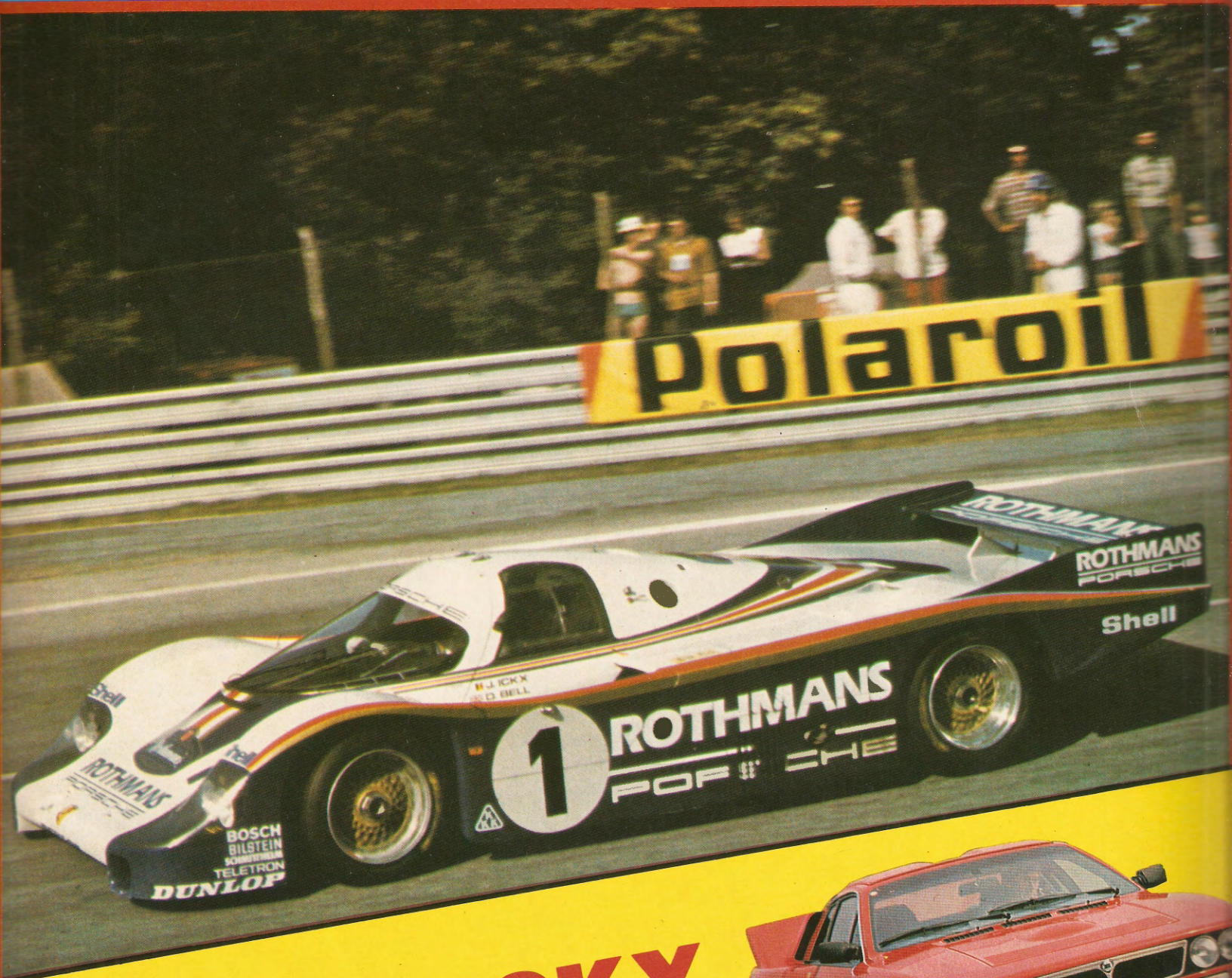


Autosport

A Haymarket publication

June 24, 1982 60p

Centrespread Series
VALVOLINE
MOTOR OIL



SIX FOR ICKX

ON TEST: LANCIA RALLY
HOCKENHEIM F2-CADWELL PARK F3

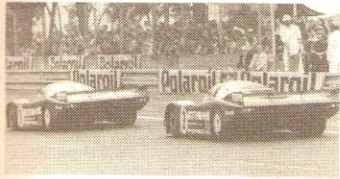


FRONT COVER

It really was a matter of the numbers game at Le Mans this year: The ACO were celebrating their 50th race and the Porsche team were looking for their seventh win, which they found. In doing so Derek Bell scored his third win and Jacky Ickx his sixth, and to wrap it all up in true Germanic order the team cars crossed the line displaying their entry numbers: 1-2-3. Photo: Jeff Bloxham.

NEXT WEEK

Derek Bell recounts his third Le Mans victory exclusively in AUTOSPORT — Quentin Spurring glances back at some of the antics at the Sarthe — full reports from the World Championship Motogard Rally in New Zealand and the F3 race at Silverstone — Dutch GP preview — Donington F2 preview — Interview with the World Rally Champion, Ari Vatanen*.



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

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Published every Thursday by: Haymarket Publishing (1980) Ltd. Editorial, Advertisement, Circulation and Subscriptions: 38-42 Hampton Road, Teddington, Middlesex (telephone: 01-977 8787; telex 8952440). Back Numbers: 12-14 Ansdell Street, London W8 5TR (telephone: 01-937 7288).

Annual Subscriptions: Home: £42. Overseas surface: £42. Europe: £45. USA/Canada airmail: US\$160. South Africa airmail: £73. USA airmail: US\$115. South America/Mexico/Canada airmail: US\$140. Middle East airmail: £60. Australia/Zone 'C' airmail: £80.

US Mailing Agent: Expeditors of the Printed Word Ltd; 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 280.

Printed in England by: Alabaster Passmore & Sons Ltd., Tovil Printing Works, Maidstone ME15 6XA. Colour sections printed by: B. R. Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quicksset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

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Autosport

PIT & PADDOCK 4

International motor racing news — behind the scenes at Le Mans — why the Andrettis failed to start the 24 Hours — scene and heard at the Hockenheim F2 meeting — Midsummer and the silly season begins — Zandvoort testing — problems for the circuit Gilles Villeneuve — This weekend's events.

COMMENT 12

The Editor expresses his views on one of the major news items of the week. Cast your mind back to Le Mans 25 years ago with *Then As Now?* and also to Silverstone 10 years ago. What did *Catchpole* find so funny this week?

LE MANS 12



AUTOSPORT took its annual pilgrimage to the Sarthe last weekend for this year's *Vingt Quatre Heures du Mans*. Our full team of Quentin Spurring, Mark Hughes, Ralph Morton and Jeff Bloxham witnessed the Rothmans Porsche domination of the classic event. They have all the facts, they have all the figures, they have all the photographs and a lot more as well...

SPECIAL STAGE 28

All the rallying news, both national and international — Tony Pond's Lancia Rally? — Eklund joins Rothmans team — Scottish reflections — Ypres prospects — Close clinches Group A — Buckley wins in court

MOTOGARD PREVIEW 31

The World Rally Championship has taken the long trip south to New Zealand where, this week, the Motogard Rally forms the next stage in the battle that is emerging, not only between the giant Opel and Audi companies for supremacy, but also between Michele Mouton and Walter Rohrl, for overall honours at the top of the Drivers Championship. But the man tipped to win the title at the beginning of the year, Hannu Mikkola is on a winning streak and could well return to the winners circle in the southern hemisphere. Keith Oswin sets the scene.

DONEGAL RALLY 33



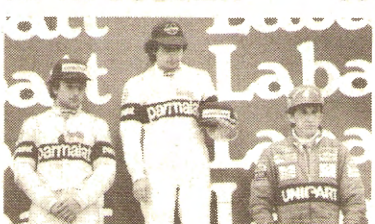
The Irish Tarmac Championship went to the western edge of the Emerald Isle for its most recent round where John Lyons had the lion's share of the driving to score a convincing win in his Escort. Brian Paterson was the man who witnessed this firm display of tarmac rallying as Lyons led from start to finish.

HOCKENHEIM F2 34



The F2 circus hopped over the Belgian/German border last weekend to continue the European Championship trail. A rather empty stadium saw Corrado Fabi come through to take his third win of the year, for the ever strengthening March/BMW/Michelin combination. Stefan Bellof was the local hero who looked as if he was about to come good but, as Ian Phillips reports, it was not to be a home win for Willy Maurer's concern.

FIFTH COLUMN 38



Canada 1982 will not be remembered as one of the high points of the current Grand Prix year for a number of reasons, but there are lessons to be learned and observations to be made as Nigel Roebuck reflects on the rather cold, grey atmosphere that he left behind at the Circuit Gilles Villeneuve.

ROAD TEST 42

In the second of his series of road and track tests, Tiff Needell has been over to Italy to try out some of Lancia's latest goodies, in particular the road going version of a few homologation special that the Turin company hope will win them the World Rally Championship.

HANNU COLUMN 46

It is several weeks since Hannu Mikkola last recorded his experiences for us on paper. We were able to tie him down for a few minutes after the recent Scottish Rally to give us a smattering of Scandinavian thoughts on the recent rally scene.

CADWELL F3 49

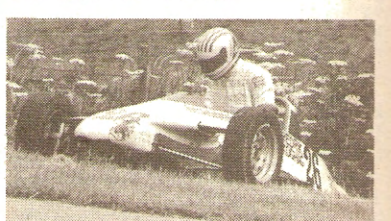


The Marlboro runners all turned up at the Lincolnshire track for the most recent round of their closely fought series. This time it was the turn of Brazilian Roberto Moreno to come out on top, as he did so many times last year. His flag to flag victory has been studied by Jeremy Shaw, who is never far away when there is an F3 race going on.

SPORTS EXTRA 51

All the national racing news — Snetterton enduro; Chevrons to the fore — Cane overcomes shunts to win at Cadwell — first Willhire historic day — Grand Prix cars at Donington — homing in on birthday boy! — Marcus Pyle gets behind the news.

SPORTSCARD 54



Our round up of all the major motor sporting events world wide — Cale Yarborough wins at Michigan — Victor Rosso's FF2000 Hockenheim — Alan Jones at Lakeside — National race meetings from Cadwell Park, Mallory Park, Snetterton, Aintree and Lydden Hill — plus rallying and off track reports.

Lucky escape for Didier

FISA's difficulties

Didier Pironi was extremely fortunate to escape virtually unhurt from an enormous testing accident at Paul Ricard last week. His brand new Ferrari 126C2 was completely destroyed.

The shunt occurred at 7pm last Wednesday. Pironi, running on the long circuit, was approaching the chicane after the pits at approximately 185mph. As he put the brakes on, the Ferrari turned sharp left into the armo barrier, which had a tyre wall in front of it. The car flew high into the air, and somersaulted before landing on its wheels in the middle of the chicane.

Pironi climbed out of the wreckage, his injuries confined to enormous bruises (from the steering rack) to both shins. He had, he said, no idea what had gone wrong; the car simply flew off the road. Ferrari, who were also due to test on



Pironi — 185mph accident

Thursday and Friday, packed up and left for home.

The accident apart, Ferrari's test was very successful. Pironi, who was driving the long-wheelbase 'C2, with new 'longitudinal' gearbox, lapped in 1m 37.40s shortly before his shunt. And Patrick Tambay, in a transverse-gearbox car, got down to 1m 37.50s. Both drivers were on 'A' compound Goodyears.

Lotus and Talbot-Ligier were also at Ricard last Wednesday, but Elio de Angelis (1m 41.50s) and Eddie Cheever (1m 47.0s) were nowhere near the Ferraris' pace.

Our Ricard spy was amused to note that the Ligier JS19, about which there was such a hue and cry at Monaco when officials ordered that its skirts be shortened, was actually quicker with the 'revised' skirts than with the full ones.

The series of extraordinary meetings called by FISA President Jean-Marie Balestre began in Paris on Monday with a meeting of the F1 Commission. This we understand to have been a total waste of time.

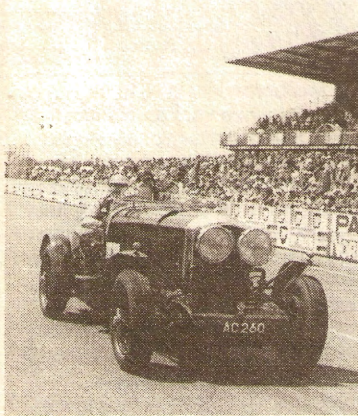
The meeting apparently began late, and degenerated into a screaming match between Balestre and his increasingly virulent opponent in FISA, Michel Boeri, of the Automobile Club de Monaco.

As we went to press, the FISA Executive Committee was due to meet (on Tuesday), the problem here being that it was intended to discuss the recommendations of the F1 Commission's meeting on Monday...

One interesting fact has come to light, however. It seems clear that the FIA Bureau (which recently gave Balestre a 4-1 vote of confidence) has definitely rejected Balestre's plan to introduce a new World Championship in 1983, should agreement prove impossible between the FOCA and non-FOCA teams. It appears that the FIA Bureau's decision on this stems from something in the dim and distant past called the Concorde Agreement...

Le Mans 50th birthday

To celebrate the 50th Le Mans, the ACO paraded some of their previous competitors on the Saturday morning. Right: one of the Gulfteam's GT40s that scored that memorable victory in 1969. Below right: An Aston Martin DB3S flanked by its sister, the 1959 winning DBR1. Below: Victor Gauntlett takes a Bentley Speed Six of the Thirties era for a blast past the pits.



Montreal problems

The Ile Notre Dame circuit, recently renamed for Gilles Villeneuve, has problems, and may not be used for the Canadian Grand Prix again.

Despite the fact that, until this year, the race always attracted extremely good crowds, the track has not been financially successful. Indeed, it is said that a minimum of \$2m has been lost during the five years in which it has been operational. Now, with Villeneuve gone, there are fears that interest in Formula 1 will wane considerably in Quebec.

Thus, there is speculation that future Canadian Grand Prix may be run at Toronto, at the yet-to-be-built Lakeshore Raceway. Plans for this circuit were conceived as long ago as 1968, and now there is a lot of talk about a revival of the idea. People from Mosport, such as Harvey Hudes, are involved in the plans, as also are Labatt's, the brewery which backed the Ile Notre Dame track, and also sponsored Villeneuve virtually throughout his career.

Lotus quick at Zandvoort

The Lotus, McLaren, Williams, Ligier and Toleman teams have all been at Zandvoort during the last week, testing in preparation for the Dutch Grand Prix on Saturday week.

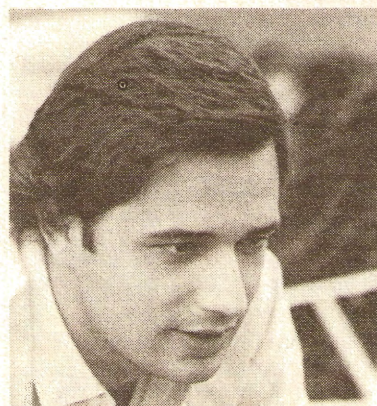
Fastest, on Monday, was Elio de Angelis's Lotus 91, which lapped in 1m 17.40s (compared with Alain Prost's 1981 pole time of 1m 18.17s). Next up were Niki Lauda's McLaren MP4 (1m 17.80s), Keke Rosberg's Williams FW08 (1m 18.0s), Jacques Laffite's Ligier JS19 (1m 18.60s) and Derek Warwick's Toleman (1m 19.10s).

The silly season has begun!

Midsummer it may be, but already thoughts are being directed to the 1983 Grand Prix season. A man whose future is frequently discussed is Michele Alboreto, surely so far the revelation of the season.

For many weeks there was speculation in Italy that Michele was wanted by Ferrari for next year, but Didier Pironi has already announced that he has re-signed for Maranello, and if Patrick Tambay does as good a job as we expect, he will probably stay. Enzo Ferrari has never liked changing his team unnecessarily.

