win after a last-minute dice with the Chevrolet-powered Budweiser March driven by Darin Brassfield. Before a fourth full-course caution bunched the field for a restart 15 minutes from the finish, Bell led Brassfield by 35secs. On the restart, Bell's 962 engine bogged down from the heat and slow caution laps, allowing Brassfield to overtake him at the end of the long Biscayne Blvd straight. Bell returned the favour at the same location three laps from the finish, giving his Lowenbrau Porsche the victory in a race sponsored by the same beer brand.

"I was nervous, but not worried," said Holbert as he watched Bell bog down and then recapture the lead. "When the engine cleared up, he was five or six seconds ahead of me," said Bell. "From then on I did some passing on the tight sections of the course (of lapped cars) that I hadn't tried before."



The Lowenbrau Porsche pit worked hard for their victory, being the only prototype to pit twice.

QUALIFYING

The final minutes and post-race machinations that followed were about par for a street-race weekend, by nature a frenetic escapade. Because the course is temporary, no testing is possible and qualifying begins immediately with the first practice. The narrow course puts an emphasis on starting up front, and going quickly, which was the assignment of any team wishing to take home the \$50,000 first-place money. Speculation centred on the turbos to be the front runners in qualifying, while the macho-torque, big-bore, normally aspirated engines were touted as the machines to beat during the three-hour dash through the city heat and over city surfaces.

The 90mins Saturday morning session found Al Holbert in the Lowenbrau Porsche 962 at the top of the table, a bit of a surprise, since the long wheelbase and turbo lag were thought too much of a handicap to take pole. The fancied team of Phil Conte, whose V6 turbo Buick-powered March is said to muster 800bhp without much lag, did not get a clean lap with driver John Paul Jr aboard, and co-driver Bill Adam was knocked into the wall.

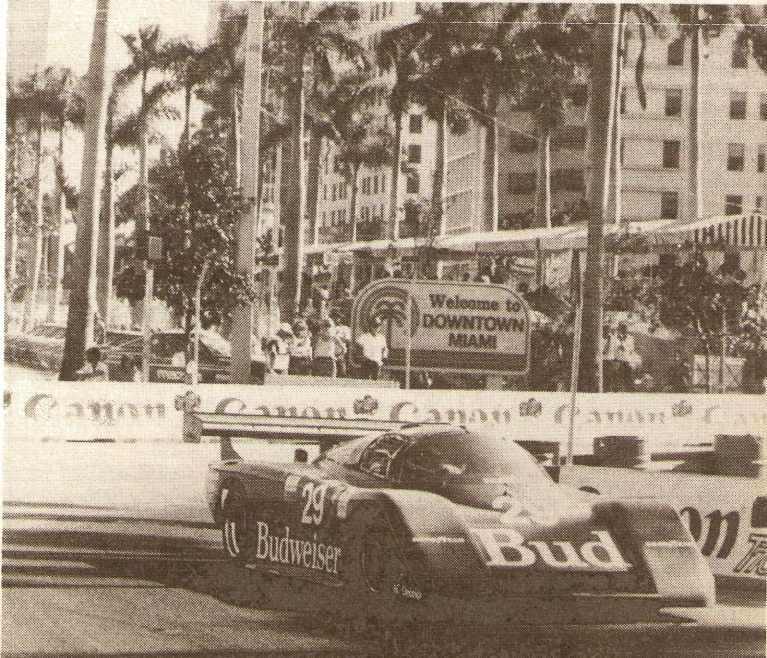
In the afternoon session, however, Paul improved his time by 1.27secs to win the pole, with the Preston Henn-owned Swap Shop Porsche 962 (qualified by Bob Wollek) moving up to second on the grid. Next came Holbert, then the atmospheric-engined Emerson Fittipal-

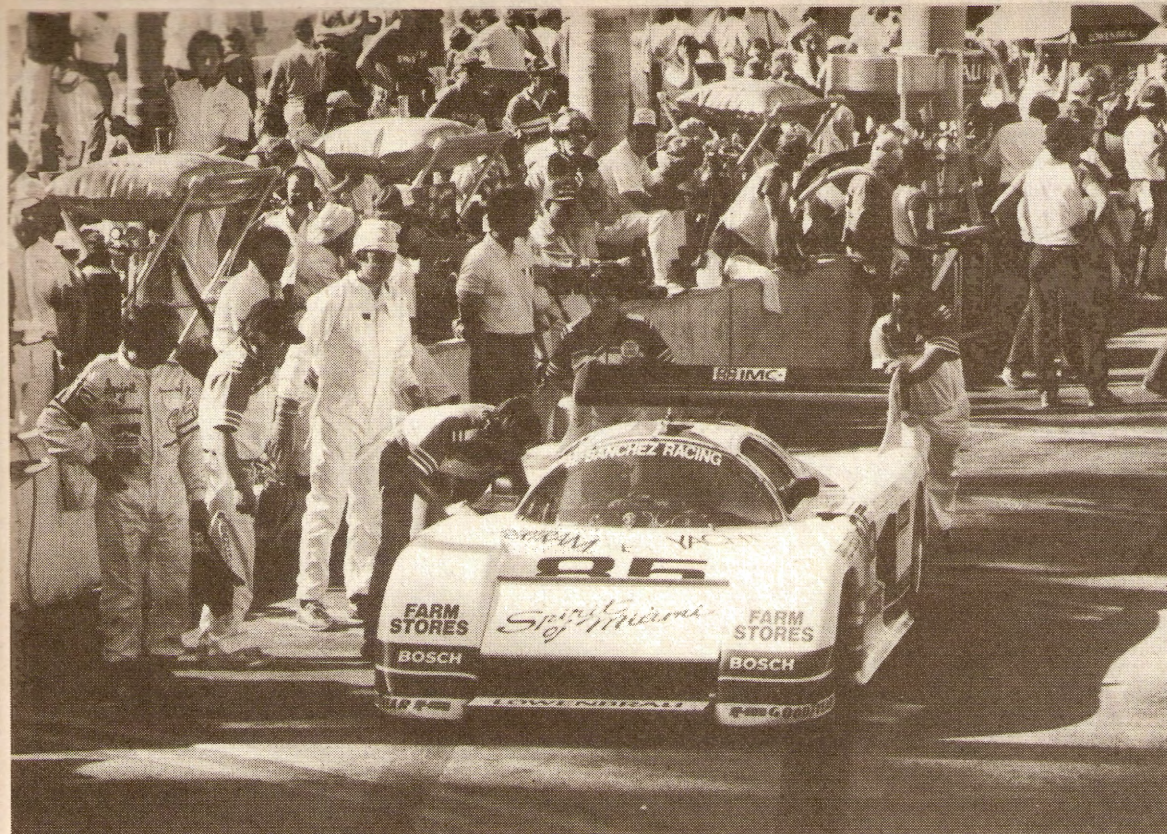
di/Tony Garcia March, Bob Tullius/Brian Redman in the defending Miami winner Jaguar XJR-5, and Bill Whittington, qualifying one of the Blue Thunder team's Chevy Marches. Seventh was the 04 Jaguar of the Group 44 team of Tullius, qualified by Hurley Haywood and co-driven by Chip Robinson, followed by the David Hobbs/Darin Brassfield combination in a new March 85G, then the Buick V6 turbo-powered March 85G of Jan Lammers and last-minute replacement driver Roberto Guerrero, who took over the seat from Emilio de Villota in a driver switch by sponsor Jermaine Jackson. Defending Camel GT champion Randy Lanier placed 10th on the grid in a second Blue Thunder March.

RACE

The race day weather dawned superb for fans, but the drivers working on the tight-walled course would suffer from the constant exertion and high heat in their cockpits, impervious to the breeze from nearby Biscayne Bay. The 2.30pm start saw Paul lose the lead in the first corner to Wollek, who outraked him into the hairpin at the end of the pit straight. Before the first 30mins had passed, both Wollek's 962 — like Holbert's equipped with the larger 3.2-litre engine — and Paul's March began to lose ground to the Fittipaldi March and the Holbert Porsche. Shortly after Fittipaldi passed Holbert, the caution fell which produced the black flag incident.

The fastest car on the track was the Hobbs/Brassfield March 85G that finished second.





Emerson Fittipaldi (left) was thoroughly livid after being black-flagged for passing the course car and refused to continue.

As Holbert and Bell took the kudos on the victory podium, and the team of Brassfield and David Hobbs were excluded from the stand (because the Neal de Atley-owned March is sponsored by the beer brand Budweiser), Fittipaldi's team filed a protest for the black flag episode. "I was right behind the pace car," said the former two-time World Champion whose March was entered by the Miami Grand Prix promoter, Ralph Sanchez. "The driver gave us some hysterical signs to go by, but I kept indicating that I was first, the number one car. I have 20 years of motor racing experience in Brazil and the FIA, and I understand the procedures of the pace car. I kept showing him that I was number one, but he kept waving, so I pulled alongside him. He pointed and indicated that I should go by."

Fittipaldi and Wollek, who followed, had gained a lap on the field by passing the pace car, but were penalised by IMSA Chief Steward Mark Raffauf and held in the pits so that they returned to the back of the field on the same lap. "Every man drives his own car," said Holbert. "I saw the man in the car waving and making all kinds of motions, but I wasn't going to go by. The signals could have been interpreted differently."

The protest of the Ralph Sanchez's team was disallowed by IMSA, which stood by its penalty and the actions of radio man John Biesinger in the pace car, who said he was motioning for Fittipaldi to stay behind him. Fittipaldi further penalised himself by refusing to drive after the black flag was administered.

As so often occurs on a tight, walled course, where 38 cars started, autographs delivered by fibreglass fenders to the cement walls were plentiful, as were skirmishes between cars and drivers. The 44 Jaguar fell by the wayside with transmission trouble on the third lap; the 10 Jag hit the wall with Hurley Haywood aboard and lost a lap it would never regain, its 6-litre V12 motor and the crowded course no match for the turbos. Paul's pole-sitting March quit while on the course and sat for nearly an hour until Paul could restart it and return to the pits to assess an electrical problem, solved by replacing the battery. Whittington first broke a wheel hitting the wall, then destroyed his car's nose in a spin that put it out of contention. Also falling back early was the Buick turbo March of Lammers, who was clipped at the end of the front straight, cut down a tyre and then suffered turbo boost problems during two driving stints with relief from Guerrero.

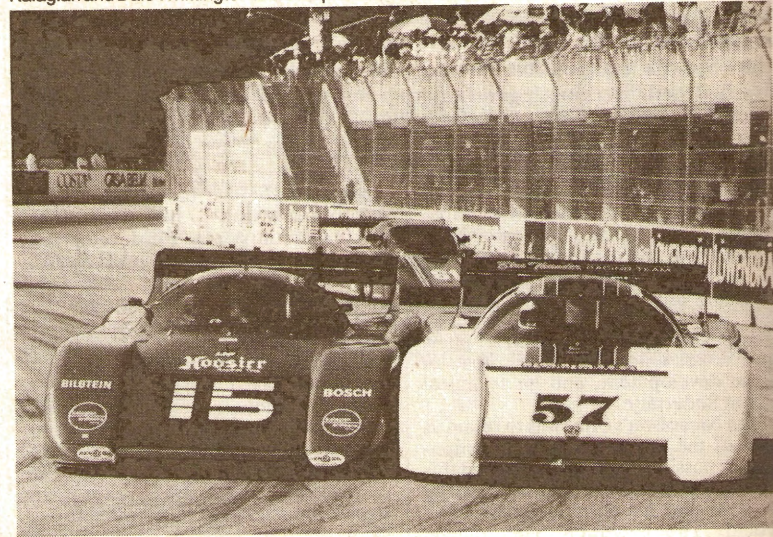
Despite the penalty that sent Wollek and the Swap Shop Porsche to the rear of the field, it emerged in the lead during the second caution midway in the race, when Holbert pitted at exactly the halfway mark to hand over to Bell. The Swap Shop car pulled away from the Chevy March 85G driven by Brassfield in relief of Hobbs, who also pitted during the second caution midway in the race after setting the fastest lap. But A. J. Foyt, who had switched with Wollek during the black flag incident, wore out the car while extending his lead, which would have evaporated had he not built up a margin before a final necessary pit stop. The clutch began slipping, then the manifold split. Once the Swap Shop car departed, only the Lowenbrau Porsche, the Budweiser March and the March of Fittipaldi remained in the lead lap, the latter 63secs — almost one lap — behind the leader.

A third caution bunched the field, but Bell pulled away from Brassfield handily. The fourth caution, brought out by a horrendous shunt which left Tiga driver Gaston Andrey with a fractured pelvis and right ankle, bunched the field yet again, giving Brassfield an opportunity to start immediately behind Bell on the restart, 15mins out from the finish. "I

didn't know what Derek was doing," said Brassfield after passing Bell at the north end of the Biscayne Blvd's long straight. "Then I hit some traffic and my mirror was full of number 14." After Bell passed, the 21-year-old Brassfield spun in an effort to keep up, but finished ahead of Fittipaldi in what was Brassfield's second GT prototype race.

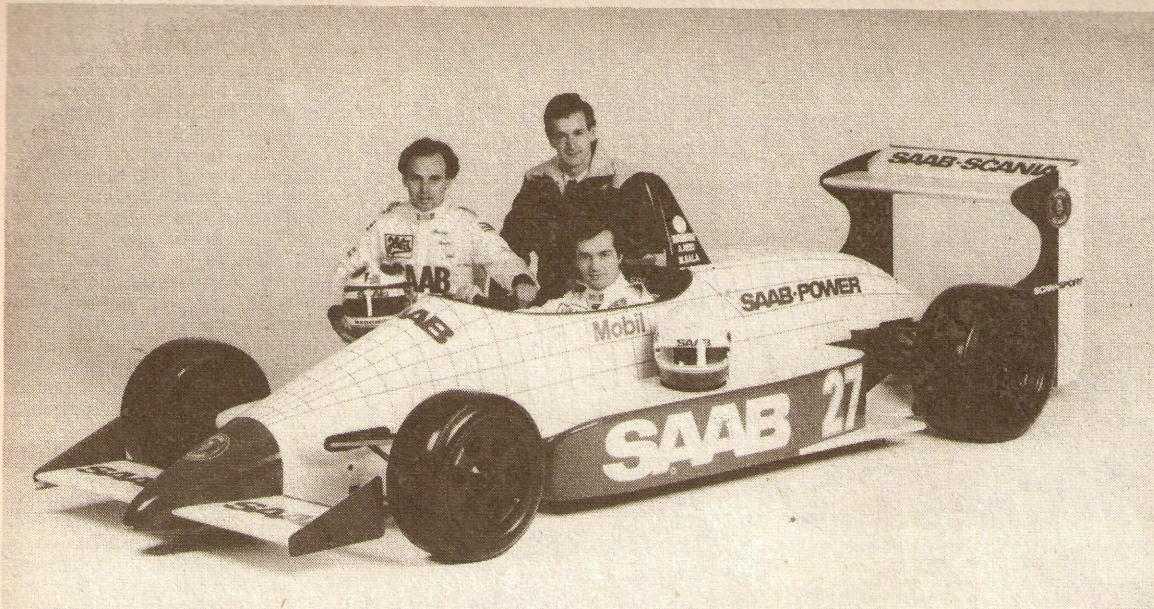
No rookies were Holbert's Lowenbrau crew, which had tested for the Miami course on the infield prior to the Daytona 24 Hours and in Savannah, Georgia, under simulated conditions before arriving in Miami. Scoffing at suggestions his 3.2-litre motor was more fuel-efficient because his car is the only one fitted with the big engine and Bosch Motronic ignition, Holbert said: "We made some changes in the turbo intercooler that made the difference on our gas mileage." He said the experimental Motronic was a unit built by his own team. "We tested it the last half of last year, but didn't use it. We just decided to take a chance with it here."

Kalagian and Dale Whittington at close quarters in their March 84Gs ahead of Courtney's Royale.



MIAMI (USA)
Lowenbrau Grand Prix of Miami
Feb 24
111 laps — 205.35 miles (3 hours)

Pos	Drivers (Nats)	Chassis-Engine	Tyres	Result	Qualifying
1	Derek Bell (GB) Al Holbert USA	Porsche 962	Goodyear	3h 0m 17.06s	1:21.88(3)
2	David Hobbs (GB) Darin Brassfield USA	March-Chevrolet 85G	Goodyear	3h 0m 22.23s	1:22.72(8)
3	Emerson Fittipaldi (BR) Tony Garcia USA	March-Chevrolet 85G	Goodyear	111 laps	1:22.01(4)
4	Hurley Haywood (USA) Chip Robinson USA	Jaguar XJR-5	Goodyear	110 laps	1:22.69(7)
5	John Kalagian (USA) John Lloyd USA	March-Chevrolet 84G	Hoosier	108 laps DNF	1:24.06(11)
6	Jim Busby (USA) Rick Knoop USA	Porsche 962	Goodyear	108 laps	1:24.61(14)
7	Chip Mead (USA) Carson Baird USA	Lola-Chevrolet T-710	Firestone	107 laps	1:26.43(20)
8	Henri Pescarolo (F) Claude Ballot-Lena (F)	Porsche 962	Bridgestone	106 laps	1:28.11(29)
9	Jan Lammers (NL) Roberto Guerrero (COL)	March-Buick 84G	Goodyear	106 laps	1:22.93(9)
10	David Cowart (USA) Kenper Miller (USA)	March-Chevrolet 84G	Goodyear	104 laps	1:24.63(15)
11	Bill Ainsup (USA) Charles Morgan (USA)	Royale-Buick	Hoosier	104 laps	1:27.79(27)
12	Randy Lanier (USA) Bill Whittington (USA)	March-Chevrolet 85G	Goodyear	103 laps	1:22.51(6)
13	Steve Shelton (USA) Tom Shelton (USA)	March-Chevrolet 84G	Goodyear	103 laps	1:26.34(19)
14	Mauricio de Narvaez (COL) John Winter (D)	Porsche 935	Goodyear	102 laps	1:30.11(34)
15	Al Leon (USA) Art Leon USA	March-Chevrolet 84G	Goodyear	101 laps DNF	1:26.91(21)
16	Richard Anderson (USA) Brad Board USA	Lola-Chevrolet T-600	Hoosier	101 laps	1:27.85(28)
17	Jim Downing (USA) John Maffucci (USA)	Argo-Mazda JM16	Goodyear	99 laps	1:28.99(32)
18	Bob Akin (USA) Jim Miller USA	Porsche 962	Goodyear	94 laps DNF	1:27.21(22)
19	Don Courtney (USA) Brent O'Neill USA	Royale-Ford	Goodyear	87 laps	1:24.37(12)
20	Jan Theolke (D) Frank Jelinski (D)	Gebhardt-Ford 843	Avon	86 laps	1:31.67(36)
24	John Paul Jr (USA) Bill Adam (CDN)	March-Buick 85G	Goodyear	77 laps DNF Electrics	1:21.15(1)
25	Bob Wollek (F) A.J. Foyt USA	Porsche 962	Goodyear	75 laps DNF Clutch	1:21.82(2)
38	Brian Redman (GB) Bob Tullius USA	Jaguar XJR-5	Goodyear	3 laps DNF Transmission	1:22.03(5)
36	Dale Whittington (USA) Bill Whittington USA	March-Chevrolet 84G	Goodyear	13 laps DNF Accident	1:23.95(10)
21	Massimo Sigala (I) Gianpiero Moretti (I)	Alba-Ford AR3	Goodyear	85 laps	1:24.48(13)
37	Jonathan Palmer (GB) Justin Revene USA	Arundel-Ford	Avon	7 laps DNF	1:28.49(30)



The Madgwick F3 triumvirate of Sala, Synge and Reid are taking on the F3 establishment with their all-new Reynard-Saab combination.

Sandro Sala and Anthony Reid, both 26 years old.

Preparation of the dramatically liveried Reynard-Saabs has been entrusted to Robert Synge's Madgwick Motorsport organisation in Brackley, without doubt the most successful privately-run team in the Ford racing formulae over the past two seasons.

Keenly ambitious, and highly professional in their outlook, Madgwick's crack race personnel are headed by top F3 engineer Mick Cook, and Paul Haigh who guided Sala so skilfully towards the British FF2000 crown last year.

Despite many delays while the superb all-new Reynard chassis were nearing completion, Reid shook down the first car at Goodwood, three days prior to the project's launch. Sala's race car was due to be given its initial outing today (Thursday), while a third 853 (Reid's race car, the prototype reverting to a test/development mode) is to be completed next month.

Following one or two problems with the complex fuel system at Goodwood, early on, Nicholson's personnel and Saab engine wizard Anders Johansson made a number of revisions to the electronic 'brain', arriving at a very positive conclusion by Saturday's session at the Sussex circuit. The technical team is also actively developing the interesting intake system which rams air into the engine without the need for an aerodynamic drag inducing airbox.

Saab has initiated a remarkable new intake manifold design which collects its lifeblood from a chamber at the back of the right-hand sidepod, which also houses the 'black box' to control the SDI/Motronics kit.

Reid was delighted with the Reynard chassis's general performance although its behaviour under braking will require sorting before the team's first race, this weekend at Silverstone. Both Anthony, a Scot, and his Brazilian team-mate are particularly adept test drivers who will be able to exploit the depth of technical expertise available within the project.

In addition to fielding these major championship contenders in Britain (with further support from Mobil, Champion, Fram and Linn Hi-Fi), Madgwick will also be running a new Reynard-Saab on Scan+Sport's behalf in the French national F3 championship. Its driver will be the promising Fabien Giroix whose father's Garage du Bac concern sells Saab cars. Giroix's team will be tended by Peter Morgan.

The other arm to Saab's F3 racing programme is an assault on the Scandinavian races, in the hands of highly-rated Swede Thomas Danielsson. Picko Troberg's protege will have a Saab-engineered Ralt RT30 at his disposal.

MARCUS PYE

Reynard-Saab 853

As exclusively revealed in AUTOSPORT last December, Saab-Scania AB is to have a major presence in Formula 3 motor racing this season, and Madgwick Motorsport is indeed to run the advanced power units on an exclusive basis in Great Britain and France. The ambitious project has been set-up by Scan+Sport, the Zurich-based company which convinced the Swedish giant's management of the Saab 16-valve engine's potential as a racing unit. Scan+Sport's competition director, 36-year-old American Bob Moore, launched Saab's fascinating racing programme to Europe's motoring press at a grand reception near London's Heathrow Airport last Friday afternoon.

Saab's 2-litre, 16-valve, normally aspirated engine — from the 900/9000 ranges of passenger cars — has been evolved over the past year by Nicholson McLaren Engines, with the full blessing of Sten Wennlo, Executive Vice-President of the Saab-Scania group and head of the Car Division in Trollhattan. The evolution of the racing engine has been achieved with the enthusiastic co-operation of Per Gillbrand, Saab's head of engine development, and his technical team at Sodertalje.

John Nicholson's brief was to retain as many of the engine's standard components as possible for the F3 unit, and this important criterion has been achieved by the Kiwi and his chief engineer Clive Byfield. The evolution Saab engine currently features standard cylinder block, crankshaft, con-rods, head (with reworked porting), valves and their

springs, with a whole host of sundry original parts.

Significantly, the racing engine also incorporates Saab's revolutionary SDI direct ignition system (in development form), coupled to the Bosch LH electronic fuel injection unit. The complimentary computerised gadgetry fulfils an intricate engine management role and this, Scan+Sport feel, will be just one of several advantages offered by the high-technology Saab engine package.

Saab's rationale behind their newfound interest in circuit racing (their rally-orientated Competitions Department was closed in 1980 after many years of successful campaigning with exclusively production-based cars) is naturally to utilise the toughest new proving ground for the benefit of future road car developments.