Our Italian correspondent reports now that Alboreto is very high on the 'wanted' list of Frank Williams. But Michele told us in Monaco that he is under contract to Ken Tyrrell for a further season in 1983, and Ken is unlikely to be willing to part with his services. Perhaps a financial settlement could make a difference?



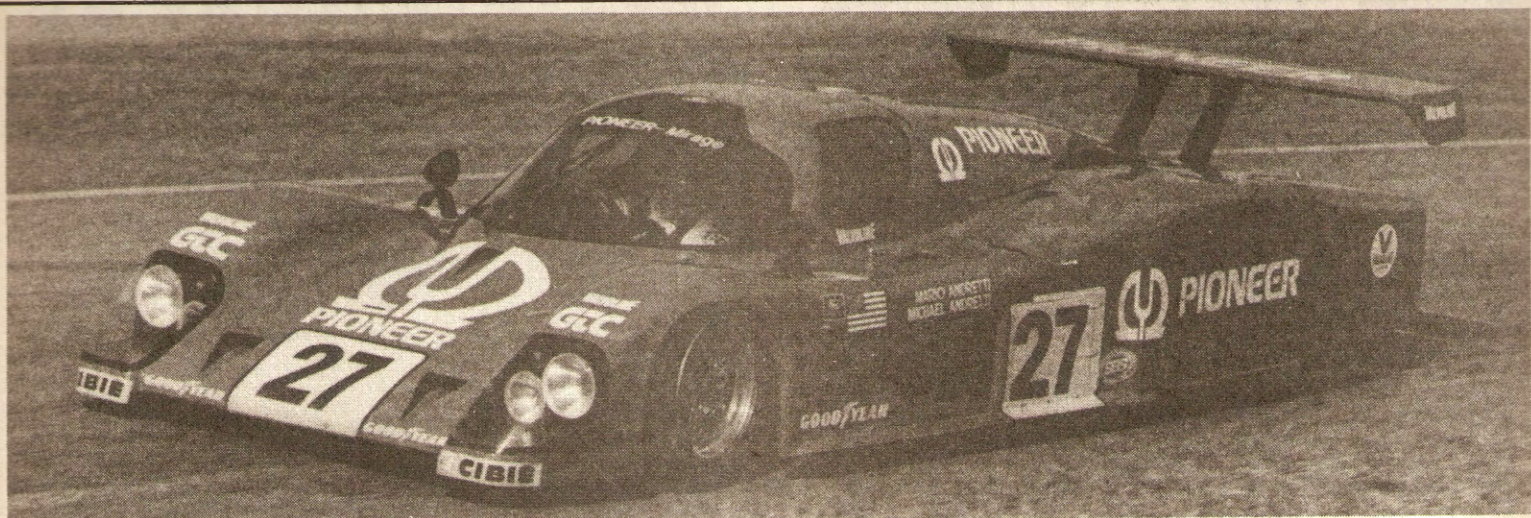
De Angelis — in demand.

An Italian who will almost certainly be on the move is Elio de Angelis, thought to be another Williams 'possible'. In

Elio's homeland, however, it is thought more likely that that he will join Alfa Romeo, as he was set to do this year until Colin Chapman exercised his option.

When it became clear that de Angelis would have to stay at Lotus this year, Alfa Romeo signed Andrea de Cesaris, of course, and the results have been impressive. If de Angelis goes to Alfa for 1983, it seems clear that it will be at the expense of Bruno Giacomelli.

Other rumours doing the rounds at present? That Guy Ligier would like Gérard Ducarouge to return to Talbot-Ligier next year, that Jacques Laffite will retire from racing at the end of 1982, that Alain Prost and René Arnoux will definitely stay put at Renault, that Riccardo Patrese will remain with Brabham, but that Nelson Piquet may be thinking about a move (Ferrari and Williams are mentioned), that Keke Rosberg will stay with Frank Williams...



Andrettis miss out at Le Mans

An extremely unfortunate incident at Le Mans last weekend was the exclusion of the new Pioneer backed Mirage M12 Group C car shortly before the start on Saturday. Having been punted out of the Indianapolis

Above: The Mirage went extremely well during practice at the hands of the father and son team. Below right: The Mirage M12 was passed legal at scrutineering—a decision that was subsequently reversed just before the start. Below: Mario and Michael were the subject of much attention in the paddock from interested spectators.

500 three weeks earlier on the pace lap, Mario Andretti was understandably annoyed by not even getting that far in France.

The Mirage, fielded by Harley Cluxton and Phil Conte, was qualified ninth fastest. The team, with whom Mario had set out to emulate the 1950-winning Rosier family by scoring a father-and-son victory, tested out its systems in the race morning warm-up. However, a post-scrutineering random check then established that the gearbox oil cooler was illegally located, behind the gearbox.

bitterly that there would have been ample time to make the necessary modifications, had their attention been drawn to the problem at scrutineering. Indeed, the team would have been able to legalise the M12 had the ACO informed them immediately after the race day warm-up, for the alteration took less than an hour.

Bertaut, the President of the ACO Sporting Commissioners, apparently responded by stating that the car had been excluded on grounds of safety. As Cluxton says, this seems to suggest that the ACO allowed the Mirage onto the track for four hours of official qualifying in an unsafe condition.

There is a lot more to Le Mans than meets the eye...

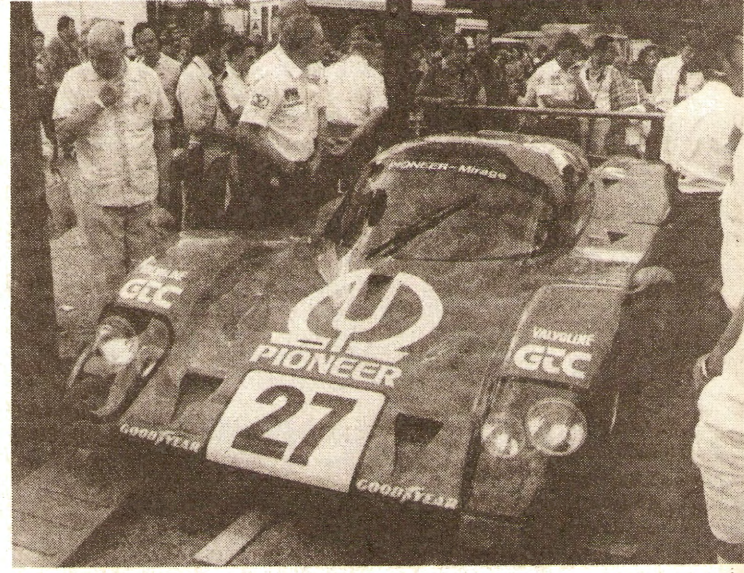
The team formally protested, but Alain



According to the team, the organising ACO did not inform them of the infringement until the Mirage was positioned on the starting grid, less than an hour before the start. The car was removed from the grid, and the team hurriedly repositioned the offending component. When they returned to the pits, having been informed that the M12 would not be allowed to start, their pit had already been reallocated to the Porsche 924 which was first reserve.

Cluxton was furious, pointing out that the position of the oil cooler had not been changed or modified since the car had been accepted at official scrutineering on the previous Tuesday afternoon. The ACO had placed the official stamp on the car, and published the official qualifying lists and grid positions.

The GTC team does not deny that the oil cooler location slightly infringed the regulations when the car was presented to scrutineering. They do, however, complain



The Haran/Poulain/Candy M379C went well until the Cosworth blew, Rondeau honour being upheld by the Primagaz version.

Rondeau remain at the top

After Le Mans, the French Rondeau team retains its lead in the 1982 World Endurance Championship of Makes, with four of the five races run. Thanks to the fifth-in-class finish achieved by the privately run Primagaz 382C last weekend, unofficially Rondeau has a five-point lead in the series going into the

final round at Spa-Francorchamps on September 5.

Our calculations give Ford Rondeau 60 points to Porsche's 55, and these two are now irrevocably clear of Peugeot WM (21 points), Nimrod Aston Martin (20), Ford (8), Ford Sauber (4) and Ford Lola (3).

Henri Pescarolo still leads the Drivers championship with 43 points from Riccardo Patrese and Michele Alboreto (42 each), Derek Bell and Jacky Ickx (35), Giorgio Francia (31), Rolf Stommelen (30) and Teo Fabi (21). Five rounds of this series remain, at Enna (July 11), Spa, Mugello, Brands Hatch and Fuji.

Paletti's funeral

The funeral was held in Milan last week of Riccardo Paletti, who was so tragically killed at the start of the Canadian Grand Prix. The ceremony was attended by 2000 people, and many drivers were present, including Emerson Fittipaldi, Siegfried Stohr, Jean-Pierre Jarier, Bruno Giacomelli, Corrado Fabi and Arturo Merzario.

Acheson support

As well as sponsoring the July 4 F2 race the Howitt Printing Group will also be supporting Kenneth Acheson's Ralt-Honda for the event.

Howitt's have been involved with Acheson since he entered Formula 3.



Fabi has come from behind to take the lead in the F2 Championship from Boutsen.

Title chase heats up for Donington race

The lead of the European Formula 2 championship having changed at the last three races, the title race is really hot as they come to Donington for round 10 (out of the 13) on July 4.

Corrado Fabi's third win of the season at Hockenheim last weekend put him at the head of the table by just one point.

In joint second place are his March

team-mate Johnny Cecotto and Spirit driver Thierry Boutsen. Both drivers have 38 points and, in the unlikely event of neither of them scoring again this season, splitting them would be a problem for FISA. Both have scored in seven out of nine races and both have two wins, two seconds, one third and two sixth places to their credit!

Impressive Tassin faces cash problems

Although Thierry Tassin had recovered from the slight concussion he received in his horrific Formula 2 shunt at Spa by the beginning of this week, he finds himself faced with another major headache. His budget for his drives with the Docking-Spitzley team runs out after the next round of the championship.

The runner-up to Jonathan Palmer in last year's British F3 championship has

been extremely impressive in his F2 debut year, despite the limited resources of the team with their Tolemans. Pole position at Nurburgring, second at Silverstone (on the road), sixth at Hockenheim and third place before his accident at Spa have not gone unnoticed among the works teams, and the popular Belgian is already tipped to land one of the top drives next year.

Docking F2 return at Donington

Alan Docking reported early this week that the rebuilding of his Toleman Formula 2 cars after the disasters of Spa was going ahead well, and that they would be rejoining the fray at Donington.

Although Thierry Tassin's accident looked by far the worse of the two, Carlo Rossi's car was the more severely damaged, needing a whole new monocoque. Most of the impact on Tassin's car was absorbed by the undertray and sidepods and the tub itself just required reskinning. The biggest dent in the aluminium was on the inside where the Belgian driver's hip was wedged.

After Donington, the team, will probably miss the long and expensive trip to Mantorp Park in Sweden as neither driver has a full budget. Docking is seeking possible replacement drivers for Tassin in the final two Italian races should he be unable to find any extra backing.

Ferté's confident F2 debut

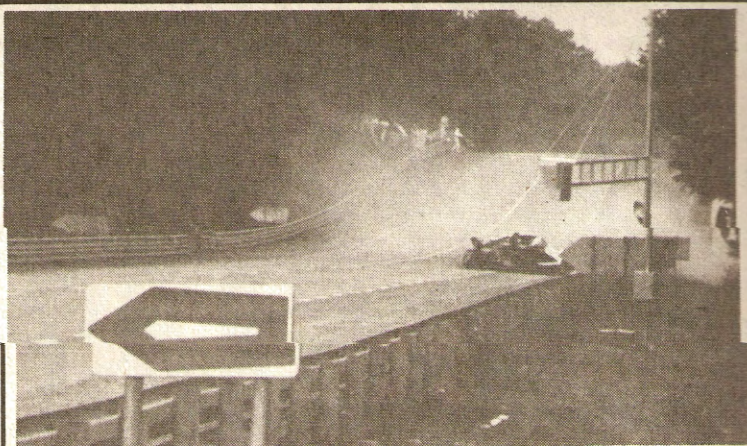
Alain Ferté, the only driver to have won the Monaco Formula 3 race twice, made his Formula 2 debut at Hockenheim last week.

Ferté was originally due to drive at Le Mans but, when the opportunity arose to drive the third works Maurer in place of the Sarthe-committed Jean-Louis Schlesser, he opted to go to Germany.

After qualifying eighth in the first session of practice he dropped down to 16th on the grid during the second session when the car was consistently caught out at the pit lane skirt check.

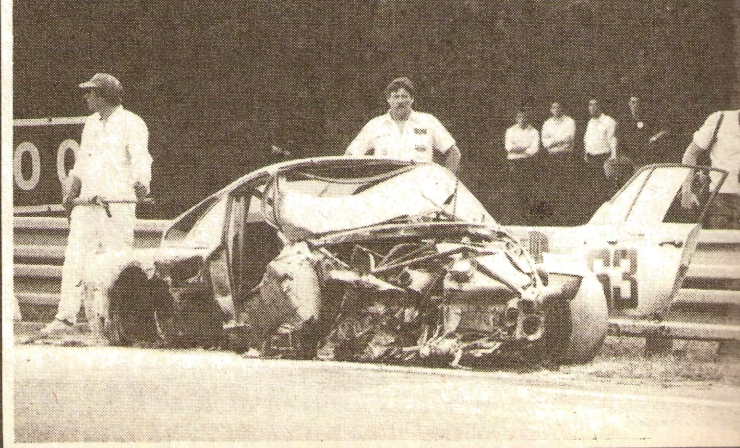
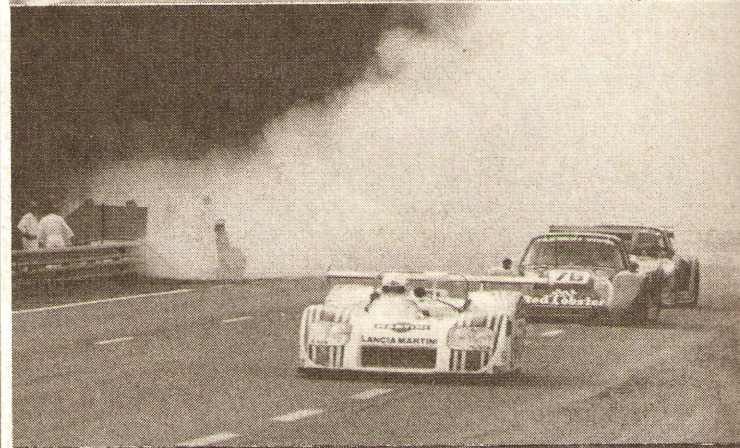
In the race he rapidly climbed up to 11th place until the rear suspension failed after just five laps.