Following exhaustive testing on the

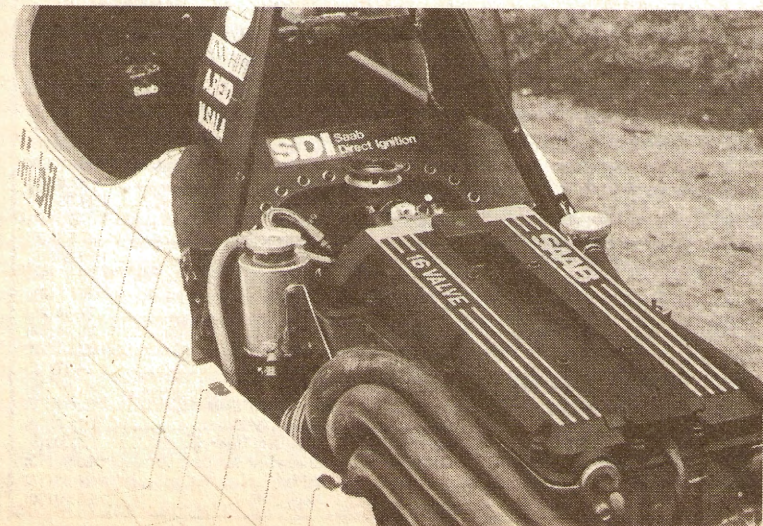
dynamometer in the project's initial stages, the Saab F3 engine was first track-tested in the summer of last year, installed in one of West Surrey Racing's Ralt RT3 Chassis. Results were encouraging and, subsequently, the development engines have shown tremendous potential, both in terms of performance and reliability.

The Saab 16-valve engine punches out a competitive 165bhp in F3 trim, (well up to par with its Volkswagen, Toyota and Alfa Romeo rivals), but should have a distinct advantage in the torque stakes, where an effectively wide power band of 1500rpm has been engineered into the basic design.

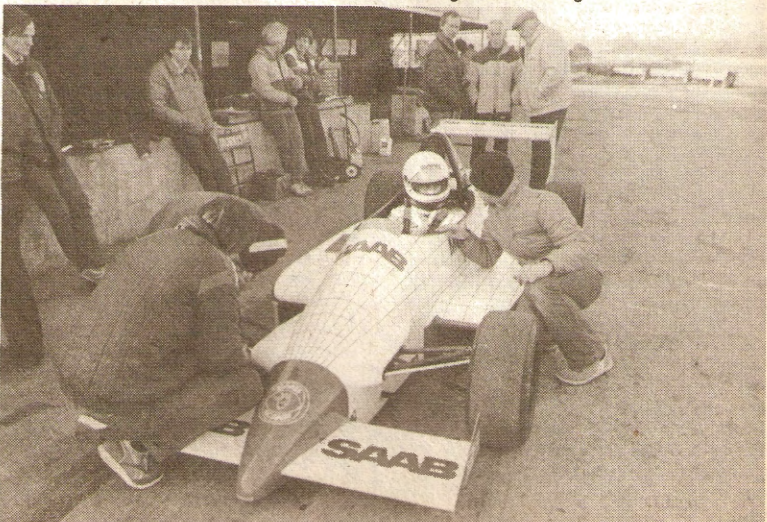
After this season of intensive race development, with no fewer than five chassis, Scan+Sport intend to market the Saab engine for F3 teams. The competition version has a current market value of approximately £8000 ex-works.

Intriguingly, all aspects of the Team Scan+Sport challenge for the 1985 Marlboro British F3 championship are new to the highly-competitive formula. Jointly sponsored by Saab-Scania and Saab GB, though co-ordinated by Moore's company, the project centres around the innovative carbon fibre composite Reynard 853 chassis, to be driven by top FF2000 graduates Maurizio

16 valves, SDI direct ignition system and Bosch fuel injection — the vital ingredients.



Reid has been very pleased with the Reynard's handling in initial testing.



New measures at Audi

Only two Sports expected in Portugal for Rohrl and Blomqvist

At a press conference in Munich yesterday (Wednesday), a major statement regarding Audi's future involvement in rallying was expected to be announced. The Chairman of Audi NSU Auto Union, Dr Wolfgang Habel, was likely to confirm that Audi Sport would continue to be represented in the 1985 World Championship with the Sport but with a reduced programme.

Sources in Germany suggest that just two cars will be sent to Portugal for the Port Wine event which starts in two weeks, with only Stig Blomqvist and Walter Rohrl entered. It seems that the team's other drivers Hannu Mikkola and Michele Mouton will not go and that their programme for the rest of the season could be thin.

It must be expected therefore that the Ingolstadt engineers will now concentrate on the alternative prototypes which team boss Roland Gumpert talked about



Gumpert — "new projects".

during the Swedish Rally. A mid-engine configuration is the most likely answer, although the team drivers have praised



Mikkola — thin programme?

the latest five cylinder unit so highly recently that it must surely be a part of the plan for the future.

Castrol's Nissan push in Britain

With renewed enthusiasm for rallying, Castrol are to be heavily involved in Nissan's British rallying projects this year, supporting both Terry Kaby in the Open Championship and Mark Lovell's similar 240RS in the National series.

Kaby's sponsorship means that he is now certain to do the whole championship, third place at the weekend an excellent start for the team which is regarded by some as the dark horse of the series. Not a regular part of the British scene for a couple of years, Kaby is keen to re-establish himself in home eyes, but also hopes to continue some European trips, perhaps including the Zlatni Piasatzi event in Bulgaria during May.

FISA introduce Group A World series and investigate supercar safety

Instead of the expected, controversial, changes proposed to evolution in Group B — suggested in Sweden by MBalestre — the Plenary Conference of the FISA in Paris last Wednesday was given details about new introductions regarding Group A. Reaction against the President's sudden moves to drop evolution cars in Group B was so great, both from manufacturers



Beguin with Billy Coleman.

and from within FISA, that the matter was quietly dropped, and less stormy matters discussed.

Principally, attention turned towards the World Rally Championship, the costs involved, and the matter of safety. Two statements were made, firstly announcing a World Championship for Group A competitors, run within the existing framework, and secondly confirming that the Technical Commission will investigate ways in which the safety of Group B cars can be improved.

The Group A competition must be aimed at those manufacturers who have suitable machinery, but exactly how they respond will be interesting. Currently, the only factory with a firm World series programme for Group A is Volkswagen, although with the overall competition becoming increasingly intense, perhaps others will head 'down market' in the future and challenge the Germans. Already the Group A Challenge is a major part of the European Championship and yet it seems to be struggling for support, and the opening event at the weekend was fairly poorly supported.

The other announcement concerning safety of Group B cars — intended for introduction in 1986 — will have caused

more discussion among manufacturers, as only on the grounds of safety can the technical regulations be modified with any urgency. It is sure to be an interesting debate, with some parties eager to see power outputs dropped. Others consider that there is no harm in the current formula, and a couple of incidents from Monte Carlo perhaps underline the point. Last year, the accident which fatally injured a spectator involved a Group N car, while this year Ari Vatanen's rather more "flexible" Peugeot absorbed some of the impact, and although ploughing into the crowds, none were seriously injured.

The Commission is to look at the topic immediately, and make its findings public as soon as possible. The manufacturers association — the BPICA — is likely to make some statement, although it now finds itself about to lose its seat on the Executive, that position to be occupied by a representative of a new FISA Commission (see *Pit & Paddock*). The only other statement at the meeting was the formation of a Junior Championship within the European series. It was announced that more teams would soon be formed to challenge the British and Swedish equipes.



Beguin with Billy Coleman.

Beguin in Ireland

Bernard Beguin will join Billy Coleman for a two car team of Rothmans Porsches on the Circuit of Ireland at Easter. The Frenchman is squeezing the Irish classic into a hectic French programme which sees him on the Garrigues on March 29/31, and contesting the Criterium Alpin between April 12/14. Something of a bonus for Beguin is the fact that this year's Circuit now follows a Europeanformat very closely, with an all pace note route, and asphalt stages.

Laine heads early Euro Championship battle

With the first major round of the 1985 European Championship held in Spain at the weekend, some order has been established, although — as usual — it is a Scandinavian who is the early leader with Hankiralli winner Antero Laine on 80 points, ahead of Costa Brava winner Miki Biasion (60). Following them is Austrian Sepp Haider, Dario Cerrato is fourth and Sachs Winter winner Kalle Grundel fifth, having taken his first win for Peugeot on Sunday to open his German Championship account in fine style.

Grundel's victory was slightly hollow however as rival Harald Demuth was in Spain where he again failed to finish. Unless he gets points soon, Audi Sport's nominated man in the European series may have to review his plans for later in 1985.

A Challenge, with the Hankiralli the opening event and Mats Jonsson already starring with an Opel Ascona, beating a couple of Audi 80 Quattros in the snows of Finland. Sebastian Lindholm — strongly backed by the Finns as a future star — was second, finishing just about 1min clear of fellow Audi runner Jouni Kinnunen. The only British entry on the event was Russell Gooding whose Rover Vitesse is chasing the Group A title but went off half way through the rally while Gooding was trying to come to terms with snow and ice.

European Rally Championship After six rounds.

Antero Laine, 80pts; Miki Biasion, 60; Sepp Haider, 50; Dario Cerrato, 45; Kalle Grundel, Bjorn Waldegaard, Welfrid Wiedner, 40; Salvador Servia, 36.



Haider's German challenge

Second overall on the Sachs Winter Rallye at the weekend, Sepp Haider and Klaus Hesse benefited from the considerable retirement list, their Visa Mille Pistes (seen here on the recent Taunus Rally which they won) following Kalle Grundel's Peugeot home at a respectable distance. The Austrian Haider intends to contest the German series with the Luk-Sport team.

Also underway now is the 1985 Group

Wilson considers a Porsche for Circuit

Malcolm Wilson's victory at the weekend on the National Breakdown has come as a real boost to the Cumbrian driver, who is now looking at ways of chasing the Open Championship. It was Wilson's first ever international success in this country (the only other being the Haspengouw Rally back in 1980), but it could hardly have come at a better time, running as a complete privateer on the Yorkshire event and firmly beating several works efforts in the process.

"All those problems at the end really had me worried," explained a delighted Wilson at the finish, "but when we got there it just made it all the more worth while. It is 10 years since I did my first international, and that was the Mintex in 1976, so it is nice to celebrate that occasion properly. I think it has come at the right time."

Wilson continued to underline that without David Sutton's help, he would not have made the start as his own engine was damaged in Sweden and could not be repaired in time. Audi Sport UK therefore loaned Wilson the unit from Mikko-la's RAC Quattro, and it took another 250 miles of pretty hard stage miles.



Malcolm Wilson scored his first ever UK International success on the National Breakdown Rally.

Also leading the celebrations on Sunday night were Dunlop's representatives, as it is five years since the company won an international rally, and they see this as a real step back into the limelight. Efforts are now being made to find a car for the Circuit of Ireland, and it seems

that a Belgian Porsche 911 is a possibility, although Malcolm admits to having talked to Sydney Meeke in case there was the possibility of using an Opel Manta 400. His victory has certainly got the Shell Oils Open series off to a fascinating start, with attention now on the Circuit.

Hill's first?

A few late entries — including that of last year's winner Richard Gough — have boosted the entry list for the Sutherland Dukeries Rally this Saturday, the second round of the BTRDA Rally Championship. Also on the list is George Hill, making his first appearance of 1985 in the 2.6 litre Astra GT/E, and all the regular runners will be there, including Keith Stones and Vince Wetton.

This year's rally starts from Nottingham for the first time, taking in stages in Clipstone, Bliidworth and Clumber Park, all of which are catering for spectators. Heading the competition will be the usual Production battle including Jeremy Easson's Capri, Mike Price's 80 Quattro and Robert Close in a Toyota Supra. The Vauxhall Rental Nova Cup competition will see first round winner Graham Holden trying to retain his points advantage over John Pritchard *et al.* Information will be available on British Telecom's Eventsline service, on 061-246 8066, with pre event information, updates and results.

Charity benefits in Lord's Yorkshire success

Chris Lord's National Breakdown exploits were aimed at benefitting the Martin House Hospice Appeal, with a pre-event forum providing fine entertainment and raising £2000 in the process. Lord's progress on the rally was also sponsored, with NCP, Swinton Insurance, and National Breakdown backing the Quattro at £3 per stage mile, Ernest Smith, NB's MD, rounding that sum up to £2000 at the Sunday evening

prizegiving; a fine bonus for Lord who also took one of his best ever results with fourth overall. Further cash for the appeal came from John Midgley who handed over his prize from the event.

Looking further ahead, Lord hopes to raise around £5000 before the cheque is handed over in April, and from a rallying point of view, the Quattro driver will also be heading for Costa Smeralda, later this month.



Llewellyn's Pirelli Diamond

At a reception in Pall Mall last week, David Llewellyn was awarded the Pirelli/Cars and Car Conversions Diamond, for his performances through 1984 in the Shell Oils/AUTOSPORT RAC National Championship. Worth £1000, the prize is unique in motor sport and the recipient is selected by Peter Newton, Editor of CCC, and a panel of experts. In handing Llewellyn the diamond, Newton (above right) commented on the Welshman's successes so far and hoped sincerely that this bright new talent would not be wasted. His opinion was that historically bright prospects have often been ignored by the country's team managers. This year, Llewellyn has been picked up by Audi Sport UK, for an ambitious programme at all levels. Previous winners of the Diamond include Hannu Mikkola, Stig Blomqvist and Jimmy McRae.



Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Stars in opening battle

The National Champion David Llewellyn is one of the last minute entries for the opening round of the 1985 series in Wales next month. Driving his Audi Sport UK Quattro, he has been seeded at number 1, running ahead of Tony Pond in the MG Metro 6R4, and the R-E-D Sierra of Louise Aitken-Walker.

Spectators on the event should be guaranteed plenty of entertainment with four wheel drive cars from Allan Edwards (Escort G3), and Roy Cathcart who is driving Malcolm Wilson's Quattro. Opposition will come from several established drivers including Bill Dobie, Roger Chilton, Bill Lymburn, Mark Lovell, and George Hill, hoping to have the 2.6 Astra in competitive trim for Llandudno on Saturday, March 9.

BRIEFLY

The 13th Dieppe Rally is a new event on the international calendar following its upgrading for 1985. Held on the weekend of April 20/21, and including 210kms of stages in a route of 465km, it is incredibly compact, all the action taking place within a 16 mile radius of Dieppe.

Excellent facilities and terms are available for British club drivers, with free entries, free ferry crossing from Newhaven and the equivalent of two free nights in a hotel. Reservations should be made through Antoine Lurot c/o Lurot Brand, 242 Brompton Road, London SW3, Tel: 01-584 6221.

■ Filming for *Winning Streak* — YTV's rallying serial due to hit the television screens next year — continued on the National Breakdown with the Ternco car running ahead of the field on certain stages. Apparently this project will continue with the familiar MG Metro, and not the 'extended' version, as some shots are already in the can from work last year.

■ An evening in aid of the British Junior Rally Team will be held on Saturday March 2, at the Shire Hall, Shinfield Park, Reading, backed by Citroen. Starting time is 8.00pm and the entertainment will include a motorsport film show and a forum with Mark Lovell, David Llewellyn, Rob Arthur, and "Whizzo" Williams. Entrance fee is £1, and there is — naturally — a licensed bar.

■ A couple of corrections to *Sportscard* results last week with regard to the Malcolm Lewis Stages at Oulton Park. Fifth overall was Muscroft/Colman on 2156 pens; sixth, Renton/Spooner on 2157 pens, and not as was stated. On the Red Garages Cambrian Rally, Ingram/Hughes were fourth overall in their Talbot/Sunbeam. Apologies.

■ The first victory for a supercharged car on a Scottish Rally went to Dan Wright and Gordon Hastie at the weekend when their FTD Sprintex Astra won the Clydesdale Rally, a round of the West of Scotland Navigational Championship. Wright dropped just one penalty throughout the 80 mile event, commenting that the supercharged 1300cc Astra boasted near 2 litre performance...

Dukeries Leading entries

- 1 Gough/Jones Ford Escort
- 2 Wetton/Allen Opel Ascona 400
- 3 Radford/Radford Ford Escort
- 4 Sights/Naylor Ford Escort
- 5 Hill/Varley Vauxhall 2.6 Astra
- 6 Stones/Thorley Ford Escort
- 7 Eveson/East Ford Escort
- 8 Doughty/Smith Opel Manta 400
- 9 Kynaston/Orrick Audi Quattro
- 10 Sutherland/Atkinson Ford Escort

Spectator Information

SS1/8 Clumber Park: First car due 9.20 and 13.13pm. Close to Worksop, and enter via B6005 at Carburton on A614 at Apley Head. Ample parking. Access to stage £1 per head. Fast twisting roads through forest and over tarmac. Good facilities and toilets.

SS4/11 Clipstone South: First car 10.05 and 14.52. Close to Mansfield and Newark. Enter at MR 120/637609. No parking on A614 verges. Numerous good viewing points including raised level crossings, and spectacular jumps in classic forest setting.

SS5/10 Bliidworth Forest: First car due 10.55am and 14.35. Forest car parks off Rigg Lane and Bliidworth Bottoms. Approach from A614 along Long Dale Lane, and Rigg Lane to Fire Tower.



Malcolm Wilson suffered two severe problems during the final hours, but held on to score his first International victory on home soil.

Private achievement

Wilson's sensational victory over works teams — Mouton fails — Sundstrom's starring role in GpA ends early — Report: KEITH OSWIN — Photos: COLIN TAYLOR PRODUCTIONS

The grin on Malcolm Wilson's face could be seen for almost 200 yards as the Cumbrian driver approached the finish control of last weekend's National Breakdown Rally. With a fist punching the air in a gesture that said it all, Wilson had notched up his first international win in Britain and the moment was one to cherish.

But it would be wrong to assume that, with many of the top drivers retiring from the rally, Wilson had it all his own way. What had started as a careful and controlled drive became a test of courage and tenacity as the Quattro suffered two dramatic problems during the final hours. A seized clutch was changed and then, with only rear-wheel-drive due to a failed differential, and only a handful of stages to go, the tension mounted until the car finally reached the finish, giving Dunlop its first major rally win for five years. It was a rally of attrition too, as many of the leading crews fell by the wayside, trying to catch the flying Quattro during the night.

Michele Mouton, David Llewellyn, Tony Pond, Mikael Sundstrom and Jimmy McRae were all destined not to finish the rally while Russell Brookes could only hope for disaster to strike the leader as the finish drew near. A well deserved second place from Terry Kaby's Nissan would have to suffice on the first round of the Shell Oils RAC Open Championship.

Without Pond and Sundstrom — the early category leaders — Group A somewhat inevitably fell to Per Eklund's Toyota but the signs were clear that the season ahead will not be an easy one for the current title holder.

There is an unwritten rule in rallying that co-drivers never win events — they only lose them. Last Sunday, with only a dozen or so stages left of the National Breakdown Rally, Malcolm Wilson's partner, Nigel Harris, rendered the theory meaningless as he cleverly gained a few valuable minutes of service time for the Audi mechanics at Scarborough. And what a team of workers they were. Apart from Wilson's own crew, the lads from Audi Sport UK (now redundant after the demise of both Michele Mouton's and David Llewellyn's works Quattros) and also from Chris Lord's team, dived into the battle against time with the 6 mins lead under threat.

Harris's ploy, however, gave them the opportunity to finish the work in relative ease, the car still standing in the service area 15 mins after it had booked out . . .

But it would be wrong to assume that Wilson's win came about solely due to the high rate of attrition. Michele Mouton held the lead after the first group of 'Mickey Mouse' tarmac stages but, once

the rally moved into the forests, Wilson eased ahead to put the French star in her place in the same manner that brought him two national wins at the end of last season.

But already the event was becoming controversial. Shell Oils were trying hard to get their involvement with the RAC championship off to a good start but immediately fell foul of a clash between National Breakdown and the RAC. In the early hours of Saturday morning, the championship start ramp was stolen by the De Lacy MC workforce and the event sponsor's arch erected as a replacement. Having spent long hours building the elaborate trailered ramp, Phil Collins' event got off to a bad start as he noticed its absence . . .

"This car is understeering all the time," commented an agitated Mouton after the opening stage, "but I hope that it is the same for everybody!" Malcolm Wilson was quickly into the groove and held second behind the lady but David Llewellyn's third sport was a surprise to many. Terry Kaby's Nissan got off to a

Michele Mouton failed to finish the rally, managing only 21 of the 51 stages.



The smile that says it all . . .

good start to head the Mantas but Jimmy McRae and Russell Brookes were locked in combat from the start.

The recent appalling weather was already causing problems, and the non-asphalt surface of the second stage (despite the assertions in the road book to the contrary), left most of the crews standing when the marshal dropped the flag. Tony Pond's first home event in the Rover Vitesse was clearly important to all concerned as he tried to erase the embarrassment of his RAC Rally run but the big car was struggling. "I've still not had it in the forests," he considered, "but it's been in the trees before . . ."

A surprise in the Group A category was the way that Mikael Sundstrom took to his Group A Peugeot 205 GTI. The burly young Finn was setting the pace, the little car being thrown through the forests with gusto and briefly heading both Pond and Eklund.

Bertie Fisher's Shell Oils Manta 400 nearly became the first casualty of the rally when he tipped the car on its side on the first forest stage. "It was a typical start to the RAC championship," said the man from Dungannon. "The car just lay down on me!"

The reigning Shell Oils/AUTOSPORT Champion, David Llewellyn, was also threatening to get his name on the sheets first when the turbo on his works Quattro began to play up. With Malcolm Wilson also relying on a less than perfect set-up the way was paved for a troubled run in the Audi camp.

But it was Pond whose troubles suddenly multiplied. The foggy Sutton Bank service area was the scene of panic as the Rover arrived with tell tale steam pouring from the engine bay, a head gasket failing already. The unit is impossible to change on the car during an event and there was little hope of a finish, but they continued and lasted almost until the night halt at Scarborough before the engine finally cried enough.

The other Quattro, that of Chris Lord, was being rather more successful at raising money for the Martin House Hospice Appeal (sponsored at a rate of £3 per stage mile) than it was at keeping turbo boost at the right level. With less than 1 bar pressure available, the local man was anxious to reach the finish and eventually would be rewarded in a manner that not even the normally ebullient driver would imagine.

With slippery mud covering most of the tests, the roads might as well have been covered with snow for the grip that they afforded. The Opel brigade opted to run narrow C3 snow tyres on the front wheels to improve the situation and both McRae and Brookes were much happier afterwards. McRae took full advantage to move ahead of Llewellyn as darkness fell over the moorland but soon his advantage would be extended.

The turbo problems besetting the Quattro eventually manifested themselves in a blown engine and within a couple of stages the Welshman's team mate joined him on the sidelines.



Russell Brookes opened his season well with a second place . . .

John Haugland took and 'Surprising Skoda' to ninth and a class victory.

Following a jump, Mouton landed heavily, the car flying off the road with a broken drive shaft and strut. Suddenly Wilson had the full support of Audi Sport UK to assist his efforts and he needed them. He had clipped a bank in Ingleby and damaged an intercooler pipe, but the split was patched with a jubilee clip and he was able to reach service at Pickering without too much delay.

The retirement list continued to grow as Mikael Sundstrom took the smile off Des O'Dell's face when the front suspension failed. Louise Aitken-Walker ("I am driving the feminine way"), was to suffer the same fate before many more stage times had been notched up and the Peugeot Talbot Sport team will have to think again before the Circuit of Ireland.

Without Pond and Sundstrom, Eklund now took over the Group A lead, the new car pressing on in typical style and with the Swede seemingly happier than last year when he had engine problems. A precautionary gearbox change ensured a smooth night but the chasing pack were not to offer much of a challenge. David Mann held second place, despite a puzzling 4 mins penalty that no-one could



Chris Lord was delighted with fourth place, taking some fastest times towards the end.

explain, but was destined to retire with transmission troubles and Dave Metcalfe's Castrol supported Astra GT/E also went out with a jammed gearbox. John Midgley therefore held second in the Group A class, the birthday boy

staying in control despite a few niggling worries.

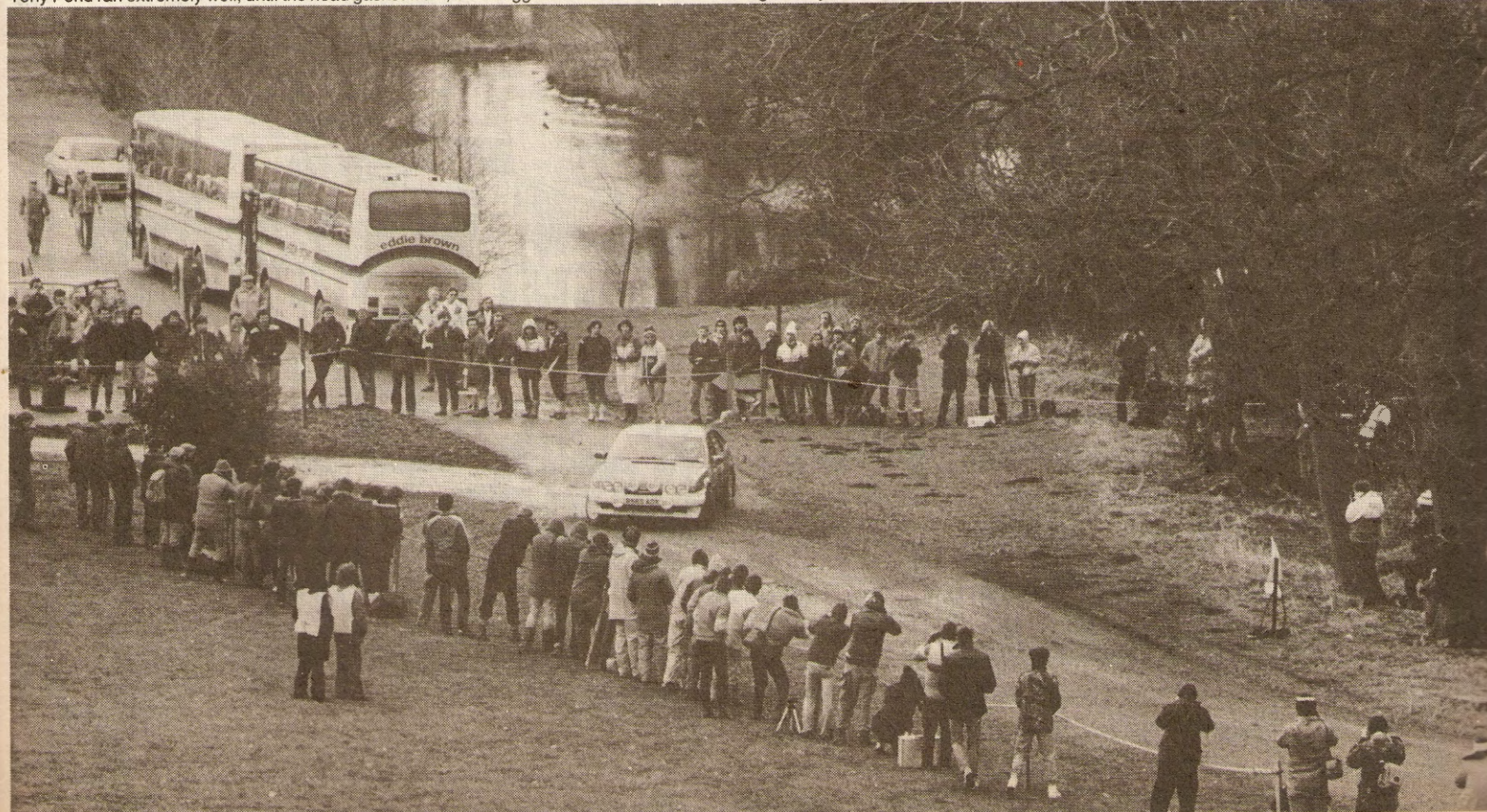
The 'Surprising Skoda' of not-surprising John Haugland was making many sit up and take notice with a place in the top 10, the team's main aim. Part-

nered by AUTOSPORT's former rallies editor, Rupert Saunders, the Norwegian star was giving it all he had. Flat throttle and absolute commitment was the style adopted and it was obviously paying off.

Then another name disappeared from the leader board. Second placed Jimmy McRae ground to a halt in Dalby's woodyard with a broken bolt on the camshaft pulley. A caliper bolt was used to try and get the Manta going again but it was all to no avail. The Scot dejectedly kicked the wheels of his car as it sat at the Fire Tower service area, having gone OTL by breakfast.

That long Dalby stage turned out to be troublesome for many crews, the muddy surface not in the best condition following the RAC Rally's passage last November. Per Eklund quickly collected two punctures, stopping to change one in the stage. Chris Lord and Russell Brookes both caught Cyril Bolton's ex-McRae Manta 400 which held both up until finally moving over. Mike Stuart's ex-Rallysprint Rover ended a troubled run with a broken half-shaft and Pete Slights

Tony Pond ran extremely well, until the head gasket went, but struggled on for a while before calling it a day.





Some of the scenery encompassed by the rally was superb, though Eklund/Whitlock seem oblivious on their way to sixth.

also went missing in the complex. On the bonus side, Terry Kaby was travelling easier now that a new steering box had been fitted during the night, and Phil Collins was reasonably happy with the Yokohama rubber on his Manta 400. But Pentti Airikkala was long gone in the Group A version, a wheel shearing off after earlier troubles with shed fan belts; not a good start to the season.

Andy Dawson was speeding up in the Jeff Churchill Escort, running mainly on inappropriate tarmac suspension, but beginning to get the ageing car further up the leader board as he regained his old form. Dawson was the last Briton to win the event, in a Lancia Stratos. The Scarborough service halt after Oliver's Mount was to be the scene of frenzied activity as the leader arrived in a blind sweat. With the clutch inoperative,

the win that had been almost certain, now looked distant as the mechanics dived into action. Regardless of the intense heat from the turbo unit, the offending clutch was removed quickly and a new release bearing sought. There was none readily available but a whole clutch was found in Lord's barge and quickly requisitioned. While the co-driver earned his keep, the mechanics kept on working and it was a very relieved

Cumbrian who left Scarborough, anything but sedately, to tackle the final stages. But there was still drama to come. A couple of miles after the start of the long Dalby stage, a tyre punctured and a switch was necessary. Soon afterwards the car began to snake uncontrollably, a drive shaft diagnosed as the faulty component. "What more can go wrong?" asked Wilson as the crew descended upon the car once more and the film crews gathered to capture a genuine human interest story. "We gave it maximum attack on that long stage," commented Russell as attention turned away from the Quattro. "Kaby was getting a bit too close and so we decided to make sure he got no clever ideas!" The move worked, the Nissan driver having to settle for third. Phil Collins was to be denied a finish after a determined drive. Head gasket failure with five stages to go did not dampen the Herefordshire driver's determination to finish, despite watching his service crew pour gallons of water into the radiator. Disaster struck, however, as the car broke a half shaft with two stages to go and that was the end. The final control was the scene of great jubilation as Wilson eased the car home to an historic win. "It just feels bloody marvellous!" he said as many people rushed to congratulate him. It was his first UK international win and marked his proper comeback after that appalling Scottish accident in 1980. If the extra support could be found, the Dunlop/Shell Oils Quattro should score again this season.

Special stage times

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Wilson.....Quattro A1.....	2.54	2.21	3.18	2.32	2.00	3.44	1.45	3.18	3.44	3.30	3.09	2.27	4.15	2.37	2.00	3.23	3.55	3.30	6.11	8.45	3.34	7.51	8.21	3.34	7.48	4.07	7.16	2.51	3.20	18.28	4.16	
Brookes.....Manta 400.....	2.59	2.38	3.22	2.46	2.08	4.04	1.48	3.20	3.51	3.30	3.17	2.32	4.27	2.45	2.09	3.30	3.58	3.37	6.29	8.37	3.43	8.06	8.27	3.38	8.03	4.12	7.30	3.00	3.28	19.10	4.23	
Kaby.....Nissan 240RS.....	3.01	2.35	3.26	2.40	2.07	4.08	1.50	3.27	3.54	3.31	3.21	2.35	4.36	2.43	2.09	3.38	4.07	3.41	6.35	8.36	3.41	8.03	8.38	3.41	8.35	4.26	7.34	2.58	4.30	19.23	4.23	
Lord.....Quattro A1.....	3.11	2.34	3.30	2.39	2.06	4.16	1.55	3.29	3.55	3.31	3.17	2.36	4.25	2.50	2.10	3.40	4.11	3.45	6.25	8.46	3.44	8.15	8.47	3.47	8.18	4.99	7.54	2.58	3.31	19.39	4.14	
Fisher.....Manta 400.....	3.12	2.46	3.34	3.32	2.11	4.17	1.57	3.36	4.03	3.56	3.24	2.46	4.47	2.52	2.14	3.45	4.14	3.54	6.40	8.49	3.48	8.20	8.50	3.47	8.16	4.22	7.40	2.58	3.37	19.26	4.14	
Eklund.....Corolla GT.....	3.04	3.01	3.27	2.42	2.09	4.01	1.55	3.24	4.00	3.12	3.28	2.43	4.41	2.45	2.11	3.36	4.14	3.45	6.34	8.54	3.52	8.12	8.54	3.50	8.04	4.23	7.41	2.58	3.31	23.14	4.37	
Bolton.....Manta 400.....	3.08	2.52	3.34	2.59	2.16	4.17	2.02	3.42	4.23	3.58	3.26	2.52	4.58	2.57	2.18	3.44	4.22	3.55	6.58	9.13	3.59	8.38	9.16	3.53	8.35	4.47	8.01	3.07	3.44	21.23	4.37	
Dawson.....Escort RS.....	3.17	3.08	3.39	3.03	2.20	4.25	2.03	3.44	4.20	3.56	3.29	2.50	4.52	2.55	2.16	3.41	4.24	4.02	6.50	9.39	4.09	8.52	9.37	4.03	8.44	4.53	8.18	3.13	3.49	21.21	4.46	
Haugland.....130LR.....	3.09	3.01	3.38	2.50	2.13	4.19	1.57	3.33	4.16	3.54	3.37	2.49	4.52	2.57	2.19	3.51	4.21	4.00	7.00	9.24	4.08	8.48	9.29	4.01	8.54	4.55	8.25	3.13	3.48	20.50	4.42	
Midgley.....Corolla.....	3.10	2.53	3.36	2.54	2.12	4.17	1.54	3.49	4.12	3.55	3.35	2.51	4.56	2.34	1.58	3.25	3.45	3.30	6.12	8.22	—	—	—	—	—	—	—	—	—	—	—	
Mouton.....Quattro A2.....	2.49	2.23	3.13	2.33	2.01	3.48	1.47	3.25	3.48	3.39	3.09	2.29	4.15	2.41	2.04	3.32	3.59	3.35	6.23	8.23	—	—	—	—	—	—	—	—	—	—	—	
McRae.....Manta 400.....	3.00	2.38	3.21	2.41	2.04	3.59	1.49	3.21	3.47	3.30	3.20	2.34	4.24	2.50	2.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Pond.....Vitesse.....	3.05	2.40	3.29	2.44	2.09	4.01	1.51	3.29	4.04	3.35	3.25	2.41	4.41	2.47	2.10	3.32	4.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Llewellyn.....Quattro A2.....	3.01	2.29	3.22	2.42	2.06	4.00	1.50	3.23	3.54	3.35	3.17	2.39	4.31	2.49	2.15	3.28	4.07	3.56	6.44	9.23	—	—	—	—	—	—	—	—	—	—	—	
Sundstrom.....205 GTi.....	3.01	2.46	3.28	2.47	2.16	4.10	1.53	3.26	4.04	3.49	3.25	2.48	4.46	2.49	2.15	3.28	4.07	3.56	6.44	9.23	—	—	—	—	—	—	—	—	—	—	—	
Wilson.....Quattro A1.....	6.33	3.05	5.23	3.40	5.05	8.04	2.44	3.01	3.52	4.00	20.36	4.07	6.45	3.07	5.41	8.25	3.59	4.15	2.26	—	—	—	—	—	—	—	—	—	—	—	—	
Brookes.....Manta 400.....	6.54	3.06	5.35	3.48	5.19	8.03	2.45	3.06	3.55	3.50	18.00	4.15	6.44	3.04	5.26	8.03	3.47	4.04	2.18	—	—	—	—	—	—	—	—	—	—	—	—	
Kaby.....Nissan 240RS.....	6.49	2.58	5.30	3.45	5.11	8.03	2.45	3.02	3.51	3.48	18.28	4.10	6.40	2.58	5.29	7.59	3.50	3.58	2.35	—	—	—	—	—	—	—	—	—	—	—	—	
Lord.....Quattro A1.....	6.49	3.01	5.35	3.45	5.16	8.29	2.47	3.07	3.56	3.52	18.53	4.06	6.39	3.00	5.83	8.06	3.45	3.59	2.13	—	—	—	—	—	—	—	—	—	—	—	—	
Fisher.....Manta 400.....	6.55	3.05	5.45	3.50	5.15	8.22	2.50	3.06	3.57	3.58	18.26	4.14	6.49	3.02	5.31	8.20	3.48	4.06	2.25	—	—	—	—	—	—	—	—	—	—	—	—	
Eklund.....Corolla GT.....	7.02	3.10	5.47	3.51	5.32	8.34	2.50	3.15	4.09	4.12	19.26	4.22	6.57	3.07	5.37	8.23	3.50	4.10	2.23	—	—	—	—	—	—	—	—	—	—	—	—	
Bolton.....Manta 400.....	7.10	3.12	5.51	4.00	5.28	8.49	2.53	3.17	4.02	3.56	20.23	4.23	7.02	3.13	5.42	8.39	3.56	4.10	2.27	—	—	—	—	—	—	—	—	—	—	—	—	
Dawson.....Escort RS.....	7.17	3.16	5.58	4.01	5.39	8.54	3.00	3.22	4.25	4.22	20.23	4.32	7.08	3.15	5.53	8.49	4.01	4.21	2.30	—	—	—	—	—	—	—	—	—	—	—	—	
Haugland.....130LR.....	7.15	3.18	6.00	4.04	5.44	9.13	3.02	3.27	4.22	4.17	20.14	4.32	7.07	3.13	5.49	8.41	4.00	4.20	2.34	—	—	—	—	—	—	—	—	—	—	—	—	
Midgley.....Corolla.....	7.20	3.20	5.58	4.06	5.49	9.05	2.57	3.24	4.23	4.23	20.05	4.31	7.21	3.27	5.58	9.01	4.04	4.23	2.30	—	—	—	—	—	—	—	—	—	—	—	—	
Mouton.....Quattro A2.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
McRae.....Manta 400.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Pond.....Vitesse.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Llewellyn.....Quattro A2.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sundstrom.....205 GTi.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Bold type indicates fastest time.



Andy Dawson sped to eighth in Jeff Churchill's old Escort.

Notes on the cars

Vauxhall

While the GM attack in Group B rested firmly in the hands of Opel, the company's Group A challenge was mounted by Vauxhall. Just a couple of days before the event, GM received the necessary homologation papers for the Nova Swing Sport and therefore Harry Hockly and former autotest champion, Russ Swift, appeared in the latest specification options.

The cars were fitted with twin 40 DCOE Weber carburettors and close ratio five-speed gearboxes. The suspension was retained from the 1984 specification cars and the Swindon engines were reported to be producing 115bhp, instead of the original 90bhp.

The Astra GT/E contenders were able to call upon power units from ENEM in Sweden, coupled to a five-speed Quaife gearbox. Differentials were 4.8:1, and the cars were fitted with development suspension from Gartrac. While Andrew Wood was the master of the Group A car, Brian Wiggins had a new 'B series' Astra for the defence of his Group N championship title. Threatening to battle against the immaculate new machine — with a blueprinted engine from Gerry Marshall's concern — was John Morton, returning to the sport after his recent 'sabbatical' and full of jovial banter. . .

Austin Rover

The event marked the return to the British forests of Tony Pond, this time with a Rover Vitesse backed by Computervision. Without the latest specification differential, the car came with a 4.8:1 diff and therefore had to use a detuned engine management system which produced only around 275bhp. Pond still had not managed to indulge in any real testing but a recent run in the snow proved that it was going to be something of a handful on the tricky stages.

Audi

Michele Mouton and David Llewellyn had the use of two identical A2 spec Audi Quattros, the National Champion's car being the one used last season by Hannu Mikkola (originally built for the 1983 RAC Rally) and the French star blessed with a brand new model, finished in time honoured style on the day of scrutineering.

Both cars were fitted with electronic clutches and limited slip differentials, an item used only occasionally in the past. The cars were thought to be quicker than before but rather more twitchy with the LSD units. In testing the day before the event, both were reported to be running at 2.2bar of turbo boost and the mechanics were desperately trying to reduce this before the start.

Pirelli had provided some narrow MS90

Audi also won Group N with Alec Cannon/Doug Hart taking the honours in an 80 Quattro.



David Llewellyn ran well prior to retiring with engine troubles after 18 stages.

tyres for the expected muddy stages, although a stock of wider covers were also on hand. The team had also brought extremely wide SG90 covers for the 'Mickey Mouse' offerings.

Malcolm Wilson looked set to be a pre-rally withdrawal until Audi Sport UK stepped in to loan a replacement engine for the one damaged in Sweden. With a cracked cylinder head, Wilson's A1 unit was not repairable in time but the A2 version that Mikkola used on last year's RAC Rally was pressed into service.

This meant that much midnight oil was burned to make the two compatible, the cylinder head mounting for Wilson's Pierburg injection system being unable to accept the Motronic system on Mikkola's engine. Therefore an old, 1982 specification, manifold was fitted and the pieces went together, albeit producing rather more throttle lag than Wilson might have wished. Following his RAC experiences, Wilson's car retained the Dunlop tyres and stayed with their soft SP61 compound.

Skoda

Norwegian John Haugland gave the Skoda 130LR its British debut in Bradford, the new Group B car already having netted a couple of good results on the Continent. The car was Haugland's practice car from the Vlasska Zimmer Rally where Skodas finished 1-2-3 overall.

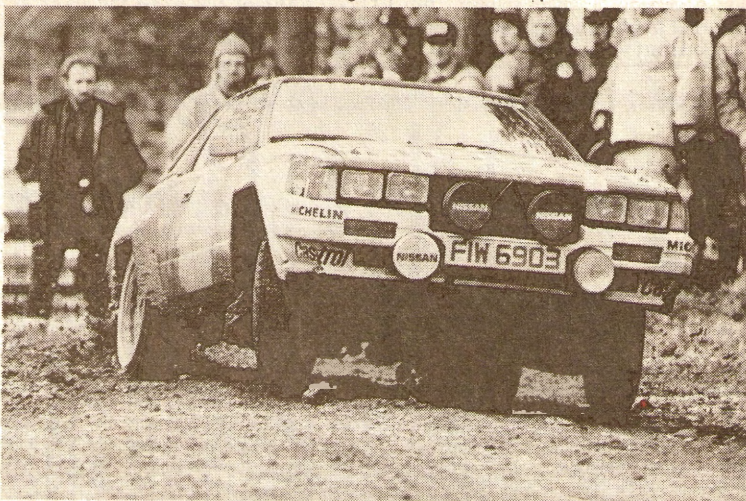
Expecting the worst possible weather the car's engine had been produced in mild tune form, producing around 10bhp less than the optimum 140bhp. The car also came with a disc/drum set-up, felt to be better than an all-discs option in the forests.

Opel

While Russell Brookes appeared in Bradford with the rebuilt Manta 400 that served him on the Ulster, Manx and RAC rallies last year, reigning British Open Champion, Jimmy

McRae, had a brand new, lightweight Manta for the defence of his crown. Now running at 980kgs (reputedly the lightest ever forest specification car), both Milton Keynes-prepared machines were otherwise running in standard trim having come virtually to the end of their development. Michelin had hoped to provide their latest narrow tyres but demands from teams on the Monte Carlo Rally made this impossible. Therefore Opel ran M7 covers at the front with M4s at the rear.

Terry Kaby was in spectacular form, holding off Chris Lord for third place.



Bertie Fisher's Sydney Meeke run Manta was running on Pirelli tyres as usual, this being the car used on the RAC Rally last year and completely rebuilt.

Nissan

The Bob Freeborough run Nissan of Terry Kaby was supplied from the Shepreth base of Blydenstein Racing. The car was running to the same specification as the one Kaby used on the RAC Rally and was running on Michelin tyres. From previous experience, Kaby had chosen to use M7 covers on the front wheels and the much harder M4 options at the rear.

Toyota

With a new, brightly painted, lightweight Corolla on hand, Per Eklund set about retaining his Group A and Toyota's Manufacturers crown with confidence. While the chassis specification remained as that of 1984, yet more work on the engine management computer and the camshafts had produced a guaranteed 160bhp from the 1600cc engine, and also smoothed out the torque curve to give better response.

Peugeot Talbot

The Coventry based Peugeot Talbot team had two of their newly built Group A 205 GTI machines available for Louise Aitken-Walker and Mikael Sundstrom. The car was reported to produce around 125bhp, but without opportunity to test either suspension or tyres, Michelin supplied the team with an all-round K3 compound and fine tuning was postponed until after the rally.

NATIONAL BREAKDOWN RALLY (GB)

Feb 23/24

Shell Oils RAC Open Rally Championship, round 1

1 Malcolm Wilson/Nigel Harris	Audi Quattro	4h05m32s
2 Russell Brookes/Mike Broad	Opel Manta 400	4h07m29s
3 Terry Kaby/Kevin Gormley	Nissan 240RS	4h10m21s
4 Chris Lord/Ron Varley	Audi Quattro	4h11m34s
5 Bertie Fisher/Austin Frazer	Opel Manta 400	4h15m29s
6 Per Eklund/Dave Whittock	Toyota Corolla GT(A)	4h20m15s
7 Cyril Bolton/John Meadows	Opel Manta 400	4h26m26s
8 Andy Dawson/Paul Evans	Ford Escort RS	4h30m09s
9 John Haugland/Rupert Saunders	Skoda 130LR	4h30m47s
10 John Midgley/Andrew Bodman	Toyota Corolla (A)	4h31m23s

Group A: 1, Eklund/Whittock; 2, Midgley/Bodman; 3, Mick Clark/Geraint Thomas (Talbot Sunbeam ti), 4h48m07s.

Group N: 1, Alec Cannon/Doug Hart (Audi 80 Quattro), 4h38m51s; 2, Brian Wiggins/Tony Shephard (Vauxhall Astra GT/E), 4h51m27s; 3, Colin Valentine/Neile Ewing (Vauxhall Astra GT/E), 4h57m33s.

Group A up to 1300cc: 1, John Moxon/Stephen Moxon (Vauxhall Astra), 5h40m49s; 2, Terry Douce/Ken Cooper (Lada Riva), 5h50m53s; No other finishers. **1300cc to 1600cc:** As Group A overall. **1600cc to 2000cc:** Nigel Beaumont/Keith Beaumont (Vauxhall Astra GT/E), 5h17m15s; 2, Pip Carotte/Tom Grace (Ford Escort), 5h22m45s; 3, Terry Woods/Alan Andrews (Ford Escort), 5h38m47s. **Over 2000cc:** 1, John Sharples/Derek Scouler (Rover Vitesse), 5h51m13s. No other finishers.

Group B up to 1300cc: 1, Haugland/Saunders; 2, Miles Chamberlain/John Rawsthorne (Citroen Visa), 5h44m06s. No other finishers. **1300cc to 1600cc:** 1, Geoff Warkup/David Howell (Lada Riva), 4h56m37s. No other finishers. **1600cc to 2000cc:** 1, Dawson/Evans; 2, Ian Holt/Peter Bland (Ford Escort), 4h37m21s; 3, Terry Cree/Dave Wilford (Ford Escort RS2000), 4h49m49s. **Over 2000cc:** As overall.

Rally leaders: SS1/7, Mouton; SS7/51, Wilson.

Leading retirements: Michele Mouton (Audi Quattro), accident/mechanical, SS21; Pentti Airikkala (Opel Manta GT/E), stud failure, SS16; Jimmy McRae (Opel Manta 400), crankshaft pulley, SS30; Tony Pond (Rover Vitesse), head gasket, SS16; David Llewellyn (Audi Quattro), engine, SS18.