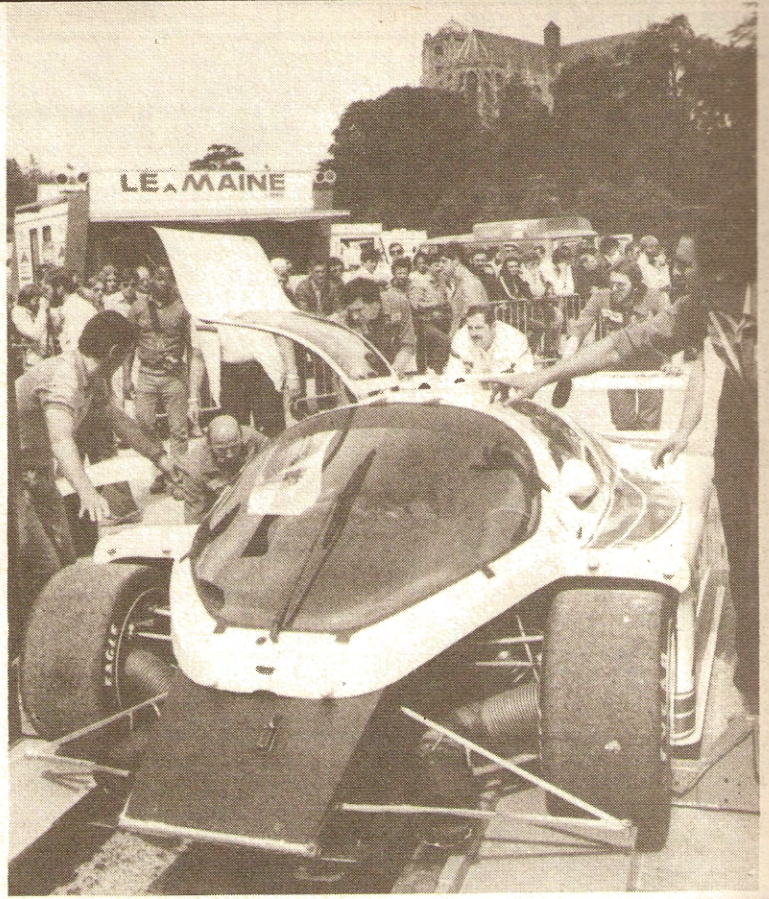
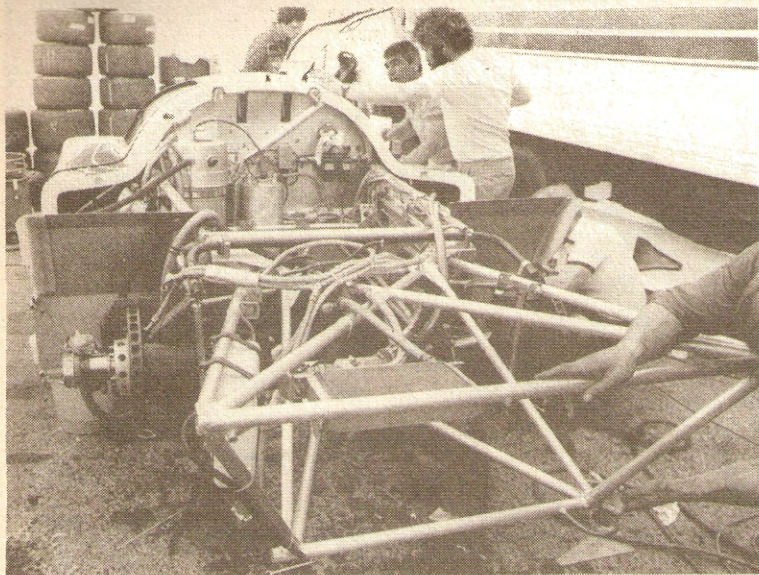
"I really don't know what my future is at the moment," said Ferté. "Yes, I have been approached by some Formula 1 teams since Monaco, but I don't know if I shall be in Formula 1 or Formula 2 next season. Certainly I have enjoyed driving this F2 car."



Grohs injustice

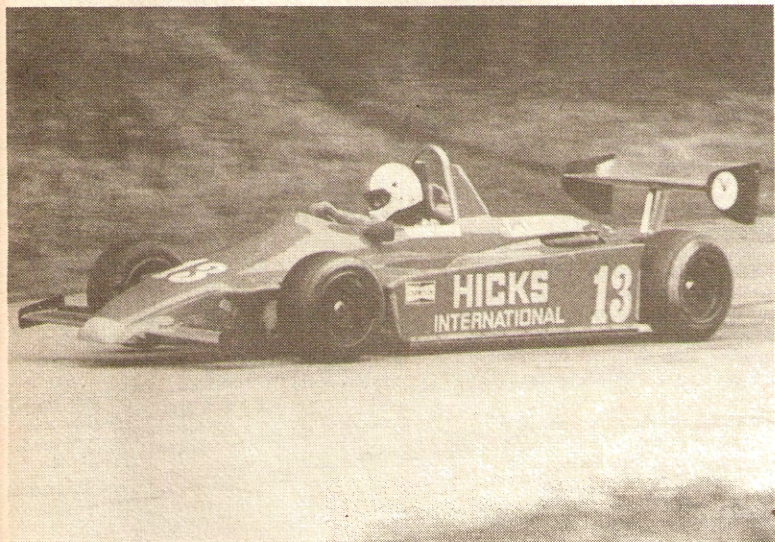
Harald Grohs suffered the unpleasant experience of a burst tyre on the Mulsanne Straight during practice for last weekend's Le Mans race. It is estimated that Harald would have been travelling at about 180mph, cresting the hump when the tyre blew. The car struck the armco on both sides of the track before coming to rest on the right hand side where it burst into flames. The driver was very lucky to walk away from the accident which totally destroyed Dieter Schornstein's Vegla Porsche 935.





The Kremer CK5

Striking in appearance, the new Kremer CK5 Group C car ran for the first time at Le Mans. The car has a conventional space-frame chassis and is fitted with a 2.8-litre, twin-turbocharged Porsche 935 engine. It was designed by the Kremer team, run by brothers Erwin and Manfred Kremer in Cologne, and ran well in the hands of Americans Ted Field and Danny Ongais before retiring with engine failure.



David Leslie showed well in Eddie Jordan's second Ralt RT3 last weekend.

Leslie on the pace

Talented Scot David Leslie was brought in to Eddie Jordan's Ralt-equipped Formula 3 team at Cadwell Park last Sunday, following the non-availability of Welshman Phil Kempe due to a bout of glandular fever. David went on to finish a fine fifth, despite having only sat in the car less than 10 mins before the first session was due to commence!

"Eddie rang me last night," recounted David, "and said that the drive was mine if I could raise a certain amount of money." He quickly arranged for Caledon Coal and Sidney Bakewell, a firm of TV engineers in Penrith, to help out; "But by the time I tried to ring him back it was too late."

Leslie therefore jumped in his faithful caravanette and began to make his

way towards Lincolnshire only for the usually-reliable 'bus to break down within 20 miles of his Carlisle home. Fortunately, Leslie managed to get going again, finally arriving at Cadwell at around 3.30am. He duly appeared at Eddie Jordan's transporter the next morning: "Here I am Eddie," he told the startled Irishman. "Is the drive still on?"

Sure enough, Jordan's crew had already had the car scrutineered, not knowing that Leslie was to drive but anyway as a spare for James Weaver, and David duly jumped in. He was immediately on the pace with the Hicks International (Kempe's sponsors) Ralt but will need to raise further sponsorship if he is to continue with the team at Silverstone this weekend.

Mansilla manages

One young man who has been creating quite an impression recently in the Marlboro British Formula 3 Championship is Argentine Enrique Mansilla. The former Jim Russell World Scholarship winner, who also won last year's P&O Ferries Formula Ford 1600 title with the works Van Diemen team, had a shaky start to this season when he crashed his new, Dick Bennetts-prepared, West Surrey Racing Ralt RT3 before the first race of the year but has made excellent progress over the past couple of months, culminating in his maiden victory (at least in the Marlboro championship class) at the recent Silverstone European round.

At Cadwell Park last weekend, Mansilla again showed extremely well and came away with a second place as well as a new outright circuit lap record. He has, however, encountered dire financial troubles of late, due, of course, to the conflict that has surrounded his homeland, and he was 'bailed out' last weekend by Mike Cox's West Surrey Engineering concern, who, of course, were primarily responsible for making possible Jonathan Palmer's superb run of success last year.

Mansilla has spent most of the last few days on the end of a telephone, trying to secure the necessary funds to continue with Bennetts's experienced team.

Yokohama tyres available

Pacemaker, the Midlands-based suppliers of the Japanese Yokohama racing tyres run by former Goodyear and Shadow racing manager Bert Baldwin, announced this week that their Formula 3 tyres will be available commercially from July 11.

Following James Weaver's performances in the British rounds of the European F3 championship (pole and first place at Donington and pole and second at Silverstone), interest has been on the increase for the tyres.

In addition to it being a commercial venture for Pacemaker, they also hope that their product — which appears to be considerably quicker than the Michelins — will increase the entries now that there is a viable alternative to the limited French radial.

Sears makes F3 return

It was nice to see David Sears back in a Formula 3 car at Cadwell Park last weekend after an absence of a little over a year. The Norfolk driver took over the Hampshire Automobile Racing Team's Pharmacin-sponsored, ex-Raul Boesel Ralt and thoroughly enjoyed his outing, finishing a respectable eighth after a race-long tussle with Mike O'Brien's Anson.

The team's regular driver this year has been American Peter Argetsinger, but his contract was for only a dozen races and Peter will now not be seen again until the British Grand Prix meeting.

Sears managed to raise enough cash for the Cadwell race through "having a whip-round", and hopes to be able to drive the car again at Silverstone this weekend.

Weekend Sport

INTERNATIONAL RACING

Date	Venue	Event/Details
Jun 24/25	Brands Hatch, England	Formula 1 Test Days <i>A chance to see the World Championship contenders without the pressures of a race environment.</i>
Jun 26	Kyalami, South Africa	Sigma South African Formula Atlantic Championship, round 8 <i>Trevor van Rooyen, with his locally-built, Ralt-copy Lant RR4, and Graham Duxbury (Hekro March 822) will no doubt continue their rivalry, along with Tony Martin's Maurer.</i>
Jun 27	Monza, Italy	European Formula 3 Championship, round 9/Italian Formula 3 Championship, round 7 <i>Oscar Larrauri missed the last Euro F3 round at Silverstone but still holds a clear lead over team-mate Emanuele Pirro. Guido Cappellotto (Ralt) leads the local series.</i>
Jun 27	Osterreichring, Austria	European Touring Car Championship, round 7 <i>The BMW ranks seem to be swelled with every round of the Group A ETC series, although the British Jaguar proved dominant last time out.</i>
Jun 27	Mid-Ohio, USA	Budweiser/7-Eleven CanAm Championship, round 3/North American Formula Atlantic Championship, round 5 <i>Al Unser Jr has won both CanAm rounds held to date in his Galles-Frissbee, although Al Holbert should press him hard in his VDS, as should Danny Sullivan in Newman Racing's March. The Atlantic series has seen four different winners, with Tim Coconis heading the points table.</i>
Jun 27	Norising, Germany	International German Racing Championship, round 7/Super Sports Series, round 3/VW-Castrol European Formula Super Vee Championship, round 5 <i>The respective Jöst and Kremer Porsche 936 derivatives for Bob Wollek and Rolf Stommelen currently lead the IGRC, outpacing even the Zakspeed Turbo Capris of Klaus Ludwig and Klaus Niedzwiedz. A good field of Super Sports cars will also be making the trip to Germany.</i>
Jun 27	Laguna Seca, California USA	CRC Chemicals TransAm Championship, round 4 <i>Porsche 924 driver Doc Bundy has won the two latest TransAm events, although 18-year-old Darin Brassfield has been going extremely well in his Pontiac.</i>
Jun 27	Charade, France	French Production Championship, round 10 <i>The annual trip to the glorious Clermont Ferrand circuit should prove extremely spectacular. Dany Snoeck, René Metge (Rover), Jean-Pierre Beltoise (Peugeot) and Jean-Pierre Malcher (BMW) head the Production protagonists.</i>

NATIONAL RACING

Date	Venue	Event/Details
Jun 26	Oulton Park, nr Tarporley, Cheshire	Pace British 2000, Northern FF2000, 'Champion of Oulton FF1600, Bernard Hunter Crane Hire FF1600, Pre-74 FF1600, F Talbot, BR Prodsaloons, Daily Mirror Ford Fiestas, Alfa Romeos, MGB/C/V8s (BRSCC-NW) <i>Last time out for the FF2000 boys around the Cheshire circuit, Calvin Fish became the first man to beat Ayrton da Silva this season. Can he repeat the performance? Richard Peacock is due out again with his interesting new Crosslé 50F in the local FF1600 thrash, while Gerry Marshall, Graham Scarborough and local man David Yates will no doubt be rubbing door-handles as usual in the Prodsaloon event. The Ford Fiestas are also sure to be very evenly matched. Sounds like a good programme. Racing starts at 13.30. Adults, £3; Children £1.</i>
Jun 26	Kirkistown, nr Belfast, Ulster	F Atlantic, FF2000, FF1600, Prodsaloons, Escorts, Sunbeams (500 MRCI).
Jun 27	Silverstone, nr Towcester, Northants	Marlboro British F3, P&O Ferries FF1600, Muraspec F4, Oceanair Clubmans, Monroe Prodsaloons, MG Midgets (BARC). <i>Six races are on the BARC's agenda, headed by round 10 of the Marlboro F3 series (half-way in the championship), although the biggest grid should be for the MG Midgets, with 33 cars entered. In the F3 event, Roberto Moreno will be seeking to make further inroads into Tommy Byrne's points lead, as will be James Weaver, Dave Scott, Martin Brundle and Enrique Mansilla, among others. The Oceanair Clubmans qualifier has a strong field of cars, mainly Mallocks, of course, while the Monroe Prodsaloon race sees Tony Lanfranchi back in his Opel Monza to take on the bevy of Ford Capris. First race will be at 1500, following practice from 1150.</i>
Jun 27	Brands Hatch, nr Dartford Kent	RAC British FF1600, 'Champion of Brands' FF1600, Clubmans A, STP Modsports, Wendy Wools Saloons, Mini Se7en, MGAs (BARC) <i>Nine races comprise the BARC's Sunday meeting at Brands, including round 2 of the RAC FF1600 series, which has all the current front-liners entered. Much better subscribed in terms of numbers, though, is the Champion of Brands FF1600 event, which should prove as hard-fought as ever, and the same goes for the National Mini Se7en Challenge race. Further variety is provided by a HSCC Historic Handicap race as well as a race for MGAs. Practice starts at 0930, followed by racing from 1400. Adults, £3; Children, £1.</i>
Jun 27	Snetterton, nr Thetford, Norfolk	Esso FF1600, 'Champion of Snetterton' FF1600, Historic F3, Unipart Metros, Staw Elf Renault 5s, Mini 1000, Sunbeams, CCC-Modsaloons, Lucas CAV Sportscars, Pre-57 Saloons, Archie Scott-Brown sportscars (BRSCC-EA) <i>There is certainly no lacking in variety at the BRSCC's meeting this weekend at Snetterton with nine races catering for a wide selection of cars. There is a strong accent towards saloon cars, varying from humble Standard 10s and Austin A35s in the Pre-57 Saloon event through Mini Miglias, Shell Super Sunbeams (a special 'Racing for Britain' thrash for invited chassis builders and engine tuners) and Renault 5s to the Modified Saloon ranks, which seem to be swelling with every race. A round of the Lucas CAV Prodsports series, combined with another of the locally-based Archie Scott-Brown Sports car races, should add further spice, as will the Esso FF1600 brigade. Racing starts at 1400, after practice from 0900. Adults, £3; Children, £1.</i>

OFF-TRACK

Date	Venue	Event/Details
Jun 26/27	Long Marston Raceway, Stratford-upon-Avon	Drag racing — Summer Nationals (NDRC) — Gauloises/NDRC Top Fuel Championship, round 3
Jun 27	Loton Park, Alberbury, nr Shrewsbury	Castrol Loton Park Speed Hillclimb (Hagley & DLCC) — Swinford Motors/Beacon Radio Midland Hillclimb Championship/Birmingham Post Top Ten Challenge, round 4 <i>Josh Sadler leads the Midland series with his Porsche, while Alister Douglas-Osborne and Martyn Griffiths are in the best position to challenge Dave Harris's lead in the Top Ten Challenge. Timed runs start at 1315.</i>
Jun 27	Causey Park Farm, Mörpeth (81/177950)	Journal/Minorities Autocross Championship, round 3 (Tynemouth & DMC). Racing starts at 1300.



Weaver — F2 debut?

Weaver to go F2?