Rally details: Based on Bradford, the rally totalled approximately 250 miles on 50 stages (one cancelled). Mainly on gravel. Rest halt at Scarborough on Saturday evening, the event starting at 0900 Saturday, finishing on Sunday at 1600.



All-new suspension, ABS anti-lock braking and of course the revolutionary 'split' four-wheel-drive should make this Sierra one to watch . . .

Ford's four-wheel flier

Ford has greatly enhanced the image of their Sierra range with the introduction of two new models: a four-wheel-drive XR4i and a fuel-injected 2-litre model, both to be available in May.

The former, called the XR4x4 is based on the 2.8-litre 150bhp V6 fuel-injected XR4i and an advanced form of four-

wheel-drive is used, splitting two thirds of the torque to the rear wheels and one third to the front — in order to preserve the rear-wheel-drive 'feel' — developed by Ford's Special Vehicle Engineering department.

The key to the XR4x4's torque split is the centre differential which is mounted

in a transfer box. This box also contains a viscous-coupling limited-slip differential, similar to that used on the Escort RS Turbo and the RS200, which controls the relative rotation between the drive to front and rear axles, biasing the centre differential progressively as the relative rotation increases. Therefore, the more

one puts one's foot down, the more power is transferred to the rear. And all this wizardry is achieved by the shearing of a silicon fluid.

The suspension is all new and includes front and rear anti-roll bars, variable rate rear springs and gas-filled dampers. Power-assisted steering is standard and this too is variable-rated, becoming 'faster' as the steering is turned away from the straight ahead. Braking is by discs all round, with electronic ABS anti-lock brakes available later this year.

The XR4x4 can be recognised by bodycolour bumpers with black cappings and bodycolour single tailgate spoiler.

The new Sierra 2.0iS is powered by a brand new 115bhp version of the OHC block currently used. Called the 2.0 OHC EFI, it has Bosch L-Jetronic electronic fuel injection and fully electronic ignition controlled by Ford's EEC-IV engine management system. The engine also receives the improvements that were made to the 1.8-litre OHC unit, such as a stiffer cylinder block, gas-flowed inlet ports, and a new inlet manifold.

Performance is improved to return a top speed of 118mph and 0-60mph figures of 9.4secs, with much of the gain being mid-range, with 30-50mph acceleration in fourth taking 7.9secs.

The 2.0iS is distinguished by its special front bumper with moulded-in overriders and an integrated spoiler, two-tone paint and a single black tailgate spoiler. Sporty 14x5½ steel wheels are matched with 195/60 HR14 radial tyres and there is sports-style suspension similar to that on the XR4x4.

These two models should certainly boost the Sierra's sales figures, with the XR4x4 moving into the Audi Quattro region. All it needs now is a turbo . . .

Toyota's baby, the Starlet, was an anachronism: it was one of the last volume-produced cars with a front engine and rear-wheel-drive. Thus it might have been expected that its replacement would fall into line with current trends and turn to front-wheel-drive: in fact the new Starlet is so new that the only carry-over from the previous model is the name.

The new body shell manages to be 2½ins shorter than before, but in spite of this total interior length has been increased by 2½ins (rear legroom taking two of these), and there is more shoulder room front and rear, headroom and luggage space. It is wider, too, by 2.6ins, with the front track stretched by 2.8ins and the rear by no less than 3.7ins. The whole car is also lighter by 88lbs than its predecessor.

The power unit too is brand new. The major novelty in its design is a 12-valve head, two inlet and one exhaust per cylinder. There is a single overhead camshaft and five main bearings. It produces 21 per cent more power (53.6bhp at 6000rpm) and 13.8per cent more torque (55.4lb ft at 3700rpm) than the 1.2-litre engine it replaces.

Power is transferred to the front wheels via a diaphragm spring clutch, a new, lightweight, five-speed all-indirect gearbox and unequal length drive shafts. Suspension is by MacPherson struts at each corner with lower wishbones at the front and a 'trailing twist beam' at the rear — the latter is simply a dead axle which functions as an anti-roll bar.

Inside, the seats are completely redesigned and improved to suit European anatomies, and the Starlet comes well equipped with such items as a radio, tinted glass, cloth trim, luggage space carpeting, vanity mirror and remote-control exterior mirrors.

Driving impressions

Small Toyotas have seldom been on my list of highly desirable cars. With the new Starlet, I may just change my mind



Toyota's latest baby, the Starlet, is all-new and highly impressive.



. . . For a start, it is surprisingly quick: we saw an indicated 96mph in one, although it took a long time to claw its way up through the last 10mph, and with a high overdrive fifth gear it lost way quite markedly on even quite slight upgrades. Acceleration is brisk, but don't expect it to see off a Porsche.

The other impressive facet of the new engine is its refinement. At high revs it sounds a little buzzy, but that is about the only flaw. It revs quite delightfully up to — and beyond, we suspect — the red line, is never over-obtrusive and is vibration-free. Added to that there is a pleasantly light, but progressive, clutch (hydraulically operated) and a gem of a gear-change.

We drove the car in Portugal, where the roads consisted of fast, smooth motorways and 'others', the latter consisting of potholes joined by curves and corners. This gave the suspension quite a hammering but the little Starlet took everything in its stride. The ride generally impressed.

Handling and roadholding were a quantum leap better than the old car. The steering was light and precise without being twitchy, and, again like most front-wheel-drive cars, it understeers. It proved to be stable, and grip from the 145SR13 tyres was more than adequate. There is noticeable but not excessive roll.

All controls are well placed, and the pedals are arranged so as to make heel and toeing easy. Visually it looks a bit basic, but the quality seems to be there, and there is little of the old Japanese tin box image left.

The new Starlet, then, is a much more European — or should that be world? — car than the previous model. It is as good as some of the competition, better in some instances — the gearchange, the apparent performance and high-speed refinement for example — and hardly every worse. It could almost turn me into an enthusiast for small Japanese cars . . .

MIKE MCCARTHY



The impressive British range of BMW Alpinas: (left to right) the B10 Coupe, the C2, the B10 Luxury Saloon, and the B10 Sports Saloon.

Britain's own Alpinas

The relationship between BMW and Alpina seems to be unique. It goes far beyond the normal manufacturer/tuner liason: Alpina develop engines for the factory's racers; they are in on new models at the design stage; and Alpina reciprocate, telling BMW what they're doing! More significantly, perhaps, Alpina are more than just bolt-on goodie merchants; they offer a complete package of engine, suspension and cosmetic

alterations. They have also developed a healthy relationship with Sytner of Nottingham in this country, to such an extent that Sytner are the only other company in the world allowed to build Alpina.

Smallest of the range is the C2 2.5, based on the BMW 323i. This uses a hybrid engine, with a 525 Eta block, 323i crankshaft and reworked head and special pistons to produce 2492cc and

185bhp at 6100rpm. Attached to this is a choice of gearboxes: the standard five-speed unit, a five-speed 'sport' box or a four-speed auto, all with a limited-slip diff. Suspension mods include special springs and Bilstein gas-filled shock absorbers, Alpina light alloy 7J wheels and Pirelli P7 195/50VR16 tyres.

Performance figures with the five-speed 'sport' box are impressive: a top speed of 137mph, a 0-60mph time of

6.6secs, and a 0-100mph time of 17.0secs. Prices start at £17,000.

Big-hearted performance

The heart of the majority of Alpinas, however, is the 3.5-litre straight six engine. An output of 260bhp at 6000rpm and a massive 253lb ft of torque at 4000rpm adds up to quite an output, but it is still totally tractable. The B10 unit is offered in three models in this country: the B10 Sports Saloon, based on the 528i; the B10 Coupe, based on the 635CSi; and the B10 7-series. In fact the latter is not available in Germany, where BMW themselves offer the turbocharged 745i. To quote Frank Sytner, "the B10 engine gives five more horsepower than the turbo unit in the 7-series — and without turbo lag...".

As with the smaller car, all the big three Alpinas come with an assortment of other modifications. On the 5-series, these include the ubiquitous Bilstein shocks plus alloy wheels with P7 covers (205/55VR16 front, 225/50VR16 rear), five-speed overdrive or automatic gearboxes optional, plus the usual spoilers and other cosmetic bits. Claimed maximum is 155mph, with 60mph coming up from a standstill in 6.3secs. Prices start at £25,000.

The B10 Coupe is a little unusual in that the only gearbox offered is the four-speed ZF automatic with lock-up overdrive. Top speed, even with the auto 'box, is said to be 150+ mph, the 0-60mph dash being covered in 6.8secs. The price is £33,000.

Top model in the range is the B10 7-series, which has an almost identical specification list to that of the Coupe, plus the option of a five-speed manual overdrive 'box. Performance figures are, as with the others, spectacular: 145mph top whack, and 6.6secs 0-60mph time. Prices start at £27,600.



Toyota have now fitted their racy 16-valve block to the GL body.

Toyota's refined coupé

Back in January we called the Toyota Corolla GT Coupé an 'enigma' because it was a derivative of the obsolete rear-wheel-drive Corolla coupé, but fitted with the Japanese company's 4A-GE twin cam 16-valve engine. Now, to confuse matters mightily, Toyota have announced another Corolla GT — but this one has the 4A-GE engine mounted transversely and driving the front wheels.

Thus the basis of the new car is the Corolla GL three-door, suitably modified. As has been said, the major change is the fitment of the 4A-GE engine and five-speed transmission (the same power pack that appears in the middle of the sensational MR2). Disc brakes are fitted all round, those at the front ventilated.

The 4A-GE power unit pushes out 119.3bhp at a very healthy 6600rpm, not bad at all for a naturally aspirated 1600cc unit, while torque is 103.3lb ft at a high 5000rpm. This is enough to propel this 19cwt device to a claimed top speed in excess of 120mph, and it will cover the 0-60mph squirt in a creditable 8.7secs.

Driving impressions

Undoubtedly the heart of the new car is, once again, that jewel-like engine. Totally untemperamental at low speeds, it comes into its own above 5000rpm, right on up to the 7700rpm red line. The impression when driving hard is that there is a beautiful racing engine under the bonnet.

Matching the engine is an excellent power train, with a pleasant, light but not sharp, clutch and an instant gearchange.

Handling is basically that of a hot front-wheel-drive machine, with understeer building up progressively with cornering speed. Roadholding, though, was disappointing, mainly because of the car's inability to put all its power down. The steering is light and accurate.

Summing up, the front-wheel-drive car lacks the fun element of the rear-wheel-drive car (and the MR2 in particular), retains the excitement of the engine, and is generally more refined and easier to live with.

MIKE MCCARTHY

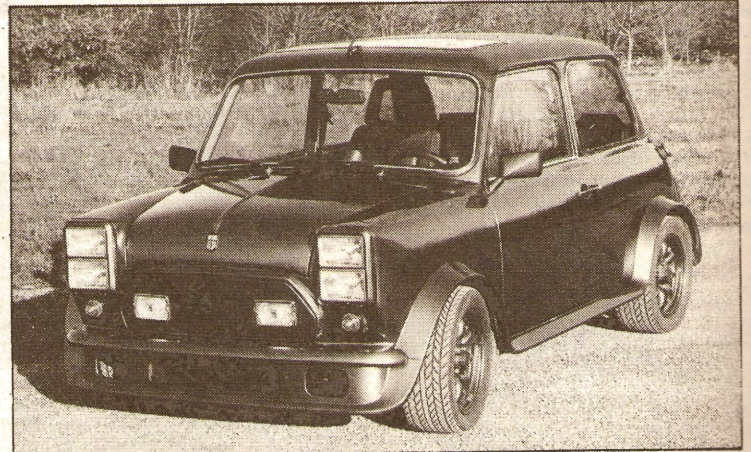
BRIEFLY

■ If the performance of your Peugeot 205 GTI does not please, though that is hard to imagine, Peugeot are now manufacturing a performance kit that increases the power output by 18bhp to over 123bhp.

The go-faster kit, available through selected Peugeot dealers and from Peugeot Talbot Sport in Coventry, includes a new cylinder head with large diameter inlet and exhaust valves, modified combustion chambers, a special camshaft and a reinforced head gasket. Top speed is increased thus from 118 to 127½mph, with improvements to the acceleration too.

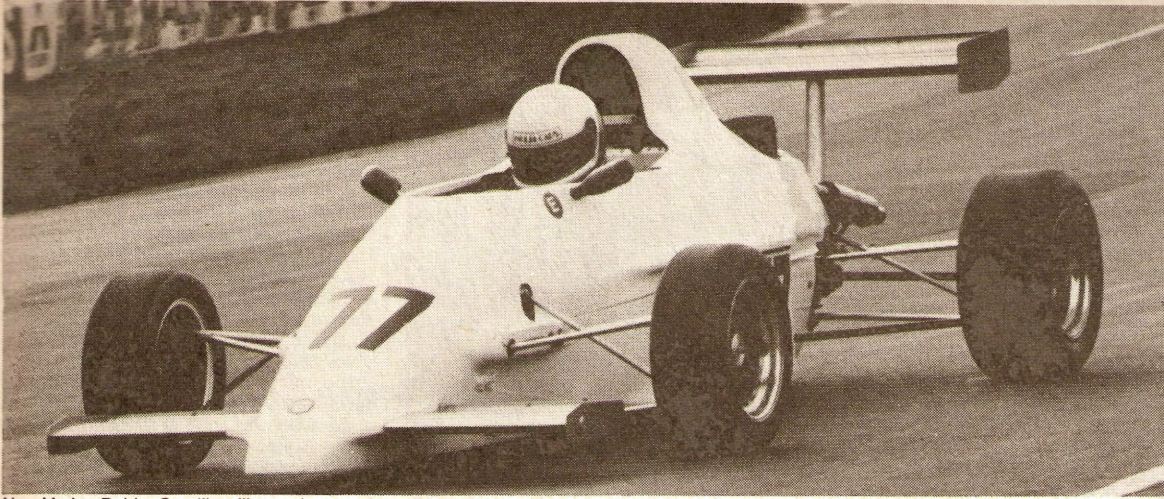
■ The standard Ford Fiesta XR2 is certainly no slouch, but Turbo Technics have turned it into a 120mph flier capable of passing 60mph in under 7secs. Through the addition of a Garrett AiResearch T3 turbo with integral wastegate, an intercooler and a pulse separation exhaust manifold, 130bhp is available with a turbo boost pressure of 0.45 bar.

All this can be yours for £1250 plus VAT, or if you are prepared to wait, Turbo Technics have under development a modification that should boost the power output to 145bhp. There are eight centres in Britain that carry out the conversion, for further information phone 0604 64005.



The tackiest Tickford

The re-styling of current production models is probably running at an all-time high at present, but the seemingly gratuitous procedure is throwing up some monstrosities, even from 'houses' such as the respected Tickford concern. Tickford's latest, the "Mini-with-the-mostest" shows just how vulgar such styling exercises can be, and for some unspecified price one can change one's innocuous Mini into an eye-catching street machine, but for all the wrong reasons... Sir Alec Issigonis would not be amused.

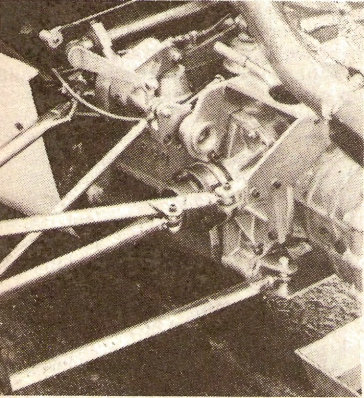


New Yorker Bobby Carville will race the new Argo JM17 under the Ultra Racing banner in the Brands Hatch Racing Displays opener.

Brands Hatch debut for new FF2000 Argo

Jo Marquart's new Argo JM17 FF2000 design made its first appearance at Brands Hatch last Saturday.

The car's specification has been evolved through experience with last Adaptor plate mounted rear suspension.



year's JM14 and with the 1986 rule changes borne strongly in mind. It has been built to comply fully with FIA and SCCA specifications, with its multi-tubular 'chrome moly' spaceframe chassis.

Great attention has been paid to driver safety with a particularly strong footwell and an aluminium undertray for increased protection and stiffness. The colour impregnated bodywork is in four sections with a nose, two side panels and main cockpit section.

The front suspension is a push-rod system with wide based top and bottom wishbones, elliptically shaped for aerodynamic efficiency. Rear suspension is also push-rod with both shock absorbers and springs mounted inboard within an aluminium adaptor plate. There is a top wishbone with a lower link and radius arm system.

The design features many interchangeable components including uni-

versal uprights and front/rear brake calipers. The rear anti-roll bar and brake balance are cockpit adjustable. The works car will be driven by Bobby Carville.

Carville-Argo JM17 drive.



TUK into Mono Kent

The Monoposto Racing Club have announced a new sponsor for their Kent Formula. This will now be known as the TUK Monoposto Kent championship and contenders will carry suitably patriotic red, white and blue allegiance to TUK, one of the largest British manufacturers of disc brake linings.

The company will continue to support Lee Marshall who competed in the B class championship last year, and the Monoposto club see the support as particularly welcome, coming after a season without sponsorship.

TUK was established in the '70s as an independent British manufacturer of high quality brake linings, to compete in a marketplace overrun with cheap foreign imports!



O'Coileain—Duckhams Van Diemen chance.

Duckhams double up

Following last season's successes with Dave Coyne in the RAC and Townsend Thoresen FF1600 Championships, Duckhams are forging closer ties with both Coyne and the Van Diemen team for 1985. This season, Coyne will lead the Van Diemen onslaught in the Racing Displays and EFDA Euroseries FF2000 championships backed by Duckhams.

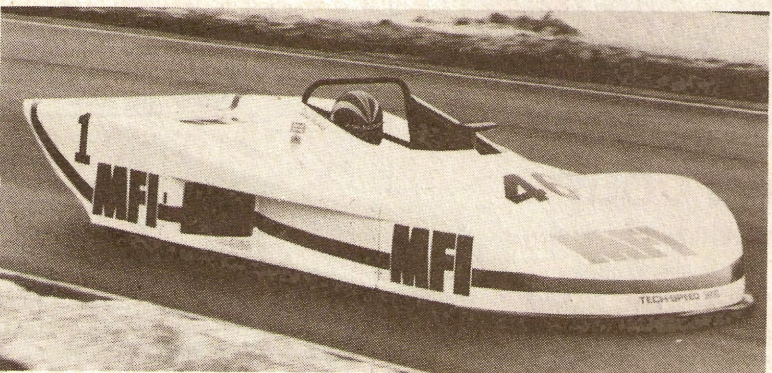
In FF1600, Duckhams will back Ruari O'Coileain in both the TT/RAC and Esso championships, driving a works Van Diemen. The Irishman should have benefitted from last year's experience and ought to be a strong force.

Duckhams will also support Graeme Glew's Team Touraco organisation and its allied FF1600 team of Charles Hill and Craig Wilks. Also, emphasising their long-standing commitment to grass-roots motor sport, the oil company will be expanding their support for the Road Saloon series, entries now divided into over and under 1800cc for each event.

Hardman in at Dutton

Lancastrian Peter Hardman has finalised a deal with Richard Dutton Racing this week, whereby he will compete in the full Racing Displays British FF2000 series under their banner. The Chorley lad, who brings some backing from his father's Solarfilm concern, will start the programme of 20 events with one of the ex-Pegasus Reynard 84SF chassis, alongside Ross Hockenull's similar car.

Hardman—more FF2000 with Dutton.



MFI—'we won't be beaten'—and with Walker it is likely that they will not be.

MFI furnish Walker's P15

Gil Baird's Tech-Speed Racing organisation has signed 27-year-old Londoner Sean Walker to lead their works Shrike assault on the British Sports 2000 championship this year. Walker, runner-up to James Thomson last season, brings big backing from the UK's largest furniture retailer, the MFI Group plc.

Sean, who won the inaugural BRSCC 'Star of Tomorrow' FF1600 title back in 1978, has been courting the company for the past four years, so his persistence has finally paid off. MFI has a total of 125 stores throughout the country, employing over 4,000 people. Their initial

involvement in motor sport will test the temperature of the water, hopefully as a precursor to further promotion through Walker's ambitious future sports car racing plans.

The team's first test session with the MFI Shrike-Nelson P15 unfortunately came to a sticky end at Brands Hatch on Saturday! Sean parked the car at Dingle Dell when an oil line came adrift, and it was clouted 20mins later by Dave Coyne's spinning Van Diemen. Marvin Humphries and the Tech-Speed crew will have it ready for the championship opener at Brands this Sunday regardless!

OBM golden shredders?

OBM, Britain's largest manufacturer of paper shredders, will be backing cars competing in both the British and European MG Metro Challenge championships this year.

The cars will be driven by former Scottish Formula Ford champion Vic Covey and current European MG Metro champion Roger Jones.

The OBM team looks particularly strong in what will be a closely fought series.

MG Metro challenges earn strong support

Prospects for this year's Metro Challenge series look most promising. British Car Auctions, the world's largest vehicle auction organisation, are to sponsor the series in England for the third consecutive year and over 30 competitors have already registered. In addition to the circuits regularly used, the series will have races at Ingliston and Castle Combe for the first time.

The Metro Challenge series is one of Britain's most lucrative, offering a road-going MG Metro Turbo to the overall winner. There are also a number of trade bonus schemes: Champion spark plugs and Spax dampers offer discounts and cash incentives respectively while Jack Knight engine developments will continue to present the two awards instigated in 1984. Dunlop will continue to award a prize of £50 for pole position at every round and will also award £250,

£100 and £50 with trophies to the first three in the series at its conclusion. Val Adaway's Formula Services concern will present a £50 travel voucher and a trophy to the privateer who puts up the best performance throughout the season.

The highlight of the British series will be a round supporting the British Grand Prix at Silverstone in July, while in Europe, the signs are just as healthy. SP Tyres UK Ltd, the company formed by Sumitomo of Japan following their acquisition of Dunlop's European Tyre division have announced their sponsorship of the Dunlop Tyres MG Metro Euro Challenge. With BL France and Austin Rover Italia pledging further support for the challenges in their respective homelands, the main protagonists from all three series will meet for the Dunlop Tyres Euro crown over four rounds; at Monza

in March, Silverstone in June, Spa in September and Montlhéry in October. SP Tyres will provide a control tyre and full service back-up to all competitors at every round and with a prize fund of over £10,000 including a road-going MG Metro Turbo for the winning driver, and help towards travel and accommodation cost, the series is attracting enormous interest.

The 1985 Metro Challenge cars will feature the new body styling of the revised Metro as launched at last October's motor show and also, the Austin Rover HIF carburettor and standard manifold. Austin Rover Motorsport can supply easily fitted body kits at a nominal cost.

The BRDC will co-ordinate both the British Car Auctions and the Dunlop Tyres Euro Challenges.



John Village-flying the SDC flag.

SDC build new Village

Long-time motor racing enthusiasts SDC Builders of Bedford have struck a deal to support Chesterfield FF1600 ace John Village in the forthcoming Esso series, and selected RAC British championship rounds. Village (31), European FF1600 champion in 1979 and Esso title winner two years later (after a low-budget season of F3), has a new Aldon-powered Van Diemen RF85 at his disposal, and will clearly take a lot of beating when the series opens this weekend.

In confirming the sponsorship, SDC director David Wheeler (himself an accomplished FF1600 pedaller), was delighted to welcome one of the country's most experienced Fordsters to the fold. Both are confident of success.

Istel Metro for Harvey

Tim Harvey is to do a second season in the Metro Challenge. With Robin Parsons taking over from Harvey as this year's recipient of the *Daily Express*/Austin Rover Finance Under-23 Scholarship drive (*Sports Extra*, Feb 14), Tim recently announced joint backing from Istel and British Car Rental.

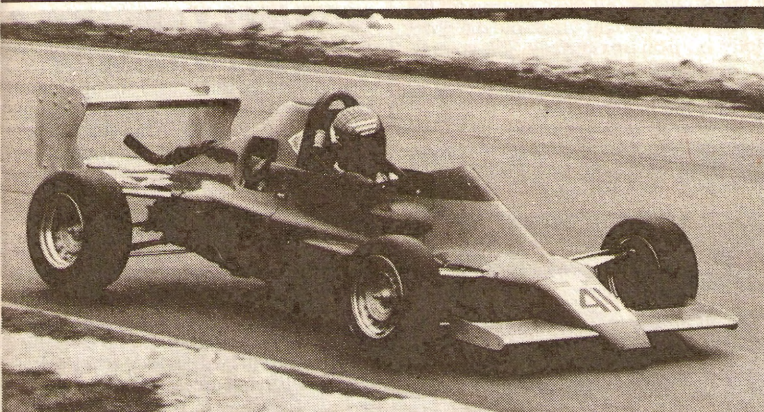
Istel, of course, backed last year's Silverstone TT and are heavily involved in designing computer controlled production systems for Austin Rover, one of their software packages being employed in the layout of the MG Metro production line.

British Car Rental's General Manager Paul Batchelor sees the Metro Challenge as, "an unrivalled opportunity for us to promote our company".

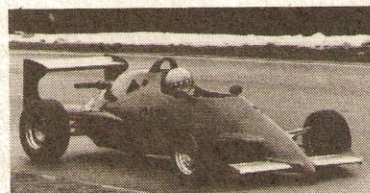
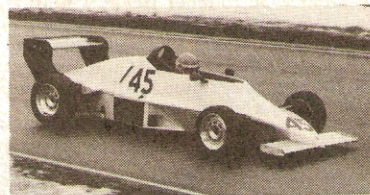
Eccles cake is Mercedes

Midlander Roger Eccles should pose a major threat in production saloon competition this year, once his 2.3-litre, 16-valve, Mercedes 190 is homologated for the category, hopefully on April 1. Eccles, who acquired the superb machine last summer, has gained backing for the venture from Swinford Motors, the Stourbridge Mercedes-Benz and Porsche main dealers.

Roger, who has raced extensively over the past 20 years, will share the car with John Cooper in the Willhire 24 hours, and compete in the Uniroyal and Monroe championships. John and he will also use the ex-AFN Porsche 928 in the splendid Porsche Challenge series.



John Pratt has been impressive in testing with the Mandiant Van Diemen RF85.



Top-Tiga SF85. Above: Reynard 85SF.

Coyne showed the new Van Diemen's mettle by getting within half a second of the class record in damp conditions. Both Coyne and FF2000 newcomer John Pratt were impressive in the RF85s, although the latter's Mandiant-run car suffered braking problems at Brands.

Peter Hardman, Mark Newby, Antonio Albacete and Tomi Luhtanen head the Reynard 85SF challengers, with the under-rated John Robinson (Christal Tiga) and American Bobby Carville (with the new Argo, see separate story) adding welcome inter-marque rivalry.

Donnelly V the new cars?

The Racing Displays British FF2000 championship opens at Brands Hatch on Sunday, with an excellent 23-car entry for the first of 20 rounds. Drivers from eight nations, representing five manufacturers, are on the list, with particular interest liable to be focused on the performance of the little-tested 1985 chassis.

Reigning European FF2000 cham-

pions Rushen Green Racing have, perhaps wisely, hedged their bets before ordering completely new designs, Dennis Rushen's charges Martin Donnelly and Thomas Jans being fielded initially in newly-built 1984 Reynards. Donnelly, one of the pre-season favourites, was quickest of all in testing on Brands's GP circuit last Saturday...

At Thruxton earlier in the week, Dave

Mike Smith Turbo lagged

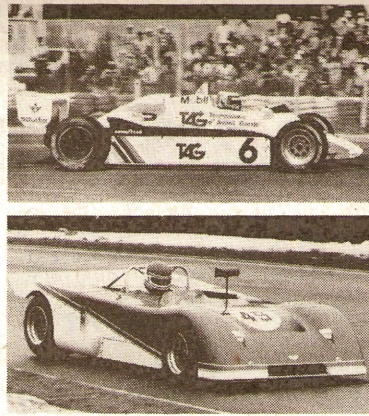
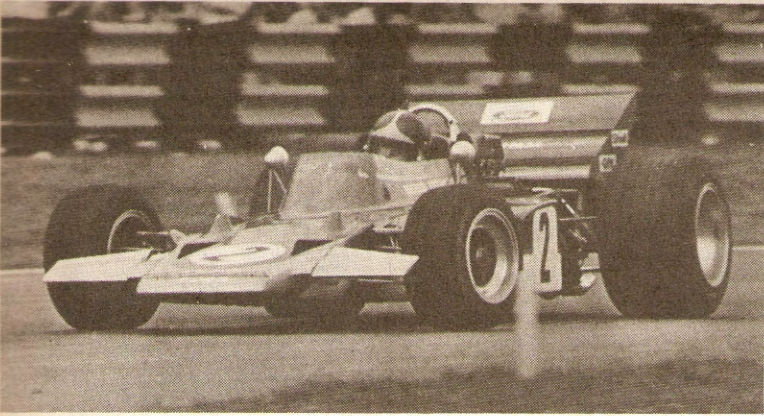
The Opel Monza and Colt Starion drivers in production saloon racing are to have a two-race respite from the Mike Smith challenge for overall race wins in the Uniroyal championship. Following the remarkable speed and agility of the BBC TV personality's Ilford Photo Ford Escort Turbo in testing last week, a leading opponent has had his 'works' entrant approach the RACMSA on the basis that the RS Turbo is not homologated until April 1. The governing body has thus issued a document excluding the car.

At Silverstone this weekend, therefore, Smith will run the Ilford car as an RS1600i, sans turbocharger. With a 130bhp 'showroom' engine installed at Brands on Saturday, Mike lapped within a second of Tony Lanfranchi's Opel. The potential with a 170bhp race engine is obviously enormous. "God help them at Brands on Easter Monday", warns Smith!



Dual identity Nissan 240RS

Mid Kent Racing's Bill Blydenstein-supplied Nissan 240RS 'Thunderloot' car was out at Brands over the weekend, in the exuberant hands of Barrie Williams, who will share the 260bhp machine with team-owner John Bell. 'Whizzo' Williams's sideways style in the car, currently being evolved from rally trim into a circuit racer, was as spectacular as ever.



Martini's MIRA belles

An attempt on 18 speed records by a Lancia Martini backed ladies team at MIRA last weekend resulted in the establishment of 12 new marks. The team comprised June Laird, Linda Elmes, Antonia Loysen and Dee Knight in a Lancia Delta HF Turbo tended by Mike Spence Ltd.

The records attempted were for 10, 50, 100, 500, 1000 and 2000 kilometres and miles together with the endurance distances for 1, 3, 6, 12, and 24 hours, in Class E category C (1500-2000cc).

Commencing 4pm Saturday, the ladies' main target, that for 24hrs, was achieved as early as Sunday morning, the total distance covered being some 2,475 miles. The target speed of 77.31mph was established by Tony Dron, Andy Rouse and Win Percy in a Porsche 924 at Snetterton in 1979. This was improved drastically to a new mark of 103.15mph. Many of the other records dated as far back as the '20 and '30s, with new marks being set for 500, 1000 and 2000kms and miles, and 3, 6, 12 and 24 hours.

BRIEFLY

Managent are fielding three Van Diemen RF85s in the major FF1600 championships this year. Joining Damon Hill's Ricoh Copiers version in the *equipe* will be Sao Paulo's Augusto Cesarino Costa Neto (backed by guitar manufacturer Di Giorgio) and the Swiss, Philippe Faure.

John Foulston has added the ex-Jackie Stewart Lola T260 CanAm car and Clay Regazzoni's 1976, Long Beach GP-winning Ferrari 312T chassis to his impressive stable. Both were bought from fellow collector Don Walker of the Dallas Motorsport concern. The 8.1-litre L&M Lola will be debuted at the AMOC St John Horsfall meeting.

Stuart Cosgrave, founder director of Motor Racing Circuits Ltd (the Irish company which owns Mondello Park) has joined the Donington management team as press and publicity manager. Cosgrave brings 17 years of motor sport experience to the post.

Virage Racing is still looking for the funds to run Rick Morris in the British FF2000 series this year. At present, the Reynard-equipped team can only afford to do four rounds, with the Hertford driver's Motafille budget. Team manager Paul Pearce can be contacted on (0656) 55441/740534.

Congratulations to Madgwick mechanic Colin Cooke and Chris Salter, who were married in Towcester last Saturday.

Varied programme for Bellm and Waspeze

Popular historic racer, turned endurance driver Raymond Bellm ran his fine Williams FW07B F1 car for the last time at Brands Hatch on Saturday. The chassis is now to be put in mothballs, while the Cosworth DFV engine will power none other than an ex-Fittipaldi Lotus 72 which has been acquired for Ray by one of his sponsors.

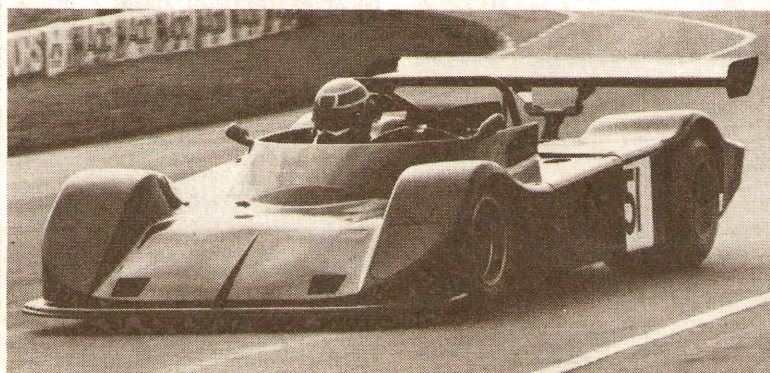
The Lotus will be seen in selected rounds of the HSCC's Seldon Pre-'70/1 single-seater championship while Bellm himself has superseded the Williams with

a newer FW08 model which he will run in the Waspeze Trophy.

Talented all-rounder Bellm will also contest the Failsafe Historic GT series in his newly re-liveried Waspeze Chevron B19 and a McLaren M8C, currently undergoing restoration. And all this between WEC commitments with Gor-

don Spice's successful Group C2 coupés.

Present to 'co-ordinate' Ray's efforts in the Williams and the Chevron on the test day was his eight-week-old daughter Holly, born on Boxing Day. The youngster spectated at close quarters, with proud mother Laura, and did not bat an eyelid at her dad's racket!



Paul Jackson at the wheel of Valour Racing's fearsome Cosworth-powered March 75S.

March forward with Valour

John Upton's Valour Racing concern debuted its new Thundersports contender at Brands Hatch on Saturday. The previously unraced March-Cosworth 75S has been extensively uprated by Paul Jackson, who will race the sinister black device with Historic F3 champion Simon Hadfield. Extensive stiffening of the monocoque has been achieved with new honeycomb bulkheads, the work being carried out to a high standard. The team's DFV is an ex-Brabham unit.

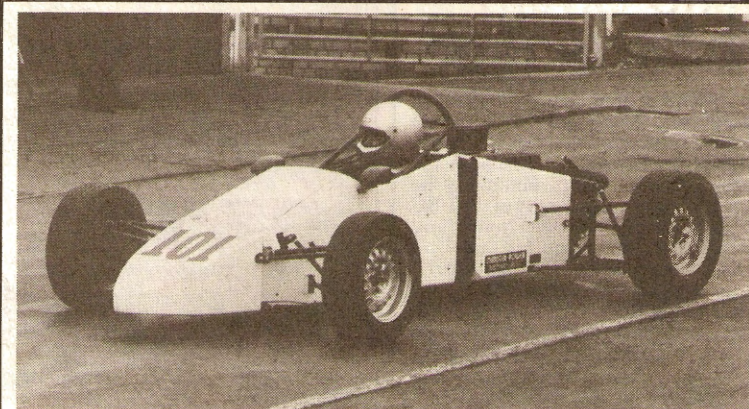
Paul's morning run was halted after a couple of laps by CV joint failure, while Hadfield's first taste of 500bhp ended in a brush with the Druids armco and light

rear corner damage. Both reported the March to be incredibly quick round the back of the GP circuit, if a bit twitchy on the tighter bits. Once the bugs have been sorted, and revised bodywork fitted, the combination should have outright victory potential in the MCD mini-endurance series.

Wright in contention

Among the 'novice' FF1600 championship favourites this season is 19-year-old Danny Wright, whose new Reynard 85FF is being fielded by Anglo-European Racing, the team run by James Taylor and Kevin Haddock. Wright contested a handful of Pre-'74 FF1600 events last year, showing promise in his venerable machine.

Taylor himself will continue to race in the formula, albeit at a senior level, with another Reynard. Haddock, who has not raced since a big shunt in 1983, also hopes to make a return...



Year of the Ox in FF1600

Former Lydden FF1600 champion John Oxborrow has built his own FF1600 chassis over the winter, "for a bit of fun this year". Designated Ox 1, the well made, though odd-looking, machine features inboard push-rod operated suspension all round and cockpit-adjustable anti-roll bars of the Seaford builder's own design. Having driven Ray chassis in recent years, the intrepid Oxborrow is looking forward to a new challenge in the Chinese 'Year of the Ox'.



Antonio Albacete — promising Spaniard.

Madgwick's matadors

Following several months of speculation, British FF2000 champions Madgwick Motorsport confirmed their driver line-up for the 1985 Racing Displays and EFDA Euroseries trails late last week.

Robert Syngé's successful team, now based at Brackley, will run a trio of Reynard 85SF chassis, for Spaniards Antonio Albacete and Felipe Machado, and Greek sports car convert Costas Los. The 2-litre team is to be managed by Dave Abram, with Herman Zochling and Tim Brannigan also preparing the cars.

Albacete, who left Madgwick at the end of 1983 after a promising season of FF1600, quickly realised the futility of running his own FF2000 team in 1984, and has thus rejoined the stable. Like Tenerife hotelier Machado Jr, another to graduate from the Madgwick junior team, Antonio will contest both championships. Los will combine British outings with WEC races in his Lyncar-DFV. His Reynard may be available to suitably qualified drivers for the European Townsend Thoresen series.



Noting the problem in Sweden

When is a winter rally not a winter rally? Answer, when it is so important that everyone takes the pre-event recess so seriously that the special stages are reduced to gravel tracks. That, sadly, is what happened in Sweden last week, because with full World Championship for Manufacturers status, there was renewed enthusiasm from the local heroes, while an additional factory team made the journey.

Pace notes are not a regular part of the Swedish scene, so crews do not perhaps have the discipline required for strict, accurate noting. Instead the emphasis is often on the rather more basic system of trying to memorise bits, with many trips over the tests; some drivers admitting to up to six runs over each stage.

Compounding the problem this year was the fact that the weather did not follow its usual pattern, remaining fiercely cold but without the fresh snow that would have protected the frosted tracks. During the eighties there has only been one occasion when such ideal conditions

have existed, as more mild weather has twice meant that again the gravel was exposed through the slush.

So the old feeling that Sweden was certain to be a winter event, is a bit more questionable, and it may be time for the organisers to introduce tighter restrictions on the practice period. Currently it stands at two weeks, which for the 500kms of stages is extremely generous, and it would surely create few problems if the time was halved, protecting the surfaces. The change would actually benefit many, as Hannu Mikkola explained at scrutineering.

"The time spent here three weeks ago was wasted. Now the roads are so different, there is very much gravel and it is not really a winter rally any more." Many international events — our own Circuit of Ireland and Ulster are two examples — restrict the recess period for good reasons, and a similar move for the Swedish must have its merits. It could, indeed, have advantages on all rounds of the world series, if policed correctly.

The local Varmland enthusiasts were of course eager to push FISA's President Jean-Marie Balestre into confirming that their Makes status would become a permanent fixture, but not surprisingly all that happened was that the President promised to do his best for his friends in Sweden. There are no doubts about the quality of the Scandinavian offering as it is always a properly conducted competition, complete in every aspect, and well ahead of some of the Makes counters on anyone's scoreboard. This year was no exception, but then inclusion in the premier series is not always based on a straight points scoring system.

As it turned out, upgrading the rally did little for the actual competition, even less for the World Championship. Had it stayed as a Drivers-only competition, Peugeot would never have included it on their hectic schedule and Stig Blomqvist would have sailed home to his eighth victory on the event, thereby snatching the lead in the Drivers world series, probably for a relatively brief period.

Instead, Vatanen and Harryman were in charge keeping Jean Todt's 205 Turbo in the spotlight, so that even at this early stage of the series, the Finn, the Ulsterman and the Frenchman look on

course for the sport's premier awards. Had Peugeot actually stayed away, then the rally would also have given their opponents a much needed morale boost, because since arriving on the championship trail at the start of the eighties, Ingolstadt has never had it so bad.

Outwardly, the team is still firmly behind the Sport Quattro project, and it would be pleasing to see such commitment rewarded with success. But it would appear that the basic laws of physics are now against them, that the mid-engined concept does have more inherent advantages, and that success will — in future — be ever harder to achieve. And without success, the marketing executives will ensure that new decisions are taken.

The European circus is now suggesting that such moves are not so far off, and that would be a great loss to the season. Three years ago, those in Paris billed this year as one of the best ever in the history of rallying, stating that so many manufacturers would be involved the competition would be intense. But already we have Mitsubishi pulling the plug on the Starion project to go and think again, plus vague tales from both Boreham and Turin, where they talk quietly of the incredible French missile. "If Giorgio Pianta can find something to beat the Peugeot, then for sure he will get a medal," commented one member of the Lancia squadron.

Youthful enthusiasm

If things seemed a trifle predictable up at the front, it was rather the opposite further down the top 10 especially in the Group A competition, always a hotbed of excitement in Sweden. Now boasting two Junior Teams, the Swedes have an army of eager — if rather raw — youngsters intent on making the grade, while there is no shortage of more experienced candidates, including the two Post Office-backed 80 Quattro drivers Gunnar Pettersson and Mikael Ericsson.

Not surprisingly these two soon staked their claim in the Group A award, but it was a couple of others, just behind who seemed to gain the most from their weekend's exploits. Lars Erik Torph is now a definite part of the Swedish mafia who have decided that he is the next man heading for the top. Impressive through-

out the competition, he was just beaten into the top 10 by Dealer Opel Sweden's Kenneth Eriksson.

Young Kenneth started by impressing people in a most odd manner, taking a new world record for driving on two wheels. The stunt took place at the Swedish trotting track and involved driving a Kadett GSI for 20km 6m 19cms (averaging 18.5kph) during the afternoon before scrutineering started. The previous record was held by an American, Joe Chitwood Jr, who established his record at the Indianapolis Speedway back in 1978, but it is the little Swede who now holds the position in the Guinness Book of Records. He ended by impressing in rather more conventional style, getting that last top 10 place for Opel.

One award that the Swedes did not pick up was the Junior Trophy, collected again by the British Junior Rally Team, backed as usual by an army of sponsors, including Pirelli, Lucas, Mintex, Champion, Richard Davies Tyres and — topically — Damart. John Taylor, the Team Manager, pronounced himself fairly pleased with the result, earned through the efforts of Mark Lovell, who finished 24th, and through Stuart Nicholls who brought his Vauxhall Astra GT/E — the model making its international debut — home to 48th.

For both it was a difficult test, Lovell's second leg including one fairly serious assault on the scenery which left the front end rather ragged. Only some intrepid behind-the-scenes activities by the R-E-D mechanics ensured that the car progressed any further, but that problem over, things settled down again and Mark's target — of getting more miles in preparation for 1986 — was realised.

Nicholls was quite exhausted as the proceedings continued, but fought hard and took a deserved result, whereas the same could not be said of Simon Davison. With the older shaped Kadett GT/E, he had fought against broken brake lines, but went out when fatigue overcame his co-driver, Trevor Godden. For the two GM-backed drivers this was rather a baptism of fire, their experience until this point rather limited to the familiar British forest scene. That does not include pace notes, snow, or much overnight driving so maybe a few good *Motoring News* overnight thrashes might have helped their preparations.

The final member of the team was David Llewellyn whose Golden Opportunity from Audi Sport UK came to little, and ended up in the snow. The Welshman did not seem too upset, but that was before he had talked with Mr Taylor!

Chances are, that John was relatively kind with the boy, as he too had found himself off the road at one point, something which can happen so easily on the roads which can turn from dry asphalt to rutted ice halfway round a corner. Our own transport was one of the Peugeot 205 GTIs supplied by the PTS organisation.

Now established as a real fun car, and even appealing to some of the older members of the community, the torquey 105bhp motor makes an ideal basis for such a racer. Fabulous handling, plus a forgiving nature, also mean the beast is perfectly suited to chasing an international rally, the Sport department adding the final touch with the fitment of a two way radio, beamed in on "Radio Todt" which emits the message of Peugeot domination around the world. It's a station which is collecting more and more listeners with each passing event.

FACING PAGE

Blomqvist at speed. The Swede tried desperately to challenge Vatanen's Peugeot, but this picture also shows the gravel which caused so many problems. Below left: Mats Jonsson's Ascona 400 on the lake. Right: Mark Lovell's Escort RS1600i had the odd adventure but still won its class. Pictures: Colin Taylor Photography.

Unsuitable tyres meant that Alex Jackson and Dave Orrick spent most of their time going sideways round Sweden, but survived to finish 27th.



The man who would be king

Ayrton Senna is the great white hope of Formula 1 racing, his talent clearly outstanding. MIKE DOODSON talked to the Brazilian who this year hopes to put his name in the record books with the Lotus 97T

You have to admire Ayrton Senna. Love him or hate him, 1984 provided a set of results that made this 24-year-old Brazilian the most outstanding newcomer to Formula 1 since Emerson Fittipaldi, his fellow countryman, in 1970. Another lap — or even another 10 feet — and he would have won Monaco. Armed with the rapidly improving new Toleman under more equal conditions, he hung on to finish third at Brands Hatch, and at Estoril — on similar Michelin rubber to the McLarens — he almost cost Niki Lauda the second place he needed to be World Champion. Already there are those who forecast a World title for Senna himself. Suffice to say that Lotus, his new team, will be disappointed if he hasn't tucked a couple of victories under his belt by the end of this year.

The Ayrton Senna most people know is the Brazilian automaton who won all those FF1600 and FF2000 races in 1981 and 1982, before he switched to F3 in 1983. Formula 3 revealed some foibles — remember a few over-eager jousts with Martin Brundle? — but led directly to his first F1 season with Toleman, and some remarkable results by any standard. He is remote, cool, perhaps unfriendly. Could he ever be forgiven for walking out on Toleman and the three-year contract which he had signed?

The real Ayrton Senna is the Brazilian with his heart in Sao Paulo. There live his father, his mother, his elder sister and his younger brother. A comfortable suburban home, sunshine, dogs and a swimming pool. A garage where he can tinker, friends to call for a trip to the beach.

In England, he shares a modest house on an estate in Reading with his friend Mauricio Gugelmin and Mauricio's wife. It's easy to forget that, although Senna speaks excellent English, even giving up your own language is a sacrifice.

Physically, he is slight, with a stoop that reminds one of James Hunt. He is not very muscular, although he is getting into a body-building programme. The eyes are the most impressive feature: brown, flashing and constantly flicking around the room. You get the feeling that those eyes will miss nothing.

The cheekbones are high and the nose aristocratic, while the well-defined lips look as though they belong on a statue of a young Caesar. Currently, though, this noble face is not everything that it should be. The trouble is that only the left side is working properly: he scrabbles at the paralysed right side with a finger, as though coaxing it back into activity. "I caught this virus at the beginning of December, and for a couple of weeks it was quite bad," he says. "I was having to take some strong medication, and with one side of my face paralysed the eye would not focus. For that reason it was not until after Christmas that I was allowed to drive again."

Back in a racing car for the first time since Estoril, Senna was setting some remarkable times in Rio leading with the new Lotus 97T. Fascinated by that immobile half of his face, Brazilian press and TV men pursued him wherever they could, and it may have been pressures like that which led to the subsequent, widely reported wheel-banging clash with Nigel Mansell — the man he has replaced at Lotus — that halted the good progress being made by the team with their new car. Nevertheless, Senna is evidently back on the road to a full recovery. He would also appear to have established himself above de Angelis in the estimation of some members of the team, creating a situation that could require more diplomacy from manager Peter Warr than was evident last year.