Eddie Jordan Racing have put in a provisional entry for the Howitt Trophy Donington Formula 2 race on July 4 for James Weaver. "It's looking rather unlikely, though", said Jordan on Monday. "We don't have enough money to complete our British F3 programme, so unless we can generate a separate deal we won't be doing it."

Jordan's original plans were to use Bertram Schafer's Ralt-BMW RT2, fitted with Yokohama tyres. With Weaver's success in European F3 on Yokohamas and the recent promise the tyres have shown in the Japanese F2 championship, Yokohama are very keen to do some European F2 races and compete against Bridgestone.

Briefly . . .

● Seems that A.J. Foyt is indeed serious about a full season of racing in 1982. Following his encouraging second place at Milwaukee, the great Texan has entered his March for the next CART round, at Cleveland on July 4.

● Enzo Osella says that he will run only one car at Zandvoort, for Jean-Pierre Jarier. A second car may be fielded later in the year.

● Remarkably, Jacques Laffite's race in Montreal was his 100th Grand Prix at the wheel of a Ligier, easily a record for a team and driver staying together. Next up, if you're interested, are Denny Hulme/McLaren (86), Jack Brabham/Brabham (80) and Mario Andretti/lotus (79).

● Returning to F2 last weekend was Swedish driver Thomas Kaiser, who has swapped his ex-Johansson Toleman for the ex-Onyx March-BMW 812 run by Kenneth Persson for a three-race programme.

● Following the impressive performance of the works Rothmans 956 cars at Le Mans last weekend, the Porsche team will be taking one of the new Group C cars to the big-money German championship race at the Norising this weekend. The drivers are expected to be Jochen Mass/Jurgen Barth.

● The Ford Motor Company's Zakspeed run Group C team will run two C100 cars at the Norising, one of them in the colours of Jägermeister.

● German C-car constructor Ernst Ungar tells us that he will be racing two of his URD C81 cars in the Brands Hatch 6 Hours on October 17. Among the drivers of the Grafenau based team will be Robin Smith, who drove one of Ungar's 2-litre Group 6 cars at Brands last year.

Total domination

Once again, it gives us pleasure to salute the achievement of a fine motor racing team. Porsche System's one-two-three finish at Le Mans last Sunday gave the company its seventh victory in the 24 Hours, Jacky Ickx his sixth, Derek Bell his third, and the British Dunlop tyre supplier its twenty-seventh. For the Peter Falk managed factory team's sponsor, Rothmans, the result was in marked contrast to Formula 1!

For Porsche, the 50th Le Mans could hardly have been a greater success story. Behind the trio of works Group C entries, two Porsche 935s finished fourth and fifth, and the company's competition cars triumphed in every class — winning Group C, Group 5, IMSA GTX, Group 4, and IMSA GT.

The victory in Group 5, like last year, fell to a Kremer 935 entered by the Charles Ivey team from West London. American based Englishman John Fitzpatrick's new 'Moby Dick' replica won IMSA GTX, Londoner Richard Cleare's 934 turbo claimed Group 4. Among the first cars at the finish, four were British entered, and there were 11 British drivers.

A remarkable irony, which sums up the 50th Le Mans, crowned Porsche's domination of the event. Consider that, had the race been run at a fast pace, the company's new C-cars would have been hampered by their fuel consumption. So frail was the opposition, however, that at no stage was the team truly stretched, and during

the second half of the event — for twelve hours, no less — the cars were driven far within their potential, Peter Falk able simply to dictate his own pace. Judge the level of excitement generated by the 'race' by the fact that, on top of Porsche's overall and class victories, the worryingly fuel-thirsty Group C cars wound up claiming first and second positions in the ACO's Index of Thermal Efficiency!

If Le Mans 1982 was processional, it was hardly the fault of Porsche. After four races on the FIA World Endurance Championship schedule, the finishing record of the Group C cars as a whole is now 33.3%. Porsche's record is 100%.

Correspondence

the editor is not bound to agree with readers' opinions

Driver warning systems

Having seen the disastrous Riccardo Paletti accident on television, which I might add was quite the most distressing start line incident I have ever witnessed, I listened to James Hunt talking about safety precautions at the start line.

I have thought of a relatively simple system of driver warning for drivers approaching incidents in front. It seems evident that Riccardo had no idea of the danger ahead. With my system he would have been prewarned by a system of flashing hazard lights adjacent to each driver which are immediately switched on when an incident occurs on the grid. Drivers further back will have instant knowledge of any danger. A simple system of driver warning — I think.

SOUTH BENFLEET, ESSEX

I. J. MALTON

Danger ahead

I have given a lot of thought to the start-line accident at the Circuit Gilles Villeneuve, which resulted in the death of the unfortunate Riccardo Paletti.

I believe that a simple solution to the problem of drivers at the rear of the grid being unaware of a stationary car ahead of them would be to have a row of yellow lights (since yellow denotes caution) running along either side of the grid.

When a driver raises his arm, an observer would switch on the flashing lights to warn those drivers to the rear of the grid that there is a stationary car or a collision ahead. The lights would also serve to warn all drivers to be cautious when they approach the grid at the end of their first lap, since there may still be cars or emergency vehicles on the track.

While I appreciate that when the starting lights turn from red to green, the drivers' attention switches to the car in front and how to get round it, the row of yellow lights along the side of the grid would still be in the periphery of vision and thus give warning.

Since the start is the most dangerous part of a race, surely it wise to make every effort to warn a driver that there is a dangerous situation ahead of him.

HORSHAM, SUSSEX

NEIL WHITEFORD

Purely personal

Doubtless many persons better qualified than I will have their opinions about the latest tragedy in F1.

Having watched, in disbelief, the surrogate Scalextric around what looked like my local Sainsbury's car

park, at Detroit, I began to seriously doubt the *raison d'être* behind today's Grand Prix racing (sic). Then, watching yet another startline shunt, I must comment on the stupidity of it all. The following are obviously only personal viewpoints but seem relevant, to me at least, thus:

The cars are at least 12 inches too wide. An overall width of 6 feet, from tyre wall outer edge to ditto (with an appropriate allowance for growth to be agreed) would solve the problem of sheer bulk and I suspect the startline and first corner shunt syndrome. It would also make overtaking possible, even at Monaco, without having to rub wheels, or in the case of the Latins, without crashing or causing accidents.

Despite the tragic incident to Paletti, the restart was conducted in what appeared to be an identical fashion. Surely the grid should have been staggered so that every other row was offset, thus giving at least some view of the cars in front. As it was another stalled car could have resulted in an identical tragedy.

There are many other problems and attitudes already well aired about which nothing seems to happen. In general terms, motor racing has become infected with that most cancerous of modern complaints, politics, underwritten by the vested interests of the ad-man and his products. This may be inevitable to a certain degree but, as in all politics, expediency rules. I believe that a new governing body with no, or as little as possible, links with the current administration is desirable. Also the power structure created by FOCA should be dismantled. The machinations of Messrs. Ecclestone and Mosley seem to me highly undesirable especially as they have so much influence and vested interest within FOCA itself. This situation plainly creates moral compromise, if not actual corruption and should not be tolerated. An absolute and proper set of rules should be created and administered by a non affiliated body, and adhered to (with review every 3 years or as necessary). The teams could then get on with the racing instead of playing at being the TUC and we could also be rid of various non-productive persons and professional trouble makers who currently justify their positions by creating strife.

Finally, with the saturation coverage of the World Cup upon us, and in the light of the media's obsession with football and ball games in general, can anyone explain why motor racing is treated with such disdain? Compared to the one World Cup victory in 1966 (not forgetting the violence, vandalism and morons it attracts) which football can boast, British drivers and more recently, British technology have won many world championships. Yet, taking Montreal as entirely typical, the Canadian Grand Prix was given no proper practice details, no driver's eye view of the circuit and of course the usual truncated and bitty race coverage so

beloved of video recordings. There was, of course, no interview at the end of the race and why was it shown at 10.25 pm? With so many small boys interested how fair is that? If any of the beloved football, cricket, rugby or even snooker matches were treated like this, heads would roll.

It is a fact that motor racing is an international sport at which we have excelled unlike so many other things. When is our media going to recognise the fact? No wonder that British drivers cannot raise sponsorship when they cannot get the necessary media exposure to begin with.

BOWER HILL, EPPING, ESSEX

PAUL PARKER

Much appreciated but . . .

I was pleased to see the recent article in AUTOSPORT on the subject of MG Midget racing. I appreciate Marcus Pye's efforts to give this category of motor racing some publicity, however, I should like to correct an error.

He states that Steve Everitt is leading the MG Midget Championship this year. Steve leads the Modified section of the championship, but Robert Nettleton is the overall leader, having been undefeated in the Roadgoing class so far with wins at Donington, Cadwell Park, Castle Combe, Silverstone and with two wins at Snetterton.

BIRMINGHAM

JAMES THACKER

Best interest at heart

For the past 11 years I have been racing Formula Ford and for the first time, having mislaid my documents, was unable to produce them at signing on at Mallory Park on May 31. The BRSCC accepted this, provided I signed a declaration stating that I possessed the necessary documents: but not so the RAC. They demanded that I pay £23 on the spot, even though I had raced 10 days before and could provide the race official with my licence number etc. Then having paid my excessive fine, the RAC official was unable to produce his receipt book (mislaid by him!).

How much longer must we, as competitors (99 per cent of us competing just for the joy of the sport) be ruled by such a dictatorial body, seemingly unanswerable to anyone (FF tyres for example)?

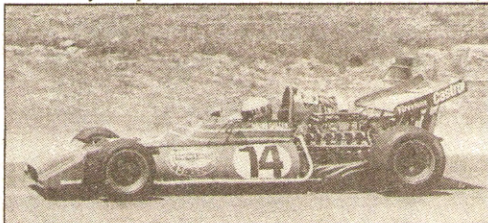
I say let a body like the BRSCC govern, they always do the right thing and in a friendly way, always having our best interest at heart.

OLD COULSDEN, SURREY

PETER LAWRENCE

10 Then as now? 25

The feature report 10 years ago this week (AUTOSPORT, June 22, 1972) was of the Gran Premio Republica Italiana (to distinguish it from the Italian Grand Prix). This was a non-championship F1 race held at the Vallelunga track. Only seven cars started the race after the promoters had hoped for a full grid of competitive runners. The race was completely dominated by an on-form Emerson Fittipaldi in his John Player Special Lotus 72. Of these seven, only



Nanni Galli and revised Tecno.

five made it to the flag, and even then the fifth placed man, Howden Ganley, (Marlboro BRM P 160) was a full 21 laps behind Fittipaldi. Probably the most significant car on the entry list was the revised Tecno of Nanni Galli. He qualified last on the grid but managed to coax the Italian design round to finish third, only one lap down on the winner.

It had been a wet weekend at home, where the European 2-litre sports car championship had come to Silverstone for its British round. Undoubted master of the soaking conditions turned out to be Arturo Merzario with the nimble Abarth Osella 2000. He managed to lap the entire field before half distance in the second heat of the two part meeting. Merzario only finished third in the first heat; that had been dominated by Dieter Quester but he was just one of the many to many to fall foul of the tremendously wet conditions of the second heat.

Another man to show well in the appallingly wet conditions that weekend was Steve Thompson who put on a super display in front of his home crowd to win the Mallory Park round of the European F5000 Championship. Thompson led home Gijs Van Lennep to score a Surtees one-two at the Leicestershire track.

Pit & Paddock stories this week were headed by the news that betting was to be allowed at British race circuits in 1972 . . . an appeal court judge ruled that a widow was not entitled to claim damages from the race organisers after her husband had died from injuries received while watching a jalopy race in 1967. The 'motor racing is dangerous' warning proved that organisers were not responsible for any injuries received by spectators or competitors . . . Brian Redman was to return to Grand Prix racing for the second time, with the McLaren team at the French GP.

Private enterprise brought tremendous pride to British motor racing 25 years ago this week (AUTOSPORT, June 28, 1957) when the Scottish Ecurie Ecosse team scored their famous victory at the Sarthe, to head the fabulous Jaguar result of the first four places plus the sixth place as well. Already victors in 1956, the Scottish stable fully justified the Coventry marque's confidence in allowing them to take over the ex-works cars of the previous year.



Flockhart and Ecurie Ecosse D-Type.

Jaguar had now won the classic five times, equalling the record of Bentley achievements set in the late Twenties and early Thirties. The winning car was piloted by Ron Flockhart and Ivor Bueb, Ninian Sanderson and John Lawrence following them across the line on Sunday afternoon.

Although a great British victory, the race marked a definite low point in the history of the famous Italian teams' attempts at Le Mans. One by one they fell by the wayside, the Ferraris being plagued with piston troubles and the Maseratis with rear axle failure. The highest placed Ferrari eventually came home in fifth place to disrupt the perfect statistics of the British team.

Le Mans certainly dominated the magazine that week, chiefly blowing the national trumpet, which included recording the success of the Lotus team at the Sarthe circuit. All four of Colin Chapman's cars finished in the money, with the 750cc car winning the index of performance from its 1100cc sister, the latter finishing as high as ninth in the overall classification and the smaller car 14th.

Out of the 54 starters only 21 completed the course. The Aston Martin team being among the unlucky ones, two cars were eliminated with mechanical problems while Tony Brooks was involved in an accident during the night.

Although equalling Bentley's record of five wins, the Editorial pointed out that the Jaguar run of victories was more significant in that the cars were based on competitively priced road cars that were available to the man in the street, and that the engine was basically the same as that in the ordinary 3.5 litre Jaguar saloon. This latest achievement in the world's greatest sports car race would certainly not go unnoticed by the car-buying public. Can Porsche say the same for this year's race?

Delay the start

After once again having watched a tragic start-line accident that has resulted in a fatality, I can only wonder why, oh why, are Grand Prix races allowed to start when any car is stalled on the grid. Surely there must be a case for delaying the start until the stalled car can either be re-started or pushed from the grid?

I feel sure that all the drivers and team managers would surely agree to this, rather than putting lives at risk unnecessarily. The Arrows team were very lucky last year.

As an afterthought, why was there no flag marshal at the side of the track, furiously waving a yellow flag to offer some warning to those drivers at the rear of the grid about the danger ahead? Even British club events manage to do this important task, much to my relief.

I would dearly love to see M. Balestre's printed reply to these points.

WERRINGTON, PETERBOROUGH P.M. READ

Warning systems

Following the tragic accident which took the life of Riccardo Paletti there will probably be a call for rolling starts in Grand Prix racing. This would be no guarantee against start-line accidents, as shown by Indianapolis, and would further detract from the already eroded spectacle of Grand Prix racing.

An alternative is to provide the driver with a method of signalling to those behind that he has stalled and is unable to take the start. One way to achieve this is to fit each car with a small canister, probably mounted just behind the roll bar, containing a balloon linked by a tube to a cylinder containing helium. As soon as the driver stalls, he hits a button which activates the system, releasing the balloon to a fixed height above the car, thus giving other drivers those vital few seconds warning of the position of the stalled car. A quick release device would also be incorporated enabling the driver to cut the balloon free as soon as the danger has passed and he is able to get under way.

Realise this is not a particularly elegant solution but it would be effective in helping to prevent start-line shunts. Maybe the ingenuity of certain Formula 1 designers could be channelled into developing this or other signalling systems.