FACING PAGE

Above: Ayrton Senna and the Lotus 97T — a potent new combination in Grand Prix racing. Below: At the recent Rio testing the Brazilian headed the times for the first four days. Photos: International Press Agency.

Senna's relations with his previous team started with mutual admiration, degenerated into threats of legal moves when he announced his move to Lotus, and ended amicably enough with his readmission for the last two races. He had signed with Toleman for three years, only to take advantage of a clause which allowed him to withdraw from his responsibilities provided that Toleman was compensated. At Zandvoort, thunderstruck Toleman management first learned from a Lotus press release that their prodigy was leaving. Their reaction was legally correct, no doubt, and certainly understandable in the circumstances. It was a bewildering time for Senna, though. "I don't like to talk about it," he admits. "What I can say is that I decided to speak (about the Lotus contract) as soon as possible, to give Toleman an opportunity to find a replacement for me. That was my intention."

During 1983 he had tested cars provided by Williams, McLaren and Brabham as well as by Toleman. Having rejected serious F1 approaches from McLaren and others, he looked safe at Toleman. Perhaps lulled into a

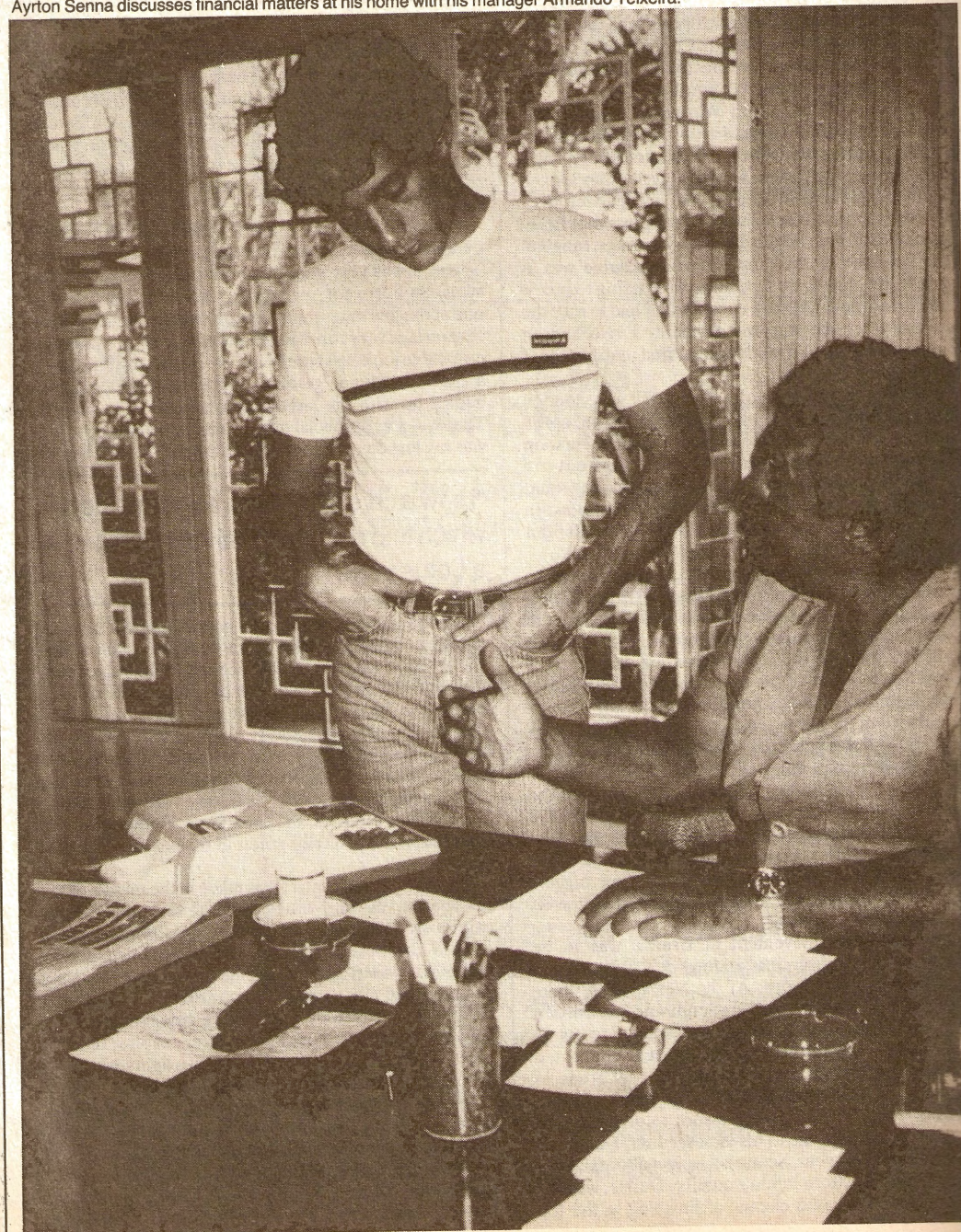
sense of security with Derek Warwick, who had stuck by Toleman through three years of thick and thin, the management had not considered the possibility of his defection. Having learned some useful lessons from the fracas, it looks as though both sides have dropped their legal arguments.

Certainly, Senna looks back on the 1984 season with pleasure, even if the physical effort of driving a Formula 1 car was to give him some trouble. In Brazil he had an early retirement with engine woes, but in South Africa he had to be lifted from his car after struggling home in sixth place for his first World Championship point.

"I was still not 100% fit and I hadn't expected the effort to be that much," he confesses, "but I am sure that the conditions were unusual because we had the '84 generation Pirelli tyres and we were still using the '83 chassis. The car was heavy to drive: it was especially bad in South Africa, where I lost the nose at the beginning of the race, which made it even worse to drive."

"Ever since we got the new car at the third race,

Ayrton Senna discusses financial matters at his home with his manager Armando Teixeira.



everything got much easier. The chassis worked better with the Michelin tyres, the team made progress, and I was better, too, because of all the testing and driving I was doing, as well as exercises. All these things together enabled me to go the full Grand Prix distance — and still finish in the top three.”

The impression that Senna was something of a wimp, however, was erased spectacularly by his achievement in the pouring rain at Monaco, the race that was stopped by Jacky Ickx, the Clerk of the Course, just as Senna was about to go past a slowing Alain Prost into the lead. Indeed, judging from his arm-waving, it seemed that the Brazilian imagined for a moment that he had in fact won his first-ever Monaco GP. “I knew I hadn’t won the race,” he reveals, “but it had been good for me and for the team. I was happy about it — and that’s why I was waving.”

Should that race have been stopped, however? The question is one that has sparked off a libel case between Ickx and FISA President Jean-Marie Balestre. Like several other drivers, however, Senna believes that, while Ickx should never have started it, the race was probably safe to have continued. “The visibility was at its worst at the beginning, when there were more cars and they were all running together. When they stopped it, the cars were more spread out and therefore there was a lot better visibility than at the beginning, even if the rain was falling again. No, Ickx should not have stopped it, especially not at that particular moment when the top three positions were about to change.”

Perhaps surprisingly, he much prefers to talk about his third place at Brands Hatch: “Conditions at Brands were normal. We started well and for the first time I was able to fight for positions. We got there.”

At the end of 1983, with Warwick, Toleman had finished five consecutive races in the points. Now, using the Michelin tyres which they had adopted after an ugly scene at Imola with former supplier Pirelli, they looked capable of matching anyone except perhaps McLaren. A second important factor was the progress that Brian Hart had made with his electronically managed engine: “The first time we had the electronic engine was at Monte Carlo, just to try it, and we were going to race it the first time at Detroit, except that I had to race the spare car after the startline accident. I also had an accident at Dallas, so Brands was the first real race that I did with it.”

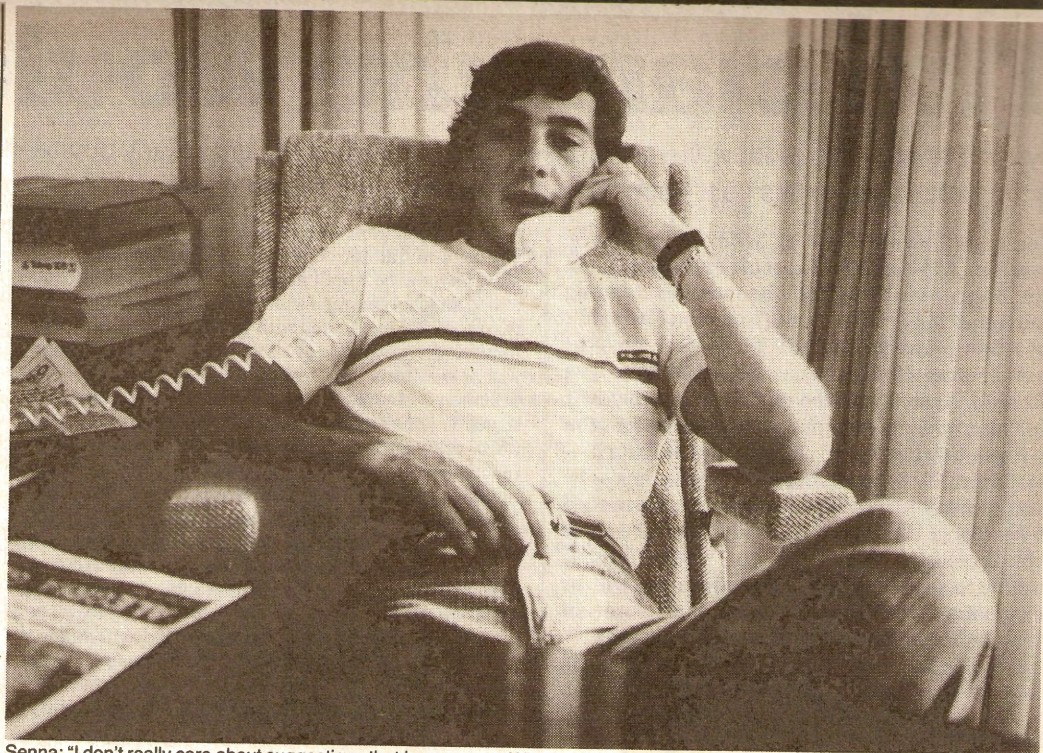
For Toleman, however, the British GP was clouded by the nasty accident that befell Johnny Cecotto at the beginning of the first untimed practice session. As soon as Johnny’s car was retrieved, with most of its front end wrecked, Senna had a good look at the damage — and resumed practice so effectively that he was fastest in that first session. It all looked very steely stuff, but Senna says there was nothing emotional involved.

“If anything, I was inclined to be more careful. In fact, we changed the car around quite a lot in the session because it wasn’t suitable for the conditions. I think the tyres we had at that race were different from what we had before then, so the car was reacting differently. I believe that was one of the things that caught Johnny. At the beginning of the session I didn’t take any risks, in fact only when the car was well balanced and safe did I start to push, I was quick because I had a good car in my hands: good chassis, engine and tyres.”

He refuses even now to talk about the nature of the improvements which Brian Hart and his electronic engine wizards achieved in mid-season. “Better fuel consumption, better response and maybe some other things that I can’t mention,” he says. “Our biggest problem was always qualifying, because for that side we didn’t have much money.”

The sense of achievement at Brands was to be followed with the misunderstandings at Zandvoort and one-race ‘ban’ at Monza. At the Nürburgring, there was a first-lap accident involving Senna and half a dozen others including Keke Rosberg, who wanted to blame the Brazilian. But the last race of the year vindicated him with another third place, behind the McLarens, in the course of which Niki Lauda had to wind up every lap of TAG Turbo boost pressure to drag past the leading Toleman *en route* to his vital second place.

Summing up his year, Senna is succinct about the low points: “Imola, where I didn’t qualify. Dallas, where I believe we had a good chance of finishing in the top



Senna: “I don’t really care about suggestions that I am remote. What I really care about is my career.”

three and I first hit the wall then had some problems with the seatbelts. And Monza, where I didn’t race.” Good moments? Brands Hatch, and Estoril, of course. “But I especially remember the day after the Estoril race, when I think I did my best driving of the whole year. The team was testing several other drivers and they asked me to do a few laps, to see if the track was consistent.

“There was no responsibility, no pressure like there is on a race weekend. I got into the car — it was the spare — and it was very good, including the engine and the tyres. So I drove it, ermmm . . . over the limit. It was one of the few times that I drove it over the limit, and for several laps very consistent and very quick. It was really enjoyable looking at the board every time through, with a quick lap time, getting quicker and quicker, and ending up with the fastest lap time overall in Estoril. That was a very special day for me, and also because it was my last day driving with Toleman.”

“I saw a crystal ball with a light inside it — which told me that 1985 was going to be a Lotus year!”

After everything that Toleman had done for Senna, it is hardly surprising that team boss Alex Hawkridge should have interpreted his departure announcement as downright ingratitude. It may be a couple of years before the details are fully revealed, but it would seem that the Brazilian was sorely tempted to be ungrateful by the blandishments of rival teams. His eventual choice of Lotus intrigued me: despite some excellent cars in recent years, backed up since 1981 by generous John Player budgets, the men from Hethel have got only one victory to their credit in the whole of the past six years.

“Let’s say that a contact was made in the middle of the ’84 season, as with other teams,” responds Senna, cautiously. “It looked to me that conditions at Lotus offered the best possibility, the best choice. Other teams had been talking to me, of course, as they probably had with most of the good drivers. The job of a team manager is to find out what’s going on around.” But, I insisted, why Lotus, with its recent poor record? He laughed. “I saw a crystal ball with a light inside it — which told me that 1985 was going to be a Lotus year!”

In several ways, the decision is typical of Senna. Ever since his karting days, he has hesitated before making decisions that would have looked logical to others. His loyalty to a fading kart maker almost certainly cost him the karting World Championship that he would have loved so dearly. This is the man who turned down Ron

Dennis’s offer (in 1982) of a paid-for F3 season and a guaranteed place at McLaren. It has even been suggested that he jumped ship to Lotus because he had been tipped off about Michelin’s impending retirement (a month before most others knew) and had anticipated Toleman’s resulting discomfiture.

What he does admit, however, makes good sense: “Through 1984, as one of the drivers, I got to know Formula 1 better. At each race, each test, I learned a lot at Toleman. We had three good results together in the top three, and we could have done other races equally well. As the season went on, I realised that there is nothing, er, magic about a Formula 1 car. It is all a matter of being in the right team in the right year. A winning team this year can be in trouble next year. As things went on, through the season, the possibility came for a change, and I decided to take it. I thought in the long term that it would be better for my career.”

This is the ruthless, headstrong side that makes Ayrton Senna less than attractive to some people. When you have dealt with someone as straightforward and honest as his predecessor, Derek Warwick, for example, it comes as a nasty shock to find that your driver does not share his secrets with you, even when you are building the foundations of his career at considerable expense, as Toleman did. For better or for worse, the fact is that there are very few drivers with the Warwick attitude. If you accuse Senna of being ruthless, it leaves him slightly bemused that any driver should place his team’s prospects above his own.

“I don’t really care about suggestions that I am remote,” he says. “What I really care about is my career. When I go to the track, I am there to be with my team, with my mechanics, and to concentrate on my work. So there is not a lot of time to make friends. As for being ruthless, I concentrate as much as I can on my racing side. But I don’t think that I have done anything outside the rules to achieve any object. I go for it inside the rules, and I dedicate all my time to it. I live in England, outside Brazil, away from my family and my friends. So I can work hard for my career.”

“As for having a big head, it is not for me to make that judgement. I am what I am: what can I say? I sacrifice a lot of things that I like for my career. If some people think I am bigheaded, it is up to them, there is nothing that I can do. I am sure that I haven’t changed my attitude or my lifestyle for several years. So if I was bigheaded 10 years ago, then I am still now.”

He laughs, suggesting that he doesn’t care. In my opinion, he does care, but not enough yet to be seriously worried about it. The time will come when his public image needs a bit of polishing. For the moment, though, he is a young achiever, a supremely gifted driver who could be about to become a legend in his own lifetime. ■

Moving Ralt along

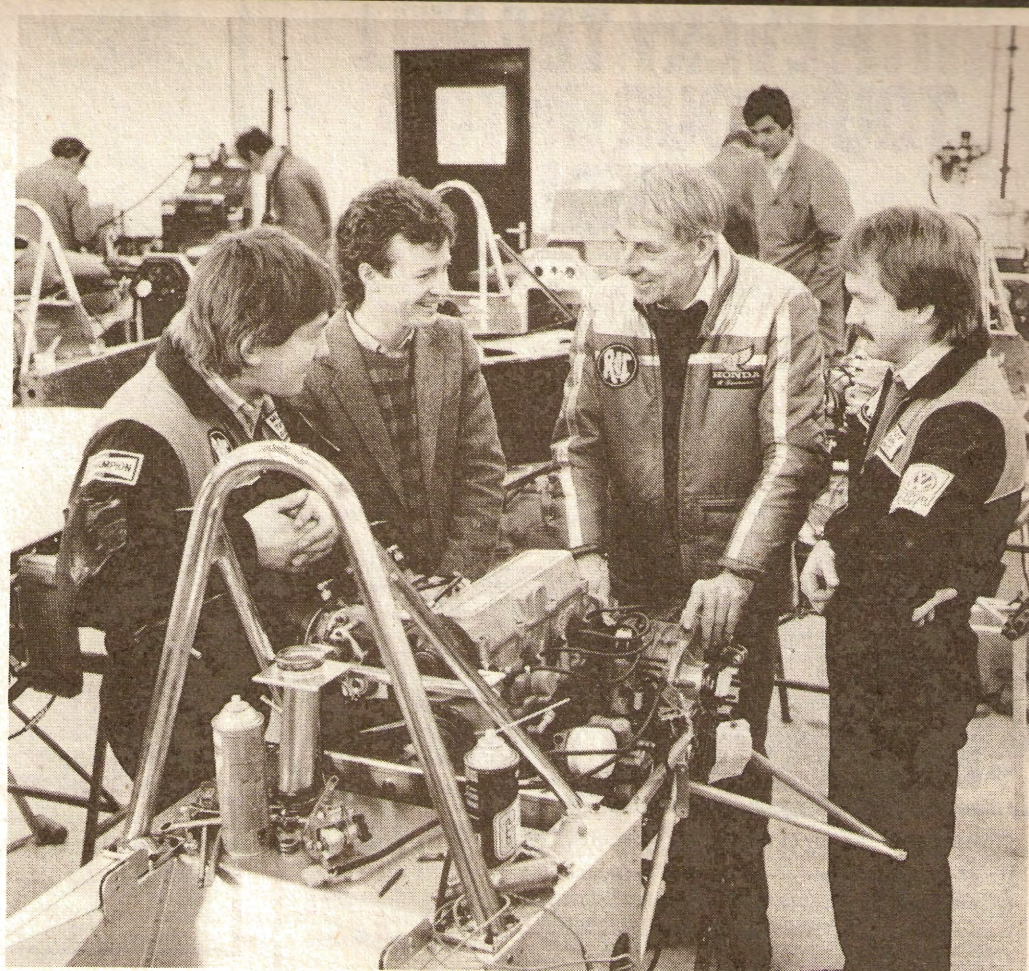
JEREMY SHAW looks at the problems facing Ron Tauranac in his quest to keep Ralt Cars on top

To conceive and construct a brand new racing car is no easy task. To manufacture them in large numbers is even more complicated, involving a high degree of organisation and planning. There are only a handful of racing car manufacturers who can rightly claim to be involved in true volume production. Yet Ralt Cars — based in rambling premises on the outskirts of Weybridge, Surrey (almost within sight of the old Brooklands track) — have been doing just that for 10 years now, and their RT1 and RT3 derivatives have at times enjoyed a near-monopoly in Formula 3, Super Vee and Atlantic/Pacific/Mondial racing. Since the formation of Ralt Cars, it has been Ron Tauranac's policy to steadily evolve his current car rather than make wholesale changes. "If you have to make a new car each year, to the same regulations, then you've obviously made a balls of it the first time," is the down-to-earth Australian's philosophy. "Also, if you come up with a new car each year, your development costs mean that the price has to go up. So we do just enough to remain competitive. With the 'ground-effects' cars, I think other people had almost given up competing against us and therefore we didn't have to change too much. If we'd had to come up with a car a lot better than the one we had, then we knew how to do it; but there was no point."

This year, though, has created more problems than usual for Ralt's hard-working team. "Yes," affirms Tauranac, "we've had to design a completely new car for Formula 3 as well as to modify our existing Super Vee car. Normally, you start off with a new car and then go through a learning curve of how to fit and joint things, so that everything works properly and is accessible — to productionise it. But with the flat-bottom car we've had no experience to draw on. To design a competitive car and do some wind-tunnel work, that's one problem. To make the bodywork so it looks tidy and you can take it off and put it on, that's another. And then there's the flat-bottom, which is probably the biggest problem on the whole car. It has to be flat within 5mm, but you have to give it some measure of adjustment — people are obviously going to go over kerbs, chicanes and things, give it a belt — so you need a trimming device. You've also got to be able to change the engine, which is no easy task with the new rules."

Talking of rules, these have provided some of the biggest headaches for Ralt and other producers of F3 cars. Tauranac again: "FISA, by their regulations, had to give us two years notice of change. Now they gave us two years notice of *intended* change, but the actual detailed regulations were not spelled out until quite late in the piece, which applies particularly to Formula 3000. So you don't really know how many of the F3000 ideas you can use on the Formula 3."

The same applies to Ralt's Super Vee contender, the RT5. America is now the only country with a thriving Super Vee series but, even within this well-established formula, there were doubts as to the detail regulations until a relatively late stage. 'Ground-effects' will stay, at least for the foreseeable future, but there were protracted talks as to whether a new five-speed gearbox would be incorporated. Steve Hollman, who for the



Keeping the customers happy. Murray Taylor's mechanics and Gary Evans discuss the new car with Ron Tauranac.

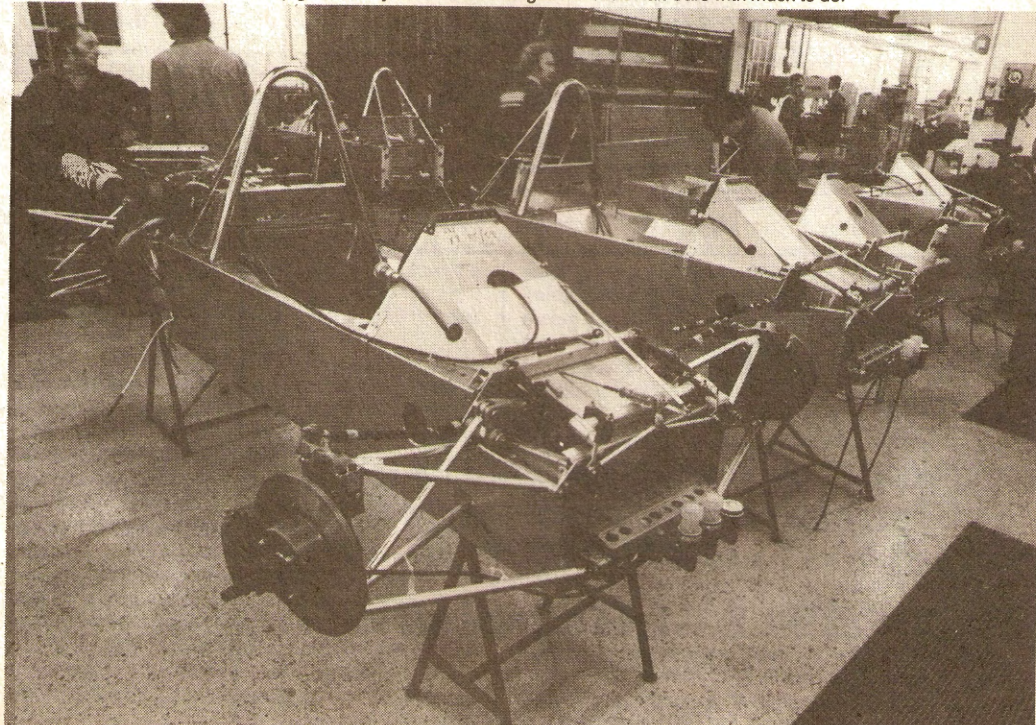
past 12 months or so has been Ralt's sales manager and effectively in charge of organising how and when cars should be built, outlines the difficulties caused by this delay: "The Formula 3 and the Super Vee were running hand-in-hand when they were both 'ground-effect'," he asserts, "and the design thought that went into one applied to the other. Therefore it cut all the time down; we were effectively making two of the same thing but with slight variations."