TRING, DUNSTABLE, BEDS. P. MEADE

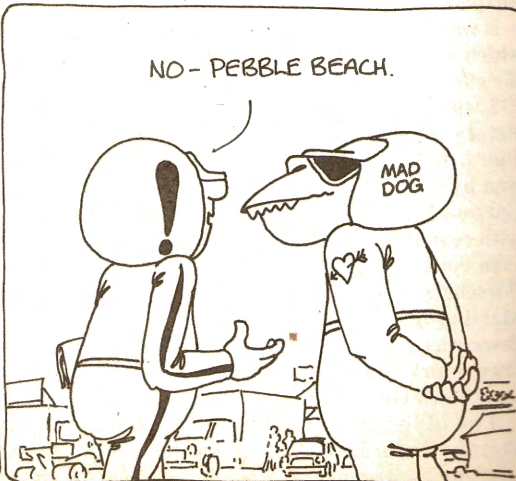
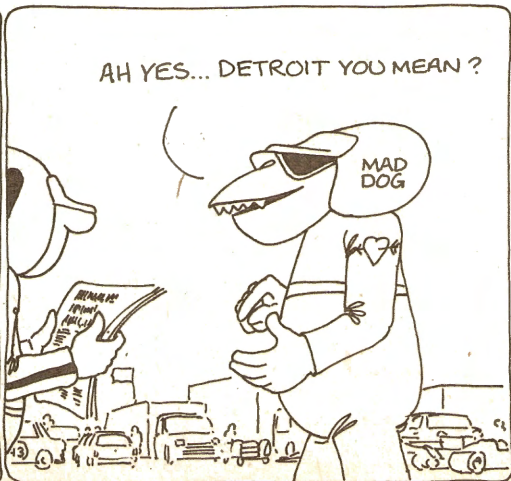
Right title, wrong year

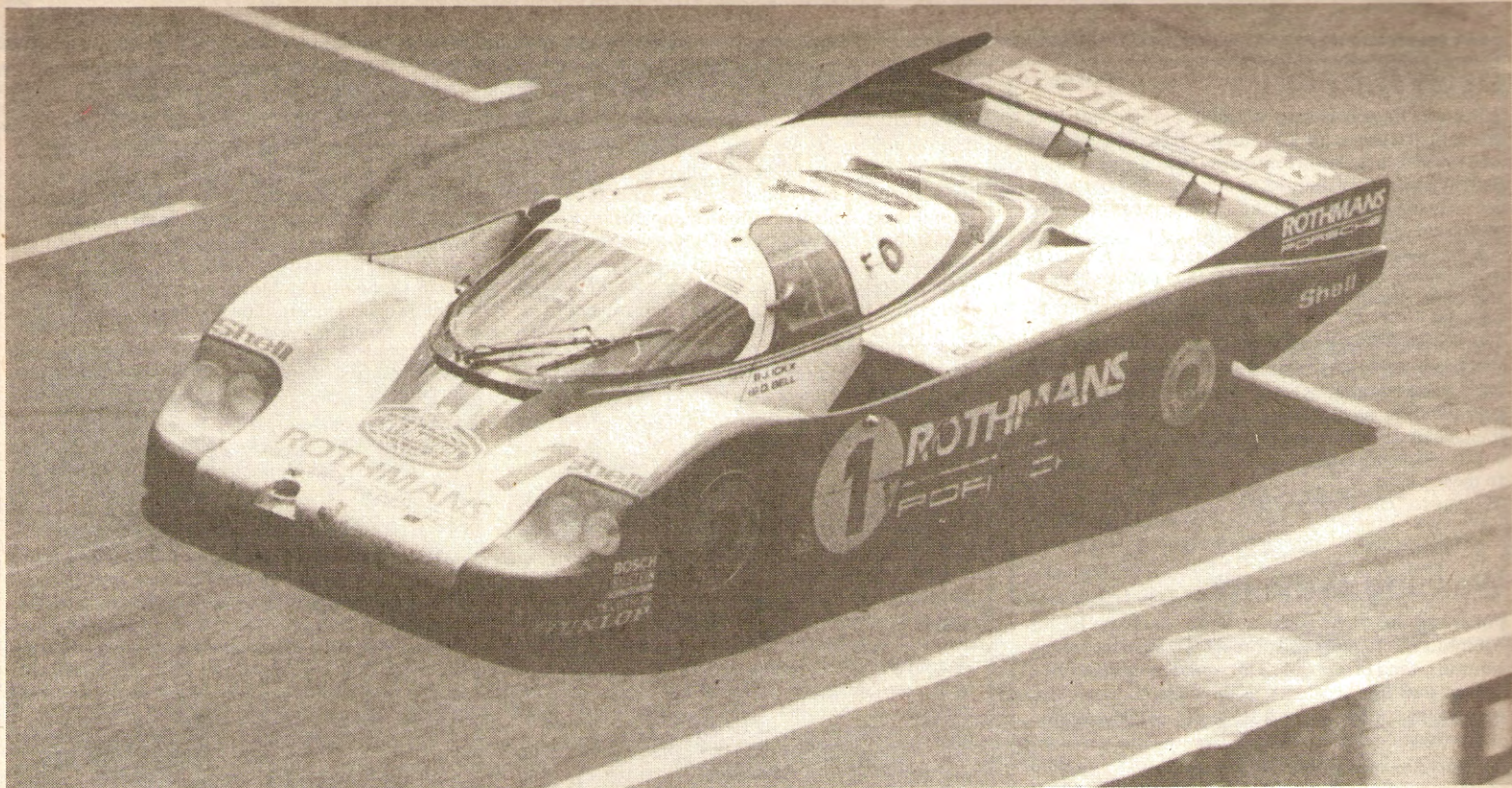
It seems obvious what is going to happen, England will win the World Cup, the English cricketers will thrash the Indians and Coe will break four world records.

Poor 'Wattie' you couldn't have picked a worse year to win the World Championship. Will you even get a mention in the British press, or is that asking too much? SALFORD, LANCS. PAULSTEWART

Catchpole

by Barry Foley





Derek Bell took the flag in the winning Porsche 956-001 that he shared with Jacky Ickx to win Porsche's seventh Le Mans.

The Organisation

Ickx/Bell win again — Jacky's sixth, Derek's third — Works Porsches finish one-two-three — Rival Group C teams fail — British wins in four classes — Only 18 finishers — A largely processional Le Mans — Entry & Qualifying: QUENTIN SPURRING — Race: MARK HUGHES — Photography: JEFF BLOXHAM.

The Automobile Club de l'Ouest wanted something special to mark its 50th Le Mans 24 Hours race, and the club got it in the form of an amazing sixth victory by Jacky Ickx, the great driver who announced his retirement 2½ years ago. Last Sunday, the vast crowd also witnessed Derek Bell's third Le Mans win, and an outstanding one-two-three by the factory entered Group C Rothmans-Porsches.

Like the Ickx/Bell triumph last year, the victory was almost perfect, tarnished only by a puncture. The sister cars of Vern Schuppan/Jochen Mass and Hurley Haywood/Al Holbert/Jurgen Barth were briefly delayed, but no challenger remained to stop the trio of works Porsches from finishing the race in an impressive, humiliating line-astern.

Porsche System might have been struggling had the race been run at a fast pace, still marginal on fuel economy, but the anticipated rivalry from Ford, Rondeau and Lancia disappeared before half-distance. In a race of unusual attrition, which only 18 cars finished, there were no survivors either from Lola, Sauber, WM, March and the other C-car teams. IMSA GTX category Porsches backed up the works 956 cars with the next two places, with John Fitzpatrick/David Hobbs fourth overall.

It was a good 24 Hours for British drivers, who won four of the five classes which were represented at the end. Apart from Bell, Fitzpatrick and Hobbs, the class winners were John Cooper and Paul Smith (sharing their Porsche 935 with Claude Bourgoignie), who achieved a second successive Group 5 victory for Charles Ivey Racing, and Richard Cleare/Tony Dron/Richard Jones, the Group 4 winners with their Porsche 934. In fact, every category was won by a Porsche, for Jim Busby/Doc Bundy won IMSA GT with their 924 Carrera GTR. This was the first class victory for many years by a car fitted with road car tyres, the latest High-Tec radials from BF Goodrich.

In contrast with last year, there were few serious incidents, although a Porsche 935 was destroyed during qualifying, and the works Nimrod Aston Martin was wrecked after a rear end failure on the Mulsanne Straight. But there was good news for Nimrod, too: Viscount Downe's privately entered Pace entry claimed seventh position overall and was the best-placed stockblock Group C car.

Two of the private Rondeaus survived, protecting the French marque's World Endurance Championship lead, although Porsche are now challenging strongly.

3.56 Saturday afternoon and it's all about to begin.



Porsche

"For this year, Le Mans is our priority, not the World Championship." Porsche's competitions manager, Peter Falk, has been saying that for some months. Not until Le Mans week, though, did the full meaning really sink in. Porsche System have been accused of over-engineering their Group C cars. A moot point: but the fact remains that this is a superb motor racing team.

After its shakedown race at Silverstone, Rothmans-Porsche 956-001 completed a 24-hour Le Mans simulation test on the rolling road at Weissach so that the lessons learned could be incorporated into three sister cars. It then ran extended sessions at Paul Ricard to develop new bodywork front and rear, designed to reduce the ground-effect and therefore to improve straightline speed and fuel consumption. The engine was revised to take fuel injection systems further honed by the Bosch engineers. For qualifying, the 2.65-litre, twin-turbo flat-sixes were set at 1.2 bar boost pressure, producing 615bhp; for the race, a boost of 1.1 bar gave about 590bhp. The drivers had the benefit of a constant digital read out of petrol consumption, the cockpit gauge calibrated in litres per hour.

The immaculate professionalism of the factory Porsche team was, however, tarnished by the certainty that monocoque 956 cars would again be marginal on fuel during a fast Le Mans 24 Hours, and by the fact that all three of the new machines were still about 60 kilos overweight.

The purposeful works cars were backed by the Jöst-built Porsche 936C. The car, sponsored as usual by Belga cigarettes and Texas Instruments, was fitted here with the latest power plant to emerge from Reinhold's Absteinach factory, a flat-six of 2517cc, with two-valve cylinder heads and driving through a four-speed gearbox. The Martin brothers' team had also fitted longer rear bodywork and a revised nose section and, having discarded the 2.1-litre 936 engine in favour of this lower revving 2½, was looking for better fuel consumption and reliability. The tubular frame chassis needed substantial repairs after the 'Ring accident, and the car was still about 80 kilos (or 10%) overweight.

The Jöst-Porsche 936C is considered to be simply a Porsche for the purposes of the Makes Championship points. I wonder if the same will be the case for the new Kremer 'C82', which is now officially called the C-K5. Like the Jöst built car, the Kremer is a logical development of the familiar Porsche tubular frame sports-racing car, an all-enclosed flat-bottom coupé. The Cologne built C-K5, featuring a distinctive high 'spine' along the top of the rear body section and four 'snorkels' feeding cooling air into the engine compartment, was powered by a 2.8 Porsche 935 twin-turbo, and weighed almost precisely the same as the Jöst car at 877 kilos. Just like last year, the Kremer brothers had to rush to finish their Le Mans entry, and the car came to Le Mans untested.

These five represented Porsche's total Group C involvement, but it is easy to mistake Bob Akin's new 935 for a C-car at first glance. It does retain the roofline, door frame and rear window of the road car 911, but this is perhaps the most far-out variation yet on the IMSA GTX theme. It was designed by Akin's Atlanta team, the chassis was made in Georgia by Chuck Gaa, and Tony Cicale acted as design consultant on the aerodynamics. As well as Akin's own Hudson Wire livery, the red car carried the colours of his Red Lobster backed co-drivers. The team ran a 3.2 in qualifying, but the race engine started life as a 2.8, short-stroked by the Akin team to 2670cc, giving about 630bhp and good fuel consumption.

Vying with the Akin car for individuality was John Fitzpatrick Racing's latest acquisition, another Jöst built replica of the 'Moby Dick' Porsche 935-78. A spaceframe design, the Fitzpatrick car weighed in at 945 kilos, or almost 190 less than the monocoque Akin machine. Similar to Gianpiero Moretti's



The Fitzpatrick/Hobbs Porsche 935 struggled round on five cylinders to finish fourth.

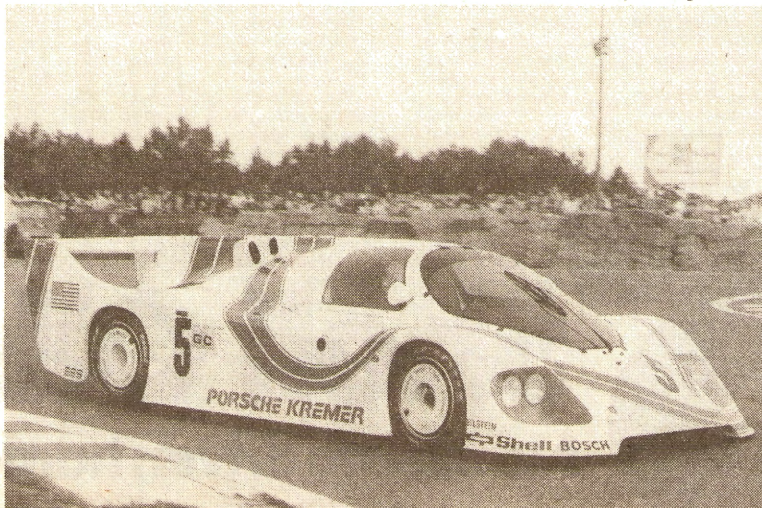
replica, Fitz's was completed only just in time for scrutineering, and was sponsored here by John's regular Californian backer, J. David Dominelli, who runs a San Diego investment company. A 2.8-litre flat-six was again used for the first practice session before the Tim Schenken managed team switched to its race motor, one of Jöst's 2.6 units which differ from the works 956 power plants in that they have two-valve, rather than four-valve, cylinder heads. The other GTX Porsches were the old-stager K3 cars of the rival American teams run by Bob Garretson and Ralph Kent-Cooke, both running a 3.2 for qualifying and a 2.8 for the race. The Garretson car was backed by BP and Malardeau.

Only four Porsche 935s ran in Group 5, including the blue K3 of last year's category winners, Charles Ivey Racing, which featured additional sponsorship here from the weekend magazine VSD. The others were the 'works' Kremer K3-81 and Claude Haldi's K3, backed by Longines and UFO jeans, and Dieter Schornstein's Jöst built machine.

Richard Cleare gained a Le Mans entry with his rejuvenated Porsche 934, which picked up additional backing from Canon Cameras when it looked as though the company's regular billboard might not get a run. Richard Lloyd's IMSA GTO Porsche 924 GTR looked set for a good performance here thanks to its light weight (952 kilos) and slippery body shape, a much more competitive proposition than the two relatively standard 924 GTR cars entered by the American BF Goodrich tyre company.

Although fitted with a 3.3 engine, Raymond Touraul's virtually standard Porsche 911 Turbo was slow, another indication that no Group B car yet exists which can be a realistic Le Mans contender.

The Kremer Porsche CK5 went well on its debut race until let down by its engine.



Lola

For the first time, there were two of the new T610 cars. The Jeff Hazell managed factory team had continued to make effective improvements to its original chassis, sponsored here by Hawaiian Tropic as well as by Ultramar, Newsweek and Ventaire. A session in the Williams wind-tunnel at Didcot resulted in a number of aerodynamic changes, among them a completely new frontal treatment, the adjustable nose wing between the twin booms at the nose now replaced by a wide, flat panel. The team also continues to improve the brakes. Nick Faure was engaged as reserve driver.

Although its new car does not feature the frontal revisions, the Cooke Racing team has had the benefit of over three months of works development for its 610, which was built at the Huntingdon factory by the American team. There was just time to test this car at Snetterton and Donington before Le Mans. Sponsored by BP and Malardeau (like the CR team's Porsche), the yellow Lola was fitted with a brand new 3.9 DFL from Cosworth, similar to the unit in the works car.

For the first time in many years, no 2-litre Lola was in the field.

March

The Bicester team was represented by two of the new ground-effect 82G cars, due to make the type's long-awaited debut in the World Endurance Championship. The Gordon Horn managed works team fielded the car which was practised at Silverstone, sponsored here by Garvin Brown, Landmark Gil and Jensen Stereo, and fitted with a new Franz Weis 5.7-litre Chevrolet V8. Eight hours in scrutineering on the Tuesday did nothing for the morale of the hard-working March team...