"This year we've carried out detail revisions to the Super Vee — it's got new bodywork, a new tub, different front suspension and a general re-think — but the Formula 3 is, I'd say, about 80 or 90 per cent

different to the previous car. We've kept the things that we could, like the gearlever and the dashboard, but we've had to change so much for the new regulations. So that has caused us to be late in starting production of the F3. Then, in addition, we didn't get the Super Vee rules confirmed as early as we would have liked.

"We were going to build Super Vees during November, put a batch of 10 down because we basically knew what the market required. So we went ahead and did one of the things that we always do — bulk-buy everything. The first components that turned up were 30 adapter plate castings. We were just about to put them through our machine shop when we heard from

The production line moves into top gear. This year the rule changes have left Ralt Cars with much to do.



the States that they were probably going to change the flywheel on the engines, which then, of course, would change the starter motor, and therefore the adapter plate. So the castings just sat there for weeks. I think I was able to confirm the order in December.

"We generally order all our gearboxes from Hewland in October — put in the whole order for F3s and Super Vees — but I couldn't even tell them the specification. So, of course, that slowed Hewlands down and the whole thing started to go wrong. In previous years, particularly last year, it worked well because we were organised: we had the rules confirmed, we did our drawings, the prototype was built before Ron took his winter holiday, and the first car was out of the door before Christmas."

That situation, certainly, is somewhat different in 1985. "Whichever way you look at it, we're a month behind schedule," admits Hollman, with commendable honesty. "I've still got 60 firm orders for Formula 3 cars — I've lost a few through the delivery problem, but only to people who ordered and weren't committed — and last year we built almost exactly one a day from January 2 onwards, which I thought was quite phenomenal. It was all I could do to keep up with it, because when you're delivering to Italians, Germans, Swedes and so on, with different types of engines coming in all the time, it's really quite a handful! But we should be able to lay down a batch of 15 Super Vees soon, so that all those who placed their order in good time with Ralt America will be satisfied before the first race."

In the past, Ralt have occasionally allowed some purchasers to build their own chassis 'on site' but it is a practice Hollman is not keen on. "It's a hell of an organisational problem, anyway," he explains, "having 20 guys assembling cars. And if you've got teams doing it, they're only interested in themselves, they don't give a damn about anybody else! So whereas we can look at a line of 10 and 12 cars and say, well, OK, that one needs a pedal kit and this one needs something else, all that would happen is that they would rush up to the stores and everything would go out of sequence. They might leave the workshop a week later, really happy, but it does tend to leave us in some disarray."

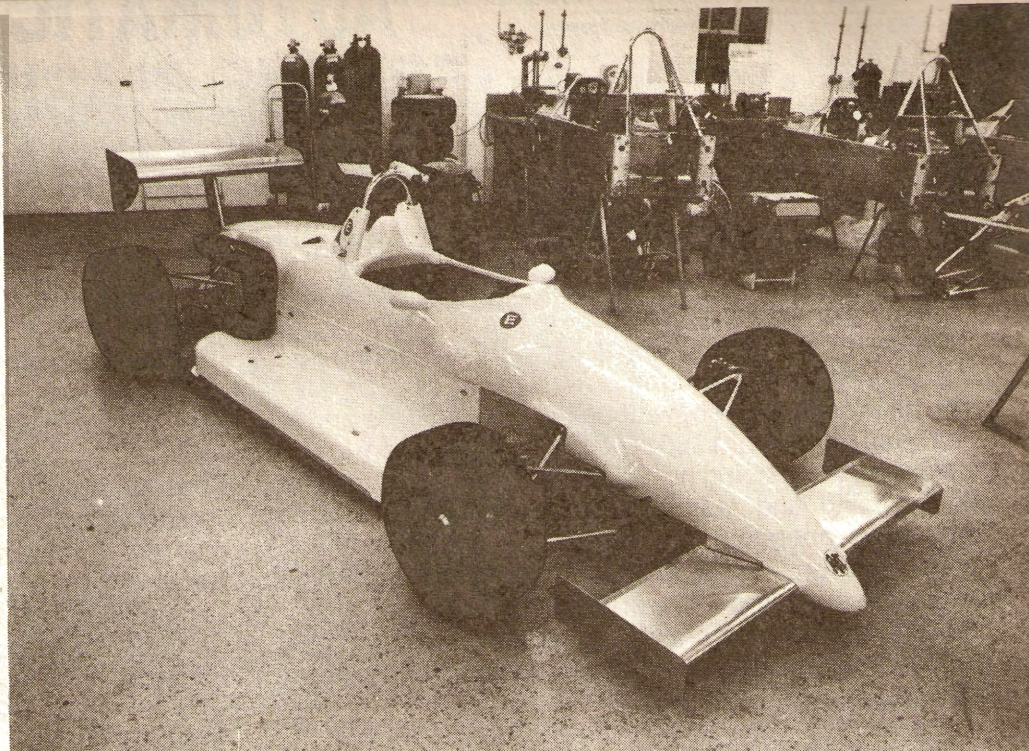
"Whichever way you look at it, we're a month behind schedule. I've still got 60 firm orders for Formula 3 cars — I've lost a few through the delivery problem."

Nevertheless, Hollman admits that he may need to pull some teams in this year to help with the build programme. In all, Ralt Cars employ some 55 staff at this busy time of the year, yet are sufficiently organised so that at least 40 are fully employed. Most of the surplus, indeed, go off during the racing season to work with various teams, either in F3 or Super Vee. "In the summer," continues Hollman, "we will keep on three or four assemblers, as opposed to the 10 or 12 we've got now, but several people switch from one department to another. It isn't done in any methodical way because I think the only way we get it all done is by being flexible."

It is true that Ralt have built an enviable reputation of 'achieving the impossible'. One often hears tales of a driver crashing his car, for example, at Silverstone on a Friday test day, yet he is almost invariably back in action for the Sunday race meeting. "It's certainly company policy to keep people on the road," affirms Hollman, "even though sometimes it's not very cost-effective. It takes a bit of doing, too, because sometimes we don't always have the stock that we should. We do sometimes get caught out, mainly because we've built so many cars. You know, someone 'phones up for an '82 part, and if we don't have the part we just have to get down and make it for them. That actually takes precedence over everything, except perhaps keeping the Ralt race team on the road."

Apart from the assembly floor, which is run now by Stuart Barron, formerly with the International Race Tyre Service (IRTS), there is a very busy machine shop and, of course, the drawing office, wherein Tauranac himself oversees three other full-time draughtsmen.

As far as components are concerned, during the racing season, when the pressure is off, virtually everything but the monocoques and bodywork is



The first car rolls off the production line, but there are another 60 orders to meet.

produced in-house. An impressive array of computer-controlled equipment has made this a viable proposition for the past 18 months or so, thus lessening Ralt's reliance on outside suppliers.

There are many difficulties in establishing a production line of racing cars, and different manufacturers will approach these problems in various ways. Tauranac: "We draw — and make jigs — for everything. It's what a road car manufacturer takes five years to do, yet we have to do it in about five weeks."

The Ralt process, though, is well-oiled. It is also very much controlled by Tauranac himself. He takes the decision to start a new project, is responsible for getting it moving and then, as Hollman confirms: "He gets out. All the drawings have an 'X' on them when they start. This denotes a prototype one-off, or two-off, whichever is more practicable. These bits are then put together to make sure they fit. If they don't, the drawings may be modified to suit. Then they have an 'L' designation, which allows us to make 10-off. We limit it because things do have to be changed, you can't just design a racing car and get it completely right first time — I'm not talking about the performance aspect of it, just the

engineering. If you change the position of just one thing, everything's so close together that it can throw out the bodywork, the roll-bar, whatever. It can just change everything.

"After we've made the batch of 10 we find out the quickest and most economical way of making them. Then, once it's all OK, we can go for a run of them. The actual organisation of making the parts is down to our production manager, Stuart Barron. This year is Stuart's first build, and I can tell you it's a daunting prospect for anybody, having to build 85 cars!

"He had a bit of practice because we built half a dozen Atlantic cars just after he started last year, so that gave him a taste of it. He has to organise, from the drawings, the production of all those parts!"

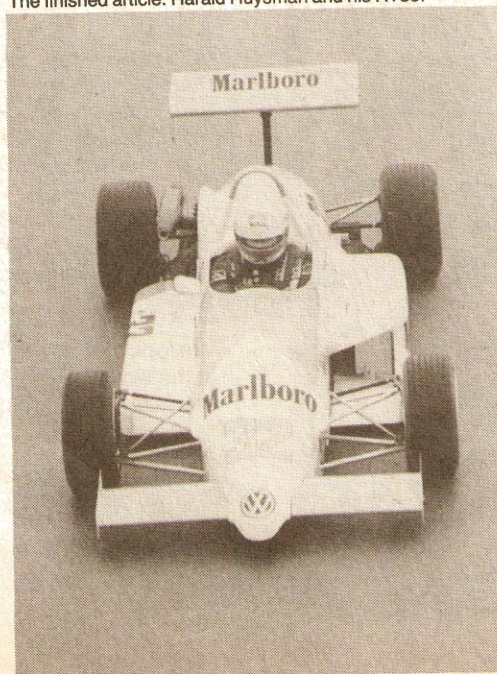
Another of the key personnel is a full-time buyer, whose responsibility it is to ensure that an adequate stock of every nut and bolt is kept at all times, while Hollman's job also entails overseeing this and concentrating on the provision of specialist racing car items, such as gearboxes, fuel cells, radiators and so on. "When you're pushing out five cars a week, you've got to be careful of lead times," he says. "If you don't discover you've run out of exhaust systems until too late, you've got a problem, so you've got to try and keep ahead of yourself. Here, again, you've got to be flexible. And so do our suppliers have to be. But, the whole process is the culmination of a lot of people working seemingly against each other, but in actual fact together."

"With the flat-bottom car, we're not in a very strong situation. We have a lot of cars to make, whereas our competitors are only making a small number."

Ralt Cars fully understand that they have a commitment to their customers. "We could have built a flat-bottom F3 car in November, and have sold 50 by now," explains Hollman, "but that would be no good to our customers if the competition were quicker. So we hope that, by at least putting in the maximum amount of effort, we can produce the best car. Ron has built up the business and he'd like to hang onto it. That's why it's all taken a long time."

Tauranac himself, of course, concurs: "With the flat-bottom car, we're not in a very strong situation. We have a lot of cars to make, whereas our competitors are only making a small number. So they're obviously going to be much more versatile than we would be. If I do it wrong, then it's quite a big gamble..."

The finished article. Harald Huysman and his RT30.





A break in the proceedings for eventual winner Massimo Biasion and the Totip Jolly Club Lancia as interested spectators gather round.

Lancia bravura

Lancia whitewash as Biasion takes the spoils — Zanini's 205 Turbo crashes — Fernandez first non-Lancia in fifth — Beguin sixth — Report & photography: HUGH BISHOP

The young 1983 European Rally champion 'Miki' Biasion led home a convey of Lancia Rallies to totally dominate the Costa Brava Rally, the two Jolly Club Totip cars claiming the first and second places. After the carnage of the first evening when three front runners crashed out (two of them not even completing 5 kms of special stages) the result was merely a question of which Lancia would be in front when they reached the finish and who would have the honour of being the best non-Lancia driver. It was a pity that a promising rally should fizzle out almost before it started.

The first high scoring round of this year's European Rally Championship for Drivers was once again based on the holiday resort of Lloret de Mar, 70kms along the coast from Barcelona. Having been downgraded from coefficient 4 to 3, the organisers were trying very hard to regain their original status. The rally was extremely arduous, running almost 24hrs non-stop on asphalt stages, then setting out for another 10hrs of gravel roads. They had managed to attract the best entry of any ECR event so far this year, with no fewer than five Lancias, Harald Demuth's Quattro and Antonio Zanini making his debut in a new Peugeot 205 Turbo 16.

Zanini was favourite to win his 'home' event, and he was well aware that everyone expected great things of him. With Vatanen having won his last five starts in World Championship events, the Spaniard could have no excuses. The event began with a short 4km stage on the outskirts of Lloret de Mar as the overcast skies broke into blue on Friday afternoon. Miki Biasion took an immediate 1sec advantage over the two West backed Tre Gazelle Lancias of team leader Attilio Bettega, and Mauro Pregliasco, who was back behind the wheel of a competitive car (having driven GpN and GpA Fords in the Italian championship in 1982 and 1983 and been out of rallying altogether last year), and delighted to sign a three year contract with West.

The next stage, the first real test of the rally, was also the longest and was to be repeated two more times. Psychologically, it was necessary to go well here. Attilio Bettega, second into the stage, and starting on cold slick tyres, took it gently round the first few corners. When he felt that the tyres had warmed (not

road and continue.

Before he was able to get back on the road spectators witnessed the much bigger accident of Antonio Zanini. Having got out of line on one of the left handers the 4WD Peugeot shot head-on into the left-hand bank, the car then performing one complete forward somersault before landing heavily on the other side of the road, destroying the car. Team boss Jacques Almeras was seen with a very long face later in the night, and certainly didn't want to talk about the damage.

The stage then climbed tortuously up to the town of San Hilario before descending on the wider, faster, but still

Spectacular sideways action from Ferjancz in his Renault 5 Turbo.



twisty main road. Harald Demuth picked up a puncture in the Audi Quattro dropping him 4mins and putting him in 16th spot.

Biasion set fastest time on the next stage before Dario Cerrato in the sister car was able to set one quickest time. Miki was already 30secs ahead of Cerrato with the ex-Opel Spain driver Salvador Servia (having his first taste in a Lancia) third in Rothmans colours, ahead of Pregliasco. Bernard Beguin was fifth in another Rothmans car, the Porsche 911SC RS last used by Jean-Luc Therier on the Antibes Rally. For some strange reason this particular car always suffers from severe oversteer, even now that the team has changed to Michelin tyres. Bernard was also experiencing stopping problems the brakes pulling inconsistently to both right and left.

There was a third Rothmans-backed car on the event, the Hungarian Attila Ferjancz in his ageing Renault 5 Turbo now in eighth place just ahead of Demuth who was quickly working his way back up through the field.

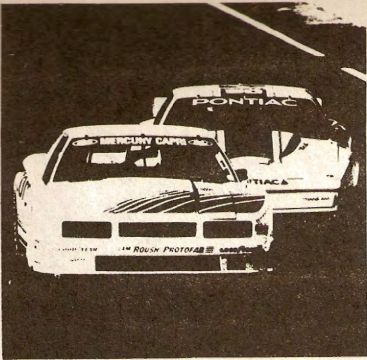
But one more stage would bring them back to a second run over the dreaded San Hilario stage. Harald Demuth survived just 1km past Zanini's wreckage before putting the Quattro down a 20 metre drop. Amazingly the car was undamaged but there was no way to get the Audi back to the road without the use of a crane. Once again there would be no points for Demuth.

Jose Frigola was also missing at the end of the stage, his Renault (Spain) R5 Turbo having come to a halt with coil failure. The stage also caused the rally leader Biasion one heart-stopping moment. Coming into a corner he went for the apex but found it blocked with spectators. Assuming that they would all step backwards Biasion held the inside line but, as the crowd scattered, one solitary child was left standing on a rock. He was snatched away at the last second, but the rock remained, puncturing two tyres. Luckily for Miki it was very close to the end of the stage, losing him only 30secs. A couple of minutes later Pregliasco punctured a wheel on exactly the same rock.

The rally headed west over new territory towards Barcelona (where a spectator stage was held on the Montjuich circuit), before returning for an all too short breakfast halt in Lloret, to set off once again into the hills around San Hilario. The pattern at the head of the field was now well set with Biasion in control of the Lancia quartet. The battle for fifth spot was hotting up, Beny Fernandez, the ex-Rothmans Porsche (Spain) driver now in the ex-Salvador Opel Manta 400 had closed rapidly on his replacement in David Richards's UK based Rothmans Porsche team, Bernard Beguin who never fully got to grips with the oversteering car and eventually had to settle for sixth, not even being able to catch the Opel on the gravel stages of the final night.

COSTA BRAVA RALLY (E) Feb 21/24 European Rally Championship, round 4 (Coef 3)

- 1, Massimo Biasion/ Tiziano Siviero (Lancia Rally), 5h59m35s;
- 2, Dario Cerrato/Giuseppe Cerri (Lancia Rally), 6h02m06s;
- 3, Salvador Servia/ Jorge Sabater (Lancia Rally), 6h04m53s;
- 4, Mauro Pregliasco/ Danille Cianci (Lancia Rally), 6h09m46s;
- 5, Beni Fernandez/ Juan Lopez (Opel Manta 400), 6h12m15s;
- 6, Bernard Beguin/ Jean-Jacques Lenne (Porsche 911SCRS), 6h13m31;
- 7, Jorge Bayo/ J. Martin (Ferrari 308GTB) 6h32m10s; 8, R. Martorell/ G. Bou (Talbot Samba R) 6h42m13s; 9, I. Snoeck/ Callewaert (Opel Manta 200) 7h01m33s; 10, J. Alsina/ J. Alsina (Talbot Samba R) 7h03m11s.



INTERNATIONAL RACES

KYALAMI F2

Take three

Round three of the South African Formula 2 championship proved an expensive meeting. During practice both Mike Nish and Peter Morrison totally destroyed their cars in a 180kph crash at Jukskei, and Ken Critchfield heavily bent his March too, resulting in an overnight re-build.

Trevor van Rooyen qualified on pole, 2 secs clear of Bernard Tilanus' Lant RR84. However, as the field set off on its warm-up lap, van Rooyen's Maurer coughed and spluttered, and he had to start from the back of the grid. John Moni made the best start, but by the end of the lap Tilanus was in front. Wayne Taylor failed to set a qualifying time due to electrical problems and both he and van Rooyen were soon working their way through the field, with Taylor passing Tilanus on lap 4. Van Rooyen then moved through to second, before moving through to win when Taylor's car started to cut out. Taylor pitted and lost two laps; finishing seventh. And Klaus Grogor threw away third place when he spun at half-distance, allowing John Moni through.

The Formula Ford 1600 race was a cracker, with much place changing at the front. Basil Mann led for the first two laps before being passed by the very talented Leon Williams. He, in turn was usurped by Richard Brunt, but by lap 4 Mann was in front again. Two laps later it was Williams again, and then Brunt for the last two laps, just holding off a late charge from Ian Hertz. COLIN WINDELL

KYALAMI (ZA)

Feb 16 South African F2 Championship, round 3 18 laps — 45.67 miles

- 1, Trevor van Rooyen (Maurer MM83), 24m10.56s, 113.34mph;
- 2, Bernard Tilanus (Lant RR84), 24m18.00s;
- 3, John Moni (March 842), 24m21.96s;
- 4, Klaus Grogor (March 832), 24m45.00s;
- 5, Ken Critchfield (March 832), 25m16.90s;
- 6, Ivano Moavero (Ralt RT4), 25m29.16s.

Fastest lap: Wayne Taylor (Maurer MM83), 1m19.02s, 115.58mph.

Championship position after 3 rounds: 1, van Rooyen 54pts; 2, Tilanus, 30; 3, Taylor, 18; 4, Critchfield, 10; 5, Moni, 8; 6= Allan Dunlop (March 76B), Moavero & Grogor, 6; 9, Mike Nish (Lant 84), 4; 10= Michael Bryan (March 77B) & Keith Horwood (Ralt RT4), 2.

FF1600 race 10 laps — 25.37 miles

- 1, Richard Brunt (Royale RP24), 16m54.3s, 90.04mph;
- 2, Ian Hertz (Royale RP21), 16m55.2s;
- 3, Leon Williams (Royale RP24), 16m55.9s;
- 4, Basil Mann (Royale RP21), 16m56.7s;
- 5, Mike Uddell (Royale RP31), 16m57.3s.

Fastest lap: Hertz, 1m38.8s, 92.44mph.
Championship positions after 3 rounds: 1, Mann, 18pts; 2, Uddell, 12; 3, Brunt, 11; 4, Graham Blankfield (Royale RP21), 5; 5, Hertz, 7½; 6, Williams, 4.

RICHMOND NASCAR

GM's return

The General Motors corps gained revenge for their defeat at the hands of the Ford Thunderbirds by taking nine of the top 10 places in the Miller 400 on the short-oval at Richmond, Virginia.

Darrell Waltrip led the early part of the race from pole, with Dale Earnhardt in pursuit. However, Earnhardt's progress was hampered by a collision with '84 NASCAR champion Terry Labonte in the pits, resulting in minor damage to both, costing Labonte a lap. Waltrip's team mate, Neil Bonnett, led the middle part of the race, but cut a tyre, and retired after hitting the guard rail with such force that he broke it! Tim Richmond then took over at the front, but after the final restart, 14 laps from the end, Earnhardt elbowed his way past to win from Bodine and Waltrip. Richmond pitted for a tyre change and dropped to ninth.

Daytona winner, Bill Elliott qualified 13th and ran as high as fourth before blowing a tyre and crashing towards the end. While Richard Petty crashed at quarter distance when spinning on oil from Ricky Rudd's exploded engine. And '83 champion, Bobby Allison had fuel feed problems and slipped to 16th.

RICHMOND (USA)

Feb 24 Miller 400 NASCAR Winston Cup Grand National Championship, round 2 400 laps — 400 miles

- 1, Dale Earnhardt (Chevrolet Monte Carlo), 400 laps, 3h11m26s, 67.945mph;
- 2, Geoff Bodine (Chevrolet Monte Carlo), 0.3secs down;
- 3, Darrell Waltrip (Chevrolet Monte Carlo), 0.8secs down;
- 4, Ron Bouchard (Buick Regal), 400 laps;
- 5, Harry Gant (Chevrolet Monte Carlo), 399 laps;
- 6, Terry Labonte (Chevrolet Monte Carlo), 399 laps;
- 7, Kyle Petty (Ford Thunderbird), 399 laps;
- 8, Dave Marcis Oldsmobile Cutlass, 399 laps;
- 9, Tim Richmond (Pontiac Grand Prix), 399 laps;
- 10, Lake Speed (Pontiac Grand Prix), 398 laps.

SANDOWN PARK

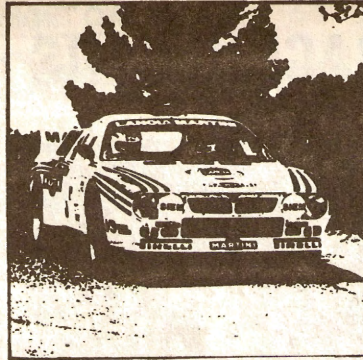
Mr Brock is back . . .

Peter Brock made a triumphant debut in 1985 Australian saloon car racing at the weekend, recording an all-the-way win in the second round of the Australian Touring Car Championship at Sandown Park. Brock drove his new Holden Commodore 5-litre V8 to a narrow victory over first round winner Jim Richards in the works BMW 635CSi, while Dick Johnston was a distant third in his Ford Mustang. Fourth was Alan Jones, maintaining his good record in the works-backed ex-Luigi Racing Alfa Romeo GTV6, finishing the 25-lap race just clear of Neville Crichton.

SANDOWN PARK (AUS)

Feb 24 Australian Touring Car Championship, round 2 25 laps — 48.25 miles

- 1, Peter Brock (Holden Commodore), 48m35.3, 59.58mph;
 - 2, Jim Richards (BMW 635CSi), 48m37.0s;
 - 3, Dick Johnston (Ford Mustang), 48m51.7s;
 - 4, Alan Jones (Alfa Romeo GTV6), 49m25.2s;
 - 5, Neville Crichton (BMW 635CSi), 49m25.5s;
 - 6, Robbie Francevic (Volvo 240T), 49m30.3s.
- Fastest lap:** Brock 1m54.9s, 60.47mph.
Championship points: Richards, 48pts; 2, Jones, 40; 3, Crichton, 38; 4, Bartlett, 36; 5, Smith, 28; 6, Samson, 27; 7, Brock, 25.