The other March was Bob Garretson's Michelob backed 82G, which started life as an IMSA GTP entry and came to Le Mans after promising runs at Daytona and Sebring at the start of the season. The conversion to Group C rules was carried out in Bicester. For qualifying, the team ran a sprint Chevrolet V8 built by Russ Joseph, reverting to a Garretson developed 3.8 for race day. Additional backing came from Red Roof Inns.

Sauber

Both the Group C Sauber SHS C-6 cars appeared in the striped livery of BASF cassettes and featured heavily revised rear ends, evidence of the Domingos Piedade managed team's efforts to remove its persistent engine vibration problems. The Stuck C-6 had been sent to John Thompson's TC Prototypes company for chassis strengthening and a load-bearing engine subframe, and similar work (although actually slightly different in execution) had been carried out on the second car in the Peter Sauber factory in Geneva. The modifications have added about 20 kilos in weight to the Stuck machine (863 kilos) and about 10 to Walter Brun's car (855).

The vibration problems hopefully now overcome, both cars were fitted with 3.9 DFLs for qualifying, but Piedade took the precaution of fitting a 3.3 to Stuck's Sauber for the race.

Nimrod

After their strong runs at Silverstone, the two Aston Martin V8 powered Nimrods, the Robin Hamilton run works car and Viscount Downe's Pace Petroleum sponsored version, appeared at Le Mans but lightly modified. Both cars suffered badly at the hands of the scrutineers, the problem being the one which the teams foresaw, namely the heights of the windscreens. An ungainly protrusion appeared atop the screen of the works car, while the Pace team solved the problem by a smaller blimp and raised ground clearance. Although the 5.3-litre engines produce 580bhp, the Nimrod C2s are immensely heavy at about 1050 kilos.

WM

Gérard Weltier's Parisian team fielded two entirely new cars, better finished versions of

continued

QUALIFYING

As usual, the ACO laid on two four-hour qualifying sessions on the Wednesday and Thursday evenings, but a new departure was the provision of a 45-minute warm-up on race morning. The last half-hour of the second practice session was lost because of a spectacular electric storm which encircled the track for a while before unleashing a torrential downpour.

There was more than a touch of *déjà vu* about qualifying. Like last year, Jacky Ickx placed himself firmly on pole position early in the action. Like last year, a second factory Porsche joined the Ickx/Bell car at the front of the starting grid. Like last year, a Reinhold Jöst-built privately entered Porsche lined up third fastest.

Unlike last year, Ickx had no need of Dunlop's qualifying tyres to gain his pole, which was a shade over a second better than his time from 1981, set with the similarly engined flat-bottom 936-81 on soft rubber. All doubts about the Mulsanne potential of the new wing-car were quickly dispelled, and Jacky was timed at 221mph through the speed trap, the revised bodywork doing the job perfectly, and 956-001 absolutely stable. Apart from a puncture, the 'Jacky and Derek Show' ran trouble free, although there was a little concern after qualifying had ended when a check on the engine revealed a loss of compression in one cylinder. The pole was set at an average of 146.27mph.

In chassis 003, Vern Schuppan had a lurid moment on the Mulsanne Straight when a tyre blew, and the bodywork was savaged before Vern could bring the 956 to a halt. Nevertheless, Mass also took the car round under Ickx's qualifying record. The third Rothmans-Porsche, however, was plagued throughout by braking problems. The team found dirt in the master cylinder after the first session and thought that the trouble had been identified, but it persisted on Thursday, so an entirely new braking system had to be installed.

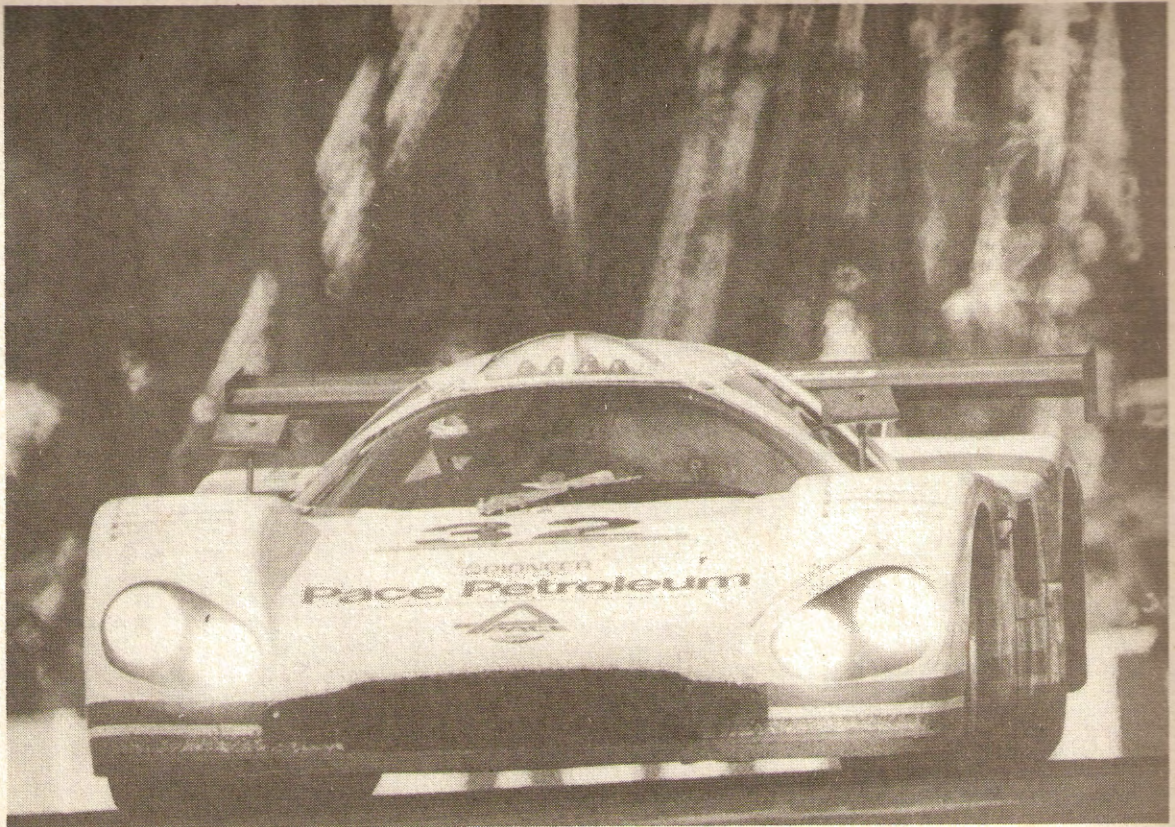
The works team never did see the need to resort to qualifying rubber and, of the leading drivers, only Bob Wollek used the soft tyres, lapping the Belga spaceframe car within 1.5 secs of Jochen's time.

Yes, the works Lancia Group 6 cars did pose a threat, even here. They qualified ahead of all the Ford powered C-cars, fourth and fifth overall, although not without the myriad little problems which seem to characterise the team's qualifying sessions.

Riccardo Patrese, delayed on a flight from Venice, arrived at the track only an hour before the end of the second session, so he only had half an hour of real opportunity with the car before the rain effectively ended activities. However, Riccardo, having qualified himself within the 125% rule with only two laps to spare stayed out in the heavy rain to run Pirelli's wet weather tyres.

His colleagues, who included Rolf Stommelen and Hans Heyer for this meeting, reaped the benefit of Pirelli's Q-tyres, which were given to the super-neat Michele Alboreto and the less smooth Piercarlo Ghinzani. At least the question was answered: the better Lancia went 201mph down Mulsanne.

The factory Ford C100s achieved a top speed of about 204mph down the straight on Wednesday, the cars achieving only 8400rpm. In the second session, the team flattened the cars and fitted longer gears, running up to 9000rpm. However, the drivers found the cars very nervous at speed, so the Zakspeed mechanics fitted



The privately-entered Nimrod Aston Martin, clearly showing the protrusion above the windscreen needed to pass scrutineering.

small 'Gurney flaps' at the rear edge of the wings. Klaus Ludwig was again the fastest Ford driver, the cars qualifying sixth and 11th, without using Q-types.

Hans Stuck qualified both the Saubers into their starting positions. His own lost some time late in the first session due to a faulty battery, and the sister car was delayed in the Thursday session with a split water pipe. A more serious worry for the team, though, was a persistent recurrence of the starter motor problem which afflicted the car at Silverstone, caused by engine vibration putting the bendix into contact with the flywheel. The team was at a loss with the problem, but hoped that the 3.3 race engine on the Stuck car would not produce the same symptoms. With the qualifying 3.9, Hans-Joachim managed 203mph down Mulsanne.

For a first-time-out car, the Kremer-Porsche C-K5 was impressive in qualifying, stable and reaching 207mph down

Mulsanne. The relatively well tested Mirage ran 212mph, and Mario Andretti qualified it only a mite slower than Danny Ongais. On Wednesday, his son Mike put the car into the mother of all spins which ended in no contact with the barriers, gyrating wildly on the fast approach to the Ford chicanes. He missed out altogether on Thursday, for a failed CV joint ended the team's practice just after his parent had set the time.

Right on the pace down the straight, but still a little disappointing in the turns, the works Lola achieved a remarkable 220mph but lined up only 10th. You might think that the ground-effect venturi had been eased off to reduce drag in achieving this speed, but there was an incident in practice which showed that this was far from the case. Indeed, so effective were the air tunnels that at one point the low pressure deformed the pre-pregated, single-piece undertray to such an extent that it broke up, causing an

alarming moment for Rupert Keegan. This apart, there was a tendency for the car to wander on the straight; aerodynamic improvements during Friday produced an improvement in straight-line stability in the race day warm-up.

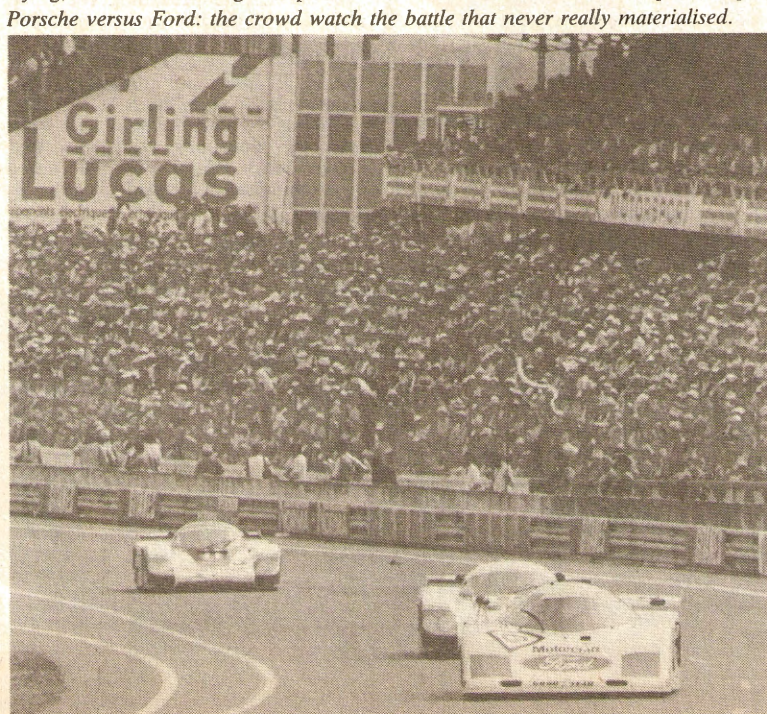
The Esso WM-Peugeot cars enjoyed a circumspect and reliable practice on the whole, the faster of the two cars reaching almost 216mph down the straight. The only sign of stress was a burst oil line on the Freuquin car in the second session when, like almost all the other teams, WM were running fuel consumption testing in race trim.

But what of Rondeau? The French team came to Le Mans for the seventh time with the deserved reputation of having the most reliable cars in the game — a reputation strongly enhanced by events earlier this season. What a time for the cars to let the team down!

In qualifying, Rondeau's enclave at the bottom of the paddock was nothing less than a disaster area, with all three of the full works cars in trouble. The least afflicted was the red and blue Malardeau 382, but even this was halted out on the track on three occasions in the Thursday session, before a busted electrical master switch was diagnosed. The Pescarolo Otis entry was afflicted throughout by an incomprehensible fuel pressure problem, achieving 8500rpm at best. It was Friday evening before the team found that the engine fuel pick-up transducer was overheating.

And the second Otis 382 spent all of practice with a similar fuel difficulty. Again, it was Friday before it was found that there was an obscure installation fault with the fuel pickup on the end of the camshaft, after the car had spent almost as much time on tests on the nearby airfield runway as it did on the track. The best Mulsanne speed listed for a Rondeau, for the record, was 206mph for the Pescarolo car.

Things looked bleaker yet for triple winner Pescarolo, the 1982 Drivers series leader, when the fuel system problem on his car persisted in the race day warm-up, and Jean Rondeau ordered a new motor to be installed. The job, which normally takes up to five hours, was finished in three, just 10 mins before the deadline. The Grid-Plaza suffered the same starter



Porsche versus Ford: the crowd watch the battle that never really materialised.

continued

motor problems as Sauber, with its 3.9, and also had a fuel feed problem, so the team had to switch to the combination mechanical/electrical pump set-up. In the second session, the team also had to set up the car again after adjustments to the wings had destroyed the aerodynamic balance.