INTERNATIONAL RALLIES

HANKIRALLI

Covered by a Hanki

"The most satisfying victory of my career," was the way Antero Laine summed up his triumph in the 30th Hankiralli. Laine conquered the event by winning a famous battle against Lasse Lampi.

At the first rest halt after 11 stages it seemed that Lampi might have the measure of his rival. Although Laine actually held a narrow lead of 5 secs, he was anxious about not being able to shake off the determined Lampi. As the night set in, the leaders stayed absolutely glued together until Laine managed to set a stunning time on the lengthy 21st Lampi — challenge ended in a drift . . .



Antero Laine performed excellently in resisting Lampi's challenge and going on to win.



stage, beating Lampi by 17 secs. Knowing he had to respond immediately Lampi pressed on, but on the very next stage he ploughed into a snowbank, which had already been visited by Laine a matter of seconds earlier. Lampi was not so lucky and had to be dug out, losing some 7 mins. Lampi's indiscretion spelled the end for the battle, which, until then, could still have swung either way. Now, it was plain sailing for Laine. Lampi managed to keep his second place, such was the superiority of the two Quattro pilots.

A quite brilliant drive netted Matt Jonsson third overall, the Swede this time at the wheel of an Opel Ascona i2000 and cleaning up in Group A. His main opposition should have come from the favoured Audi 80 Quattros, but these 4WD-machines hit trouble and dropped out of the reckoning. The first to suffer was Sebastian Lindholm, who was troubled by a mysterious misfire, which served to drop the youngster way back down the running order. This proved particularly hazardous during the night as the snowdust kicked up by the slower cars made visibility very bad. However, Lindholm kept his natural flair in check to climb back to a hard-earned fourth overall, albeit out of touch with Jonsson. Two other Audis fighting out the Group A honours were those of Harri Toivonen and Timo Heinonen. Harri's rally, however, turned sour with alternator trouble, while Heinonen went off after holding third overall at the halfway mark. All this left the way clear for Jouni Kinnunen, now more familiar with 4WD, to inherit fifth place after a typically steady drive.

ESA ILLOINEN

HANKIRALLI (SF)

Feb 23/24 European Rally Championship (Co-efficient 2) Finnish Rally Championship, round 3

- 1, Antero Laine/Pekka Huolman (Audi Quattro), 4m18.26s;
- 2, Lasse Lampi/Pentti Kuukkala (Audi Quattro), 4m26.37s;
- 3, Mats Jonsson/Aake Gustavsson (Opel Ascona i2000), 4m29.54s;
- 4, Sebastian Lindholm/Anton Tallberg (Audi 80 Quattro), 4m40.29s;
- 5, Jouni Kinnunen/Juhani Nieminen (Audi 80 Quattro), 4m41.13s;
- 6, Hannu Degert/Hannu Raetoe (Ford Escort RS), 4m42.57s;
- 7, Risto Buri/Jorma Hakanen (Opel Ascona i2000), 4m43.45s;
- 8, Ahti Kinnunen/Timo Saukkonen (Opel Ascona i2000), 4m51.18s;
- 9, Kari Maekilae/Tapio Eirtovaara (Talbot Sunbeam), 4m51.50s;
- 10, Jari Latvala/Asko Sairanen (Opel Ascona i2000), 4m52.32s.

SACHS WINTER RALLY

Clearly Kalle

Kalle Grundel/Peter Diekmann scored a clear win on the Sachs Winter Rally last weekend in their Peugeot 205 Turbo 16. It was only on the first few special stages that Grundel was offered any opposition, when Marc Duez was going well in an Audi Quattro. Duez, in fact, took the first two stages, but Grundel then took over as he became accustomed to his new Peugeot. As Duez chased Grundel he over-revved his engine and retired. And on the same stage German star, Manfred Hero, crashed his Opel Manta 400 into retirement. So, at the end of the first day, only 27 of the 52 starters were still running.

With Duez and Hero out it was very easy for Grundel, winning all the stages on the second day, with Sepp Haider following home a distant second. The ladies prize seemed likely to go to Waltraud Wuensch/Stefanie Kleber (Citroen Visa Mille Pistes) who were holding down sixth place, but clutch problems struck, leaving the cup to Rena Blome/Petra Schuster (Peugeot 205 GTI) who were eighth overall.

ROLF NIEBORG

SACHS WINTER RALLY (D)

Feb 22/24

European Rally Championship (Coefficient 2)

- 1, Kalle Grundel/Peter Diekmann (Peugeot 205 Turbo 16), 2h47m19s;
- 2, Sepp Haider/Hesse (Citroen Visa Mille Pistes), 3h02m08s;
- 3, Petersen/Bockelmann (Opel Manta 400), 3h04m37s;
- 4, Nies/Siems (Audi Quattro), 3h05m32s;
- 5, Brauer/Haase (VW Golf GTI), 3h07m05s;
- 6, Brusch/Schaller (Ford Sierra XR4i), 3h09m49s.



NATIONAL RALLIES

LARCH FINANCE

Wet win for Waterman

When the surface was still wet Dave Kedward and Paul Brinsford showed everyone the way in their 1600cc Escort, but when the sun rose the more powerful machinery took command. And at the conclusion Pat Waterman and Maggie Fenner were just that bit nipper than Martin Pearce and Sarah Palmer winning by 8 secs.

LARCH FINANCE STAGES

(GB)

Feb 24

- 1, Pat Waterman/Maggie Fenner (Ford Escort RS1800), 3064s;
- 2, Martin Pearce/Sarah Palmer (Ford Escort RS1800), 3072s;
- 3, Dave Kedward/Paul Brinsford (Ford Escort 1600), 3106s;
- 4, Nick Beddowes/Bob Dipple (Ford Escort RS2000), 3120s;
- 5, Ralph Blome/Zappo Hughes (Vauxhall Astra), 3152s;
- 6, Steve & Judy King (Ford Escort 2000), 3156s.

NIGHT OWL RALLY

Damp Camp

Fog and icy patches, made life difficult for the 55 crews who tackled the 180 mile route. With two of the fancied crews failing to get all the way round, Fred Camp and Stuart Wood scored an easy win from Shaun Hubbard/David Morgan after early leaders Martin Clark/Bob Rutherford missed a passage check.

NIGHT OWL RALLY (GB)

Feb 23/4

- 1, Fred Camp/Stuart Wood (Ford Escort RS2000), 35m 45s;
- 2, Shaun Hubbard/David Morgan (Ford Escort 1600), 41m 32s;
- 3, Ian McDonald/Miles Bailey (Ford Escort RS2000), 42m 28s;
- 4, Paul Perkin/Malcolm Tuppen (Talbot Avenger), 44m 34s;
- 5, Derek Arnold/Terry Stapleton (Vauxhall Astra), 47m 10s;
- 6, Bruce Roper/Peter Newcombe (Ford Escort RS2000), 49m 11s.

TARMAC STAGES

Chris's local Knowledge

Sheffield & Hallamshire MC had 72 crews rushing round Lindholme airfield near Doncaster last Sunday when they ran eight stages in dry but chilly weather. And at the finish the Escort of Chris Asquith proved the best combination despite the attendance of Robert Gant's Porsche 911. Asquith's knowledge of the airfield proved the decisive factor and after 45 miles of competition he was 1½mins ahead. A stern struggle for third finally went to Steve Creasey's Opel Kadett by 2secs over Geoff Boud's Ascona.

TARMAC STAGES (GB)

Feb 17

- 1, Chris Asquith/Roger Mabett (Ford Escort RS), 46m58s;
- 2, Robert Gant/Geoff Rynnard (Porsche 911), 48m27s;
- 3, Steve Cressey/Mick Balls (Opel Kadett), 49m48s;
- 4, Geoff Boud/Tony Watson (Opel Ascona), 49m50s;
- 5, Jonathan Gratton/Neal Rowley (Ford Escort RS), 50m32s;
- 6, Les Clark/Alma Clark (Talbot Sunbeam 1600), 50m39s.

MICK GRANT STAGES

Flyer Flux

Isle of Wight resident, Maurice Flux, nipped over to the mainland to take his Porsche 911 round six stages in Goodwood Park last Saturday 24 secs quicker than anyone else on the Mick Grant Memorial Stages, run-by Cosmopolitan CC for 57 entries. The only real excitement was for third, where Peter Sansom just kept his nose ahead of the impressive De Tomaso Pantera of John McKerrell.

MICK GRANT STAGES (GB)

Feb 16

- 1, Maurice Flux/Ian Thomas (Porsche 911), 23m17s;
- 2, Pat Waterman/Ian Ward (Ford Escort RS), 23m41s;
- 3, Peter Sansom/Peter Clarke (Ford Escort), 23m55s;
- 4, John McKerrell/Trevor Ward (De Tomaso Pantera), 23m57s;
- 5, R Ireland/T Selman (Vauxhall Chevette), 24m10s;
- 6, Mike Nixon/Carol Corp (Ford Escort RS 2000), 24m25s.

PEMBREY STAGES

Just Lloyd

Port Talbot MC had 64 crews out at Pembrey airfield last Sunday for the Enterprise Printing Services Stages, and Peter Lloyd/Lisa Williams were winners by the smallest possible margin in a Ford

Escort. Going into the last stage he was 4secs down on Winston Davies in a Talbot Sunbeam, but he won by 1 sec.

PEMBREY STAGES (GB)

Feb 17

- 1, Peter Lloyd/Lisa Williams (Ford Escort), 51m12s;
- 2, Winston Davies/Bob Holloway (Talbot Sunbeam), 51m13s;
- 3, Andrew Thomas/Mike Bowen (Ford Escort), 51m28s;
- 4, Rob Griffiths/Peter Tonks (Ford Escort), 52m40s;
- 5, S Trussler/L Rees (Ford Escort), 53m15s;
- 6, Chris Bell/Huw Jenkins (Nissan 240RS), 53m52s.

DESPITE RALLY

Despite the errors . . .

After a bad start with a number of errors in the first half Clive Spencer and Mike Southern eventually won the White Horse MC Roman Camp Garage Despite Rally with ease last Saturday. They finished a 138 mile route round Avon and Wiltshire with more than 2 mins to spare over Nick Cutts/Duncan McNiven, with early leaders Terry Smith and Mike Stayte third a long way behind after second half problems in navigation.

DESPITE RALLY (GB)

Feb 16/17

- 1, Clive Spencer/Mike Strathern (Ford Escort RS 2000), 8m32s;
- 2, Nick Cutts/Duncan McNiven (Ford Escort RS 2000), 10m59s;
- 3, Terry Smith/Mike Stayte (Ford Escort RS 2000), 17m53s;
- 4, John Crieg/Dave Balls (Opel Manta), 18m34s;
- 5, Rob Elliott/Paul Lewis (Ford Escort RS 2000), 20m55s;
- 6, Kevin Lampitt/Chris Ayers (Ford Escort 1600), 24m06s.

TYNESIDE STAGES

More Mawson

Richard Mawson and Peter Pringle had a fair old scrap on the Otterburn ranges last Sunday before Mawson emerged victor of the Tynemouth Computer Services Tyneside Stages by just 8secs. In the Escort v Avenger battle there was little between them until the last two stages where Mawson edged ahead and these two pulled well clear of the opposition in a field of 50 crews.

TYNESIDE STAGES (GB)

Feb 17

- 1, Richard Mawson/George Tindall (Ford Escort RS2000), 65m50s;
- 2, Peter Pringle/Keith Bell (Talbot Avenger) 65m58s;
- 3, Les Graham/Tom Herron (Ford Escort), 66m55s;
- 4, Stewart Morton/Andy Turnbull (Rover 3500), 68m05s;
- 5, Steve Hildson/Karen Young (Ford Escort RS2000), 68m21s;
- 6, Dave Ross/Bailey Place (Ford Escort RS1800), 68m45s.

STANMORE STAGES

Blore loses

Ralph Blore had put his Vauxhall Astra into a healthy 37secs lead with only six stages remaining on the Stanmore Stages last Sunday when the gearbox started to play up. He dropped away to end up sixth. Forty crews turned up for the Telford event and after the 16 stages David Evans and David McKechnie home easy winners, but Mark Jones/David Brook had to hurry for second, which they grabbed by 4secs.

STANMORE STAGES (GB)

Feb 17

- 1, David Evans/David McKechnie (Ford Escort 1600), 1807s;
- 2, Mark Jones/David Brook (Ford Escort), 1876s;
- 3, William Clarke/M Roberts (Ford Escort), 1880s;
- 4, Brian Genever/Paul Finn (Mini), 1927s;
- 5, Nigel Hughes/Paul Cook (Avenger), 1935s;
- 6, Ralph Blore/Edwin Hughes (Vauxhall Astra), 1939s.



It was victory first time out in his Peugeot 205 Turbo 16 for Kalle Grundel, after an early challenge from Marc Duez (below) who retired with an over-revved engine.





OFF-TRACK SPORT

BOYDS RALLYCROSS

Colin's crown

Londoner, Colin Richards dominated the final round of the Belfast Car Ferries Rallycross Championship, his black Porsche winning the Division 1A Final and the Superfinal, in the process setting BTD. Going into this final round he had a six point advantage over the reigning champion Ronnie White, but White's challenge and hopes of retaining his title were short lived, when he was forced to retire in the qualifying heats.

Runner up to Richards in both the Division 1A Final and the Superfinal was Con Carey (Escort), but try as he might the quiet spoken man from the Glens of Antrim could not match the Porsche. In the Division 2 A and B Finals there were only three runners. Jackie Harris (Metro) took the A honours from Henry Stewart (Mini), while in the B Final, Denis Bickerstaff (Mini) won from the Mini of Jimmy Peak. Eammon Matheson in his Mazda-powered Escort took the Division 1B Final from the BDG-engined Escort of Welshman Geoff Thomas.

IAN LYNAS

BOYDS AUTODROME (GB)

Feb 16

Division 1A final: 1, Colin Richards (Porsche 911), 3m 25.8s; 2, Con Carey (Ford Escort), 3m33.5s; 3, George Warren (Ford Escort), 3m35.2s; 4, David Frazer (Ford Escort), 3m37.1s.

Division 2A final: 1, Jackie Harris (BL Metro), 3m31s; 2, Henry Stewart (BL Mini), 3m34.9s; 3, John Strain (BL Mini), DNF.

Division 1B final: 1, Eammon Matheson (Mazda-Ford), 3m33.8s; 2, Geoff Thomas (Ford Escort), 3m37s; 3, Seamus Murphy (Ford Escort), 3m39.1s; 4, Alistair Galloway (Ford Escort), 3m40.7s.

Division 2B final: 1, Denis Bickerstaff (BL Mini), 3m34.5s; 2, Jimmy Peak (BL Mini), 3m37.1s. Michael Shield (BL Metro), DNF.

Superfinal: 1, Richards, 4m07.9s; 2, Carey, 4m14.0s; 3, Harris, 4m17.7s; 4, Stewart, 4m22.6s.

Final positions: 1, Richards, 54pts; 2, Harris, 31; 3, Ronnie White (Ford Fiesta), 30; 4, Carey, 22.

ROY WILSHIRE TRIAL

Roger's Roy

From an entry of 46 on 36 hills, Roger Bricknell held an early lead from John Fack. In spite of the beautiful weather, the hill had thawed and became very slippery. As it progressed, it was David Bache who claimed second spot, demoting John Fack to third in a tie break, while Alan Rawson took fourth place in front of Brian Thornton and Graham Hoyle. Jeff Rawson made sixth position in front of a late-charging Robin Alexander whose last round score of 17 was the lowest round score of the day. It seems

that Robin Bricknell is now back in the groove, or maybe we will see David Bache winning shortly as he has improved a great deal of late.

DON WILLIAMSON

ROY WILSHIRE TRIAL (GB)

Feb 24

1, Roger Bricknell/Richard Uren (Facksimile), 126; 2, David & Val Bache (Facksimile), 139; 3, John Fack/Meg Marrion (X-Factor), 139; 4, Alan Rawson/Gary Pogson (Facksimile), 143; 5, Brian Thornton/Barbara Anson (Hybrid), 145; 6, Geoff Rawson/Jayne Stapleton (Facksimile), 146.

LYDDEN RALLYCROSS

Dimi — just!

For once it looked as though Dimi Mavropoulos had met his match at Lydden on Sunday, but after a titanic struggle with Terry Panrucker's Escort during the A Final the Cypriot's mighty Audi Quattro emerged triumphant.

The fifth round of the Lydden Winter Championship was held under sunny skies, and the dry track produced an almost forgotten problem — dust! Several new cars appeared, including a smart, rear-wheel-drive Fiesta for Dean Bradley which used the transmission and engine from his Escort, and a neat little Metro for the former Mini driver Alan Bishop. Sadly, John Welch's X-trac Escort was still not ready after its conflagration at Brands.

As the first qualifying runs progressed Bob Brookes' 1.6 Fiesta was very impressive with a time of 3m 22.6 secs, but then Panrucker wound up his 2.2 Escort to beat that time. And then Mark Lloyd stormed round to record a staggering time of 3m 05.3 secs to snatch BTD. Somewhat surprisingly, Mavropoulos was significantly slower, even before his 5 per cent four-wheel-drive penalty was added. Lloyd, however, was lucky to finish in the second session as his steering arm bolts sheared immediately prior to the last corner, and he staggered across the line.

Gary Baker's 2.6 Chevette had been very spectacular during qualifying and in the C Final he led from the start to finish. Colin Slaughter hit a deep puddle on the inside of Pits Bend and spun his Skoda out of second place, leaving Tom Taylor's Mini to finish second ahead of Eddie Waddoup's similar car.

Ray Houghton's Mini made a superb start to the B Final, with Barry Crump's Fiesta close behind. Baker's Chevette charged through from the back row to take third place at the first corner, but the Vauxhall's battery was flat, and when Baker spun at Pits and stalled his engine

Both Barry Willmott and Gary Baker were in fine form, the former taking fourth overall.



he was unable to restart. Surprisingly, Willy Vevers Volkswagen Beetle stayed ahead of an on-form Colin Page to finish third.

The A Final was tremendously exciting. Mavropoulos burst through from the third row to put the Audi's nose ahead of Panrucker's Escort as they hit Chesson's Drift for the first time, but Lloyd made a determined effort right around the outside and passed them both. Unfortunately the Maidstone driver found himself on the loose and his car slid round slightly, clouting the Audi's door as it cut back onto the correct line — dropping to fifth. Bullivant held third place from Willmott until he lost the Fiesta and crabbled up the side of Mabbs Bank.

For the next few laps the Audi hounded the Escort until the Cypriot dived through on the way into the Hairpin. Terry fought back, but the Escort suddenly slewed onto the grass and dropped back. Meanwhile Lloyd stormed past the opposition, snatching second spot from Panrucker at Chesson's on the last lap. Willmott finished an encouraging fourth, and Moakes was fifth after another fine drive.

So, with one round of the series left, Mavropoulos still leads overall with an eight-point advantage over Lloyd.

KERRY DUNLOP

LYDDEN HILL (GB)

Feb 24

Astra and Tunbridge Wells MC

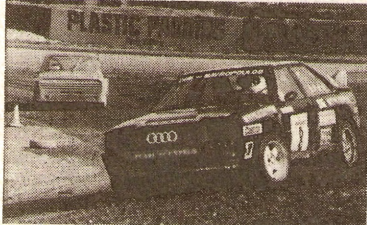
C Final (5½ laps): 1, Gary Baker (2.6 Vauxhall Chevette), 5m 13.2s; 2, Tom Taylor (1.3 BL Mini); 3, Eddie Waddoups (1.3 BL Mini); 4, Chris Smith (1.6 Ford Escort); 5, Adam Woosnam (1.0 Hillman Imp); 6, Colin Slaughter (1.6 Skoda Estelle).

B Final (5½ laps): 1, Ray Houghton (1.5 BL Mini), 5m 08.2; 2, Barry Crump (1.6 Ford Fiesta); 3, Willy Vevers (2.2 Volkswagen Beetle); 4, Colin Page (2.1 Ford Escort); 5, Dave Davies (2.3 Ford Escort); 6, Dave Ling (1.6 Ford Fiesta).

A Final (5½ laps): 1, Dimi Mavropoulos (2.2t Audi Quattro), 4m 59.9s; 2, Mark Lloyd (2.1 Ford Escort); 3, Terry Panrucker (2.2 Ford Escort); 4, Barry Willmott (1.6 Ford Fiesta); 5, Ivan Moakes (2.1 Ford Escort); 6, Houghton.

Class winners: Mavropoulos; Lloyd; Willmott; Houghton.

Mavropoulos struggles to hold off Panrucker.



CHARLES POLLARD TRIAL

Alan's day

Round 10 of the BTRDA/RAC Five-ways Tyres Championship at Careby, near Peterborough resulted in a win for Alan Rawson after a day-long battle with Tom Stevenson. It was Alan Rawson in the lead after the first round from Tom Stevenson, while Roger Bricknell and Simon Durling were next. By lunchtime it was Stevenson on 17 from Rawson, Flury and David Bache. The last round saw Rawson drop seven, but Stevenson lost 15, while five by Simon Durling was enough to gain him four places.

So, Rawson beat Stevenson by two points with Norman Flury third. Charles Pollard finished 15th on his own trial and even had a tree move in and attack his car on the hill.

DON WILLIAMSON

CHARLES POLLARD TRIAL

Feb 17

BTRDA/RAC Fiveways Tyres Championship, round 10

1, Alan Rawson/Gary Pogson (Facksimile), 28; 2, Tom & Elizabeth Stevenson (Kincraft), 30; 3, Norman Flury/Lee Jarvis (IBEX), 32; 4, Simon Durling/Margaret Stapleton (SRB), 35; 5, David & Val Bache (Facksimile), 35; 6, Roy & Becky Lane (Dingo), 39.

DUNDONALD AUTOTEST

Icy Andy

The third round of the Northern Ireland Beginners Autotest Championship was held in bitterly cold conditions, over nine tests in the giant car park at Dundonald on the outskirts of Belfast. The organisers on this occasion, the MGCC had an entry of 52, headed by vice president, Dr. Jack Armstrong. Best of the beginners was Andy Johnson in a Mini Special, with Paul Blair (Mini) next up, closely followed by Trevor McIlroy in third place. Noel Cochrane in his Ford-powered Midget headed the experts.

IAN LYNAS

DUNDONALD (GB)

Feb 16

Beginners: 1, Andy Johnson (Mini Special), 379.2s; 2, Paul Blair (Mini), 401.9s; 3, Trevor McIlroy (Mini), 405.3s; 4, Tommy Keys (Mini), 428.9s; 5, Ian Moore (Midget), 436.4s; 6, Michael Cox (Mini Special), 445.6s.

Experts: 1, Noel Cochrane (Midget), 334s; 2, Colin Earney (Mini), 341.8s; 3, Ralph Ewing (Midget), 344.5s; 4, Harold Hassard (Metro), 368.4s; 5, John Elliott (Honda Civic Special), 372.4s; 6, Stephen Coleman (Mini), 377.6s.

WEYMOUTH AUTOTEST

Gordon . . .

Woolbridge MC's February autotest, was held in cold, but dry, sunny weather for a large and varied entry over eight tests set by Clerk of the Course Mervyn Brake. ASWMC champion Bob Bennett (Mini) always looked certain for BTD despite engine problems later in the day. Class 1 was taken by the smart Mini of Julian Yelling, while class 2 was won by John Kirby sharing Bennett's hard worked mount. Tony Gale, in his first competitive event, won the sports car class.

SIMON McBEATH

WEYMOUTH (GB)

Feb 17

BTD: Bob Bennett, (Mini).

Class winners: Julian Yelling (Mini); John Kirby (Mini); Andy Webb (Imp); Berney Paul-Edwards (Kadett); 5, Tony Gale (Mini Marcos); **Best Novice,** Richard Fletcher (Escort RS2000).

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