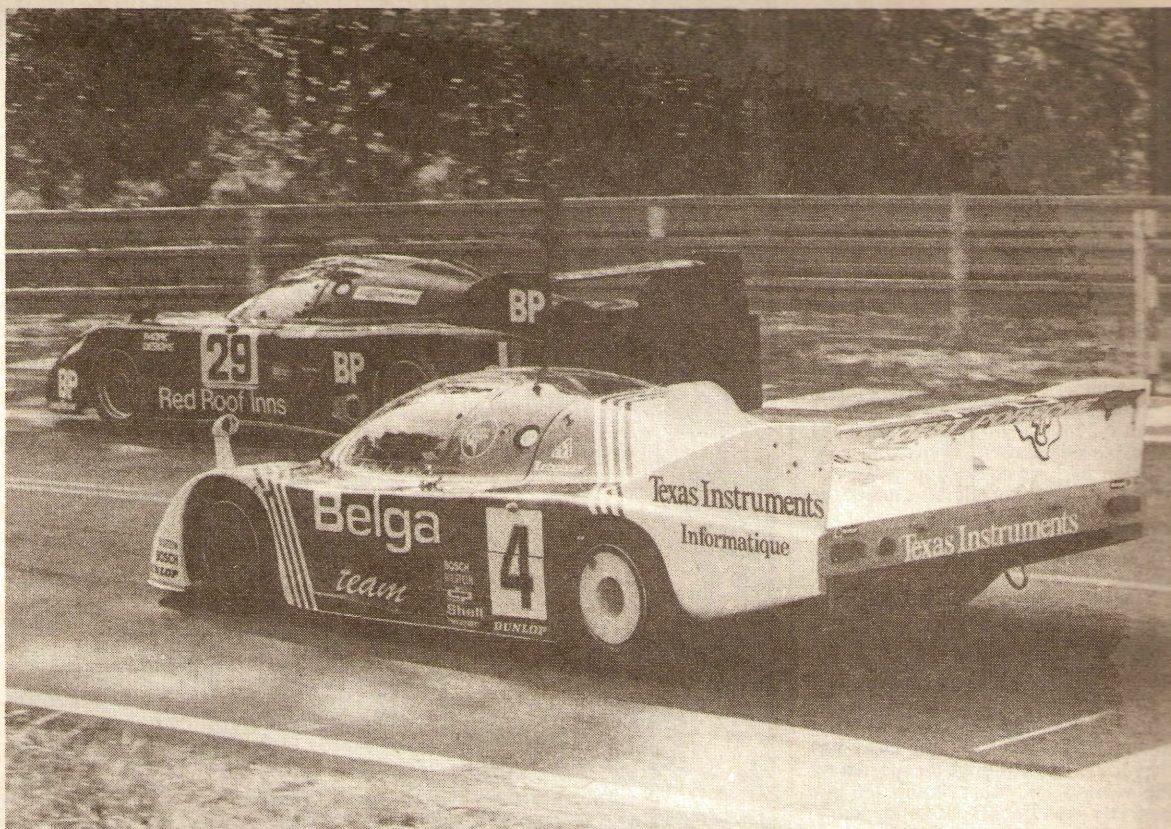
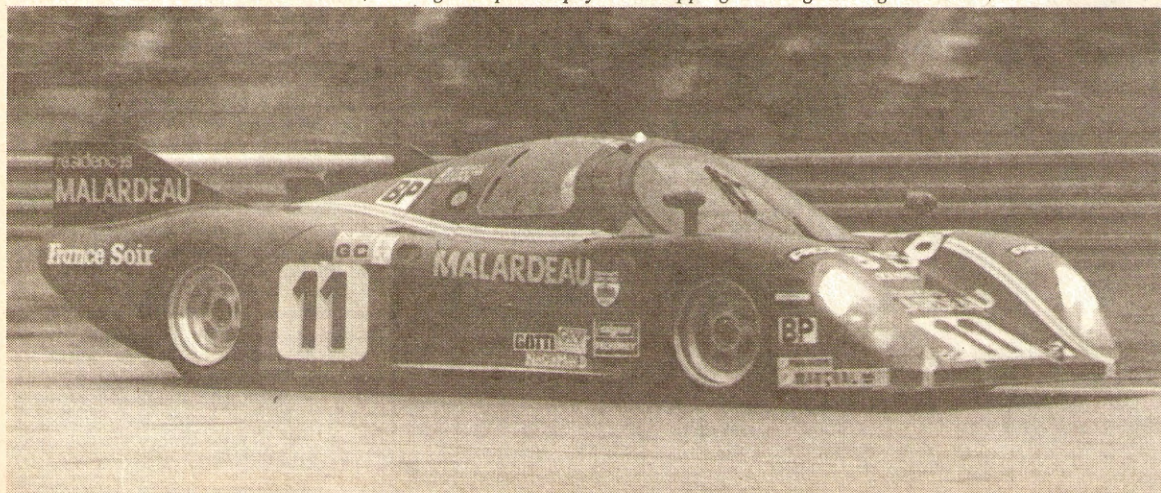
The Cooke Racing Lola also had practice problems resulting from Ralph Kent-Cooke's excursion into the barriers at the Ford chicane, on his first flying lap in his new car. Damage was confined to the left side bodywork. Although worried about the chances at Le Mans of an all-new car, Brian Redman found the T610 to be lighter and easier to drive, although the yellow car was 10mph slower down the straight than the longer-nosed works entry. The CR machine would have been higher than 18th, but the team was set to send out Brian for a time when the rain fell.

As hoped, the Dome turned out to be one of the very fastest down Mulsanne, at 214mph, among the top six cars. In the first practice, however, the new braking system did not work well, and the John Macdonald team reverted to the original set-up, also changing the gear set back to the test specification. Time was lost in the Thursday session with the 'box jammed in first gear, and in the end Chris Craft was happy enough to have narrowly qualified under the 110% rule. There was a worry about the Japanese Dunlops, which had tended to chunk on the rear, and the team was still debating whether to run European Dunlops on the back when the worry became an alarming reality in the race morning warm-up. The left rear let go altogether as Salazar was tanking down Mulsanne, and the body and suspension was damaged before the shocked Chilean could bring the car to a standstill. Frantic work back in the paddock got the Dome onto the grid in the nick of time, albeit with a temporary repair.

The works Nimrod was set up for the straight, giving its drivers some white-knuckle work in the corners, and at 205mph went 16mph faster than the similar Pace entry. The latter, however, obviously found a better balance, and was almost 2secs quicker round the lap, much to the chagrin of the works team.

In contrast, although not without its practice imperfections, the works March 82G fared better than the private Michelob car, which got in very few laps. Having scrutineered on the Wednesday, the Garretson team arrived late for the session, and then lost out because of a leaking oil line. On Thursday, there was a gearbox lubrication problem, and Jim Trueman never got out. But an intervention by ACCUS persuaded the ACO to

The works Rondeaus had a terrible time, the Migault/Spice/Lapeyre car stopping at Arnage during the ninth hour.



The Porsche 936C ran faultlessly until the last hour when it came to a halt out on the circuit, here passing the disappointing March 82G.

let him run, on the grounds that he is theoretically 'graded', being a former 2-litre CanAm champion.

The URD ran reliably splitting the Nimrods and Marches. The Fitzpatrick 'Moby Dick' would have been much nearer the front, but the newly finished car had first session electrical fuel pump bothers, and the team opted to use Thursday for race spec testing.

At 201mph, the Cougar was on the pace for Mulsanne, although slower than the GTX Porsches of Fitzpatrick and Bob Akin. The event lost another of the potentially quick 935s when the unlucky Harald Grohs suffered his second massive accident in three weeks — and this time, he was very lucky to get out unhurt. Just after the kink on Mulsanne, at maybe 190mph, a tyre blew and sent the Vegla car into the barriers on both sides of the road, then into a series of rolls which took the helpless Grohs over the hump to the car's final resting place, 300 yards before Mulsanne Corner. Onlookers shuddered as the Porsche, its front end totally destroyed, caught fire, but there was great relief when, amazingly, Harald stepped out unharmed.

On this occasion, Billy Hagan's long wheelbase qualified 33rd, an outstanding performance for an AAGT entry.

At the back of the field, there was more

déjà vu, this time involving a disbelieving Richard Lloyd. In the first session, his normally reliable engine broke a piston. On Thursday morning, the team fitted another unit on loan from the factory, which had apparently done six hours on the bench. It blew a piston, too — and for the second year running, Lloyd was looking at a non-qualification. This was demonstrably unjust, since even with its dramas the Canon 924 (which was never driven by unlucky Jeff Allam) had qualified under both the 125% and 110% rules, unlike some entries among the fastest 55.

The BF Goodrich team's 924s were here to prove that a production road tyre (of the high-performance type which sell so well in the USA) could do a 24-hour race, but even so the team were compelled to use proper Dunlop competition rubber to get the cars into the race.

All the cars qualified under the 125% rule, but 12 of the 168 drivers here failed to do so. The ACO was persuaded to allow into the race Trueman, Alliot, Patrese, Ragnotti and ultimately (after an intervention from the RAC) Lovett, but among the unlucky ones were both Raymond Touroul's co-drivers and Richard Jones, who was the victim of a driveshaft failure in Richard Cleare's 934.

THE 24 HOURS

The 50th anniversary celebrations — including a historic car parade — and the fact that this was the first 24 hours to be run for the new C-cars gave an added sparkle to this great occasion, with glorious sunny weather helping to build the atmosphere of tension as the hands of the ACO's master clock edged towards 4.00pm.

As ever at Le Mans, there were losers even before the 55 car field had moved away on its warming-up lap. The longest face for the new C-cars gave an added sparkle to this great occasion, with glorious sunny weather helping to build the atmosphere of tension as the hands of the ACO's master clock edged towards 4.00pm. As ever at Le Mans, there were losers even before the 55 car field had moved away on its warming-up lap. The longest face for the new C-cars gave an added sparkle to this great occasion, with glorious sunny weather helping to build the atmosphere of tension as the hands of the ACO's master clock edged towards 4.00pm.

Rothmans Porsches in the hands of Ickx and Mass headed the field to take one of the gentlest starts seen at Le Mans, their side-by-side width preventing Alboreto's Lancia from finding a way through on the inside at the Dunlop Curve. Mass was in front at the end of the lap from Ickx, Wollek, Winkelhock, Ludwig, Pignard, Edwards, Field, Holbert, Migault, Stuck, Dorchy, Alboreto, Cooper, de Villota, Fitzpatrick and Rondeau. Alboreto's Lancia was clearly in trouble, but worse still for Cesare Fiorio's team was the news that Ghinzani had pulled off at Tertre Rouge, Lancia had won two of the three Group C races so far held, but their hopes for Le Mans could not have been bleaker. It turned out that both were suffering a problem with their electric fuel pumps: Ghinzani suffered first, but Alboreto also stopped on the following lap out on the circuit. Tinkering got both cars back to the pits where the electric pumps could be by-passed, but by the end of the first hour the two Martini cars were placed an undignified 53rd and 54th . . .

continued

Also in trouble on that first lap were Brun's Sauber, suffering a recurrence of its jammed starter motor, and Craft's Dome, which had gingerly taken the start but spent the next two hours completing the extensive repairs to rectify damage from the morning's warm-up incident. Redman's Lola was also in the pits, having been wheeled off the grid. "For reasons that can't be explained, it just failed to start," said Brian.

The first 10 laps provided a feast of place changes among the top 20, turning the lap chart almost into a collection of random numbers. The only constant seemed to be that there was always a Rothmans Porsche at the front, Mass holding that position until passed by Ickx on lap 8. The Belgian was his usual circumspect self during the opening laps, his position on successive laps being second at the start, then fourth, sixth, fifth, fourth, and back to second as he disposed of the brief usurping attempts of Pignard, Winkelhock, Ludwig and Field.

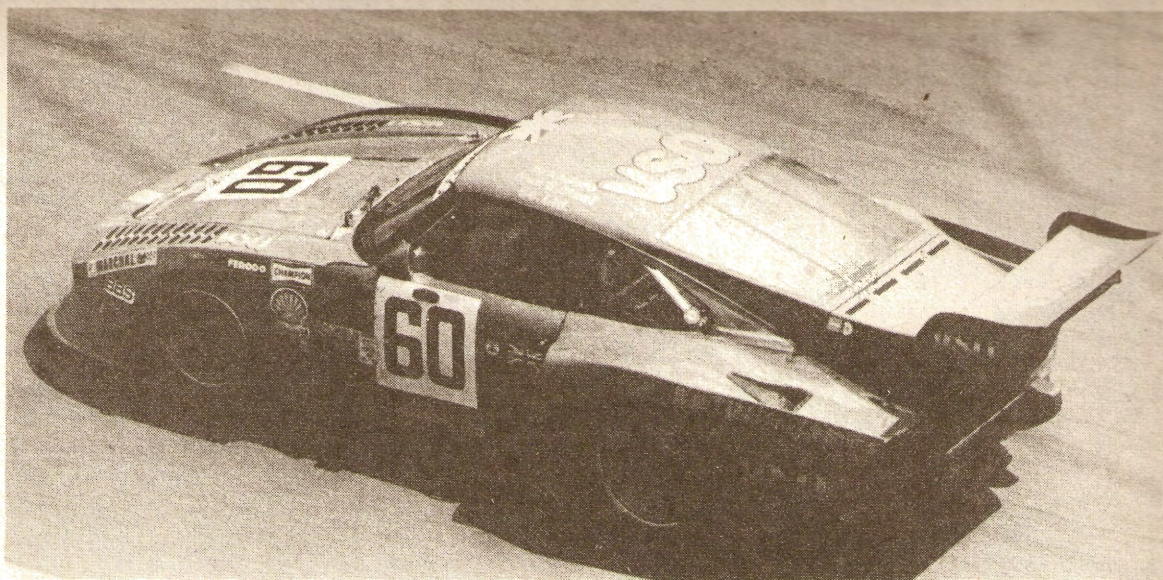
The speed of the WM's was striking, Pignard holding his second place for four laps and Dorchy moving up from 12th on the first lap to seventh on lap 10. Edwards was settling into his stride effectively, recording a time that was to remain the fastest lap for several hours and rising to a challenging third place by lap 10, again finding the Lola's Mulsanne speed exceptionally good.

By the end of those 10 laps, then, the order stood with Ickx leading from Mass, Edwards, Holbert, Pignard, Winkelhock, Dorchy, Migault, Ludwig, Wollek, Stuck, Rondeau, Field (having lost five places after a spin at Ford chicane), Lees, Wood, Mallock and Cooper in the first of the Porsche 935s. A sad retirement after only seven laps was the Grid-Plaza, the victim of piston failure. "I looked in the mirrors at the Mulsanne corner," explained de Villota, "and saw blue smoke, so I took it slowly back to the pits even though all the gauges were showing their normal readings. I didn't feel anything to suggest that a piston had gone." One of the Rondeaus, the Pescarolo car which had qualified so disappointingly, was also in the pits from the seventh lap for a 40mins stay to trace an obscure electrical problem which could only be cured eventually by two new batteries, and an alternator.

The first fuel stops came after just 43mins, the two Nimrod Astons and Cooper's Porsche first to stop a lap before all three works Porsches and the two Lola T610s after 47mins. All these stops seemed well ahead of the approximate 1 hour target allowed by the rules, but by taking the pace lap and natural early race caution into account nobody seemed to have much to worry about. No team but Porsche could cope with all three cars on the same lap, but after they had all departed, virtually in line astern, team manager Peter Falk allowed himself a slight smile. His trio held first, second and fourth places, and he wasn't worried about their fuel consumption, the reduction to 1.1 bar of boost giving the cars long enough legs.

Positions at one hour showed that Cosworth engined cars drink less fuel, for Migault, Ludwig, Rondeau and Stuck were temporarily in the top four places, but their time came within five laps of the works Porsches, still split by the Lola until Keegan had to stop to have his door secured, losing three places.

WM's hopes had dived shortly before this when Dorchy collided with Bussi's private Rondeau, putting both cars in the pits for more than half an hour, Bussi to have damaged bodywork repaired and Dorchy, more seriously, to have burst oil and water radiators replaced. The sister WM, now in Raulet's hands, was holding



The Charles Ivey Porsche 935 of John Cooper/Paul Smith/Claude Bourgoignie finished well for the second year running.

sixth place behind the 1-2-3 Porsches, Spice (Rondeau) and Surer (Ford). A long way back but circulating quickly were the Redman Lola, twitchy on the straight but good in the corners, Rondeau's Rondeau and the two Lancias, both beginning to be affected by faltering electrics. Once again, the Italian team's Le Mans hopes seemed finished, but at least both cars were still on the track.

The new Group C fuel rules claimed their first victim just after the hour mark when Akin's 935 ran out of fuel — *Panne d'essence* would figure prominently on the retirements list — after a miscalculation by the team, while half an hour later Redman's Lola also stopped out on the circuit, out of gas after a storming recovery drive had consumed more than anticipated. C-cars falling by the wayside was to be expected, but not for such a simple reason. The Kremer Porsche was pushed away after an hour and a half with irreparable damage to the cylinder head, but it had been a promising outing for this new car.

Ickx came in for his second fuel stop 51mins after the first to hand over to Bell, the Englishman given instructions to cool things a little as the team would now have to aim for 15-16 laps between stops. Team-mates Mass and Holbert came in a lap later to make life a little easier for the mechanics and handed over to Schuppan and Haywood respectively.

While this German demonstration continued, others sat in the pits and waited. An impatient Bobby Rahal watched his 'lobster-claw' March's fuel problems worsen until a diagnosed split fuel cell spelt retirement. The other

March 82G suffered clutch problems, and the British Lola slipped down to 32nd place after two separate starter motor problems caused long stops of 15mins apiece, but that fastest lap of 3m 37.4s still stood as some consolation.

The staggering of fuel stops again promoted the Spice Rondeau, the only one of the three cars under Keith Greene's care to be running without any electrical faults after two hours, and the two Fords into the top three places, but as they stopped in turn the two quicker Porsches took over, Schuppan holding the lead for a while through the third hour before Bell regained the front. They remained on the same lap until the fourth hour, when Mass/Schuppan lost 3mins having the rev-limiter changed to cure a high speed misfire. Quite how Mass discovered that misfire when driving increasingly economically is Porsche's business. . . .

Apart from British drivers in foreign teams, the patriotic fervour among the thousands of Britons who had trekked to Le Mans centred its loyalty on the Nimrod Astons, which had moved up reliably to nudge the top 10 thanks to faultless running and excellent speed on the straight. At 19.35, however, the green and silver works car struck disaster just before the Mulsanne kink Needell suffering terrifying backwards collision with the barrier at over 200mph. "I'm not sure what happened," said Tiff, "but it must have been a blown tyre at the back or a breakage in the rear suspension." As at Silverstone, Aston Martin would have to rely on the Viscount Downe car to pick up World Championship points. The

course car was brought out for the incident and stopped at the scene. The pit marshals mistook this for a pace car situation, causing an unnecessary 2-lap delay for Muller's Sauber, Stommelen's Lancia, Hobbs's 935 and the Cougar as they waited for the pit exit to be opened.

Positions at four hours: 1, Winkelhock/Niedzwiedz, 61 laps; 2, Haywood/Holbert/Barth, 61 laps; 3, Ickx/Bell, 60 laps; 4, Migault/Spice/Lapeyre, 60 laps; 5, Ludwig/Surer, 60 laps; 6, Raulet/Pignard/Theys, 60 laps; 7, Stuck/Schlesler/Quester, 60 laps; 8, Martin/Martin/Wollek, 60 laps; 9, Mass/Schuppan, 59 laps; 10, Mallock/Phillips/Salmon, 57 laps; etc.

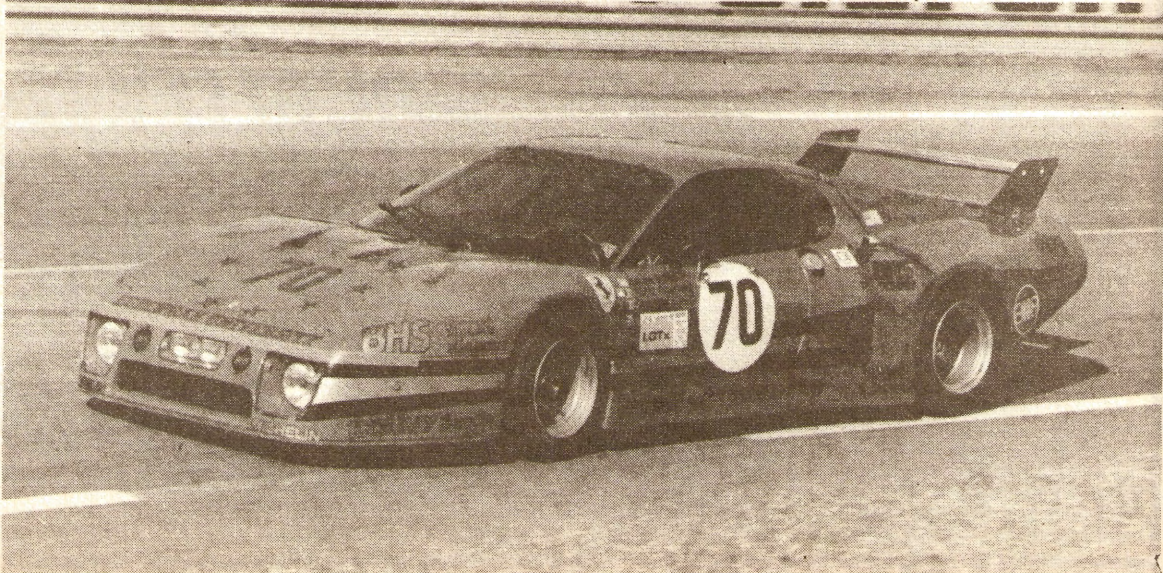
Throughout the next four hours there was little to choose between the three Rothmans Porsches. Quicker pit stops and slightly more aggressive driving had brought the Haywood/Holbert/Barth car into the lead by a lap from Ickx/Bell, who were never more than a few minutes ahead of the Migault/Spice, Rondeau which in turn was marginally ahead of the third works Porsche. It made for an interesting phase of the race, although the interest was more in anticipation of what might happen.

The only significant change among the leading 10 positions over the four hour spell was the quicker Sauber's slip down the order from fifth place after Schlesler came in to have the failing clutch bled, only to find that the starter motor had gone. The car was retired.

Theys's WM also lost five places with a stop to replace the alternator as darkness drew nearer, promoting the surviving Nimrod another place as it ran like clockwork to sixth place at the eight hour.

Porsche versus Ford was how the race

Behind the phalanx of Porsches, Dieudonné/Baird/Libert guided their Ferrari 512BB into a fine sixth place.



had been billed, and for four hours there was little to choose between them. As darkness approached, however, both Fords hit troubles which would see them out of the race before seven hours were up. Shortly after one sixth distance, the clutch on Winkelhock's car started to give trouble. A stop to repair a broken input shaft dropped it down the order until the Cosworth finally blew, leaving the C100 stranded on the circuit. Surer's car, meanwhile, was in trouble with shaky electrics and within 40mins his car was also a retirement. The handsome Fords had performed well, but the Erich Zakowski run team, like Rondeau, is having problems with its 3.9-litre DFL engines.

There were some British disappointments as two private entries were forced out. The chubby De Cadenet of Wilds/Duret/Harrower had been suffering fuel pressure maladies for several hours and finally stopped by the Mulsanne signalling pits unable to pick up any more fuel, while the Birrane/Sheldon/Crang Chevron ended its race after less than five hours with a broken gearbox. Soon after, the Edwards/Keegan Lola, which had proved fast, was ultimately fragile, succumbing to a blown head gasket.

The Lancias, still at the back of the field, were having a dreadful time with constant stops, the Patrese/Heyer/Ghinzani car needing a new intercooler to cure a turbo leak and the sister car suffering continual electrical problems. The other disappointing works team was the Rondeau equipe. All the cars kept going, but the two blue Otis-backed cars were in and out of the pits with a succession of fuel and electrical problems; the Spice/Migault car in third place kept the French flag flying high. "We're having a miserable time," confessed Keith Greene, "but at least this car is running faultlessly." Its only problem was caused by the vibration common to all the DFL-engined cars, the Rellumit seal for the refuelling assembly having shaken itself apart. Rather than waste 20mins changing the whole coupling, a plastic plug was used to make good the seal, and only a few minutes were lost.

Positions at eight hours: 1, Haywood/Holbert/Barth, 121 laps; 2, Ickx/Bell, 120 laps; 3, Migault/Spice/Lapeyre, 120 laps; 4, Mass/Schuppan, 120 laps; 5, Martin/Martin/Wollek, 119 laps; 6, Mallock/Phillips/Salmon, 114 laps; 7, Cooper/Smith/Bourgoignie, 113 laps; 8, Rondeau/Ragnotti/Alliot, 112 laps; 9, Cudini/Morton/Paul, 112 laps; 10, Fitzpatrick/Hobbs, 111 laps; etc.

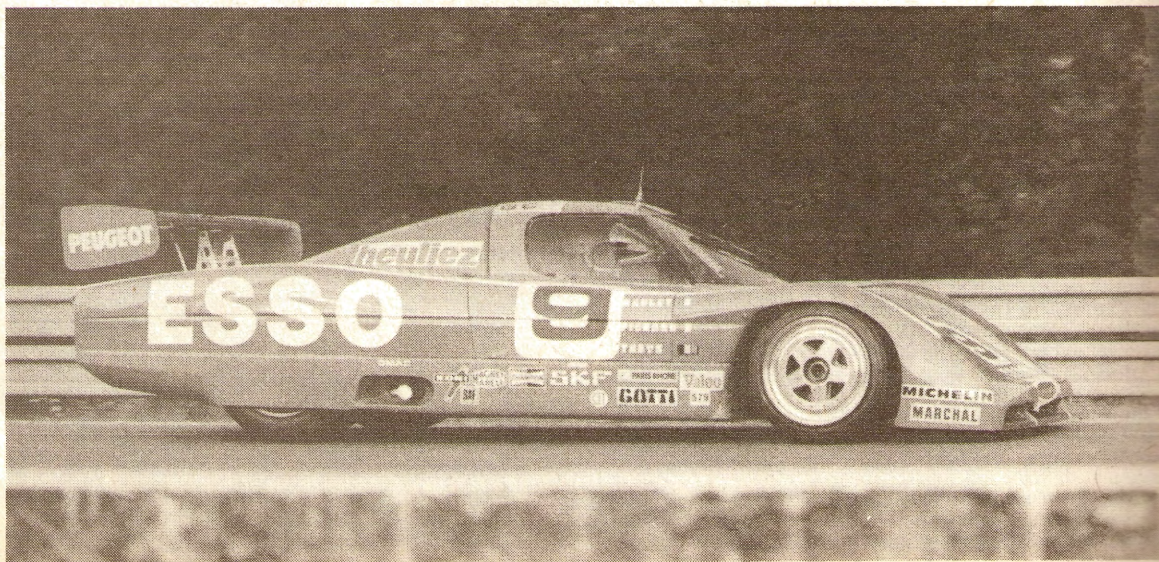
As half distance approached, the race moved into a significant new phase. The Porsche armoury showed a couple of hairline cracks but otherwise remained intact, while all the remaining serious rivals to the Rothmans equipe fell by the wayside. For Rondeau, the disappointments so far paled into insignificance as all three works cars had retired by half distance. By 4.00am the Rondeau pits were silent and the huge entourage of mechanics and drivers were on their way back to their farmhouse HQ to catch up on lost sleep.

The first to go, shortly after midnight, was the Pescarolo/Jaussiaud car with a blown engine, due either to piston or oil pump failure. They didn't really care: it was almost a relief to be shot of the troublesome machine!

Shortly before 3.00am, Lapeyre parked the third-placed car at Arnage with distributor failure, only to be joined just 5mins later by the other Otis car, with Ragnotti driving. This was the car which had suffered the worst fuel system problems in practice, and after the Saturday morning engine change, evidently a fuel line had not been tightened home. It was this that had worked loose, leaving the car stranded and Rondeau's last hope dashed. Two private Rondeaus remained, but the Candy/Poulain/Haran car was very soon retired with engine failure after a valve had dropped. It was a sad end for the team carrying the hopes of all of France,



Redman's return to racing was not happy (above). The W M-Peugeots (below) again demonstrated their straight-line speed.



but one felt that it had been on the cards: the pressure of Porsche's opposition perhaps forcing the drivers to press on harder than in years past.

Porsche maintained their 1-2 throughout the night, Ickx/Bell pulling out a lap over Mass/Schuppan when the second car made an unscheduled stop to fix a temperamental fuel metering unit. The third Porsche slipped back to fifth place, but lost eventually 20 laps with two problems. First, the driver's door flew off, and then a rear wheel bearing broke, necessitating suspension repairs. When somebody fails to shut the door properly, there's not much that Porsche's fine engineering and superb team-work can do about it . . .

The Martin brothers and Wollek held a secure third place only four laps behind the leaders, the Jöst built Porsche having run with customary reliability. "We have no problems," explained the brilliant Bob, "apart from the factory cars. They are so much quicker on Mulsanne than we are."

Behind them the amazing private Nimrod Aston was beginning to look capable of great things. A totally reliable run had hauled it gradually up to sixth place, all three drivers keeping their fingers crossed that their good luck would continue.

Fitzpatrick's Porsche was also running cleanly to hold sixth and the IMSA GTX class lead ahead one of the two surviving Ferrari 512 BBs, that of Cudini/Morton/Paul. Morton was especially pleased to be doing so well, but like everyone else he was anxious about the dawn: "We musn't count our chickens before they're hatched." Further down the order, O'Rourke/Down/Mason had hauled their BMW M1 up to 11th despite a stop to change a crankshaft damper (a familiar M1 problem), while further weight from the British contingent came from the Walkinshaw/Lovett/Nicholson Mazda in 12th and the Cleare/Dron/Jones Porsche 934 in 18th, despite an alarming moment for Jones when first one and then the other headlight failed.

British retirements during this phase included the Dome, wheeled away with a chassis failure after a hopeless race, and the Lloyd/Rouse 924, which had done well to continue after running out of fuel on Saturday evening but finally suffered a broken driveshaft. Also out were both WMs, Frequelin/Dorchy/Couderc after another accident (the car caught fire) and Pignard/Theys/Raulet with a broken gearbox.

Positions at 12 hours: 1, Ickx/Bell, 180 laps; 2, Mass/Schuppan, 179 laps; 3, Martin/Martin/Wollek, 176 laps; 4, Mallock/Phillips/Salmon, 171 laps; 5, Haywood/Holbert/Barth, 169 laps; 6, Fitzpatrick/Hobbs, 169 laps; 7, Cudini/Morton/Paul, 168 laps; 8, Cooper/Smith/Bourgoignie, 167 laps; 9, Snobeck/Servanin/Metge, 164 laps; 10, Yver/Sotty/Guittney, 159 laps; etc.

continued

Porsche marched on. As dawn began to break, the situation was much the same as when the sun had set. The race's pattern was established, and there was no way that Ickx/Bell or Mass/Schuppan were going to break it. This was getting boring . . . and that was the drivers' view! All through the race the leading two cars had been lapping at more than 30secs off their practice pace, and with no challengers in sight were more than capable of reaching the stringent fuel consumption requirement which had been a source of worry before the race. They were all happy to be doing so well, but as Bell said, "It's just not very exciting is it?" The leading car still continued without any delay, its only quirk being a shift in the mixture setting which had caused a slight misfire, but richening the fuel cured this.

The Jöst Porsche hung on in third, its drivers striving not to let the deficit to the works cars become too great, while the dependable Ferrari moved up to fourth place after a hiccup in the Aston's progress. The nip in the air at dawn had caused a front brake disc to crack as it heated up from cold under braking for Mulsanne Corner, and by the time the air had warmed up the team had again suffered the same problem, despite feathering the brakes well before that heavy braking zone to warm the discs gradually.

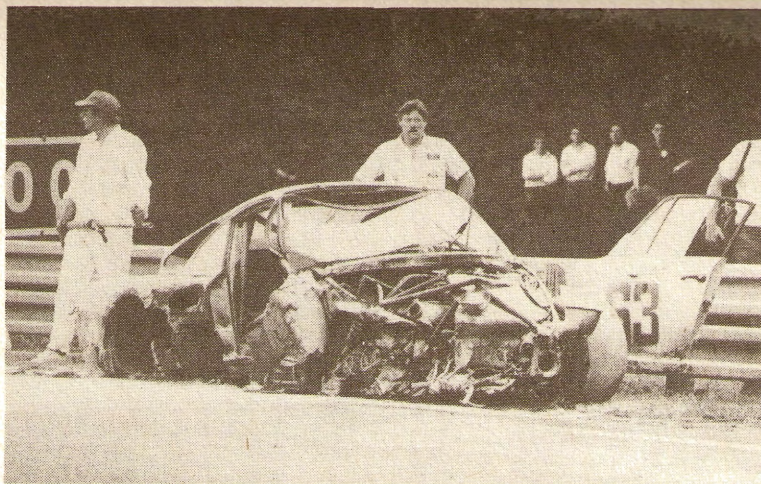
Still running like a dream, the Charles Ivey 935 was beginning to encourage hopes in the team that they might achieve a result as good as last year's fourth place, that position only three laps away from them. The Fitzpatrick car had been the only 935 ahead of it, but a blown cylinder head gasket stopped its progress just when it had hauled in the Ferrari for fourth place. The crew disconnected the injector from the offending cylinder, and Fitz carried on at a pace reduced by 15secs a lap.

The British BMW was beginning to show signs of clutch trouble, and several bleeds suggested that a change might soon be necessary, while the steady run of the Cleare Porsche was interrupted by two driveshaft breakages within two laps of each other while its owner was driving. And the British Mazda also began to falter, Lovett finally having to park on the Mulsanne when the engine went.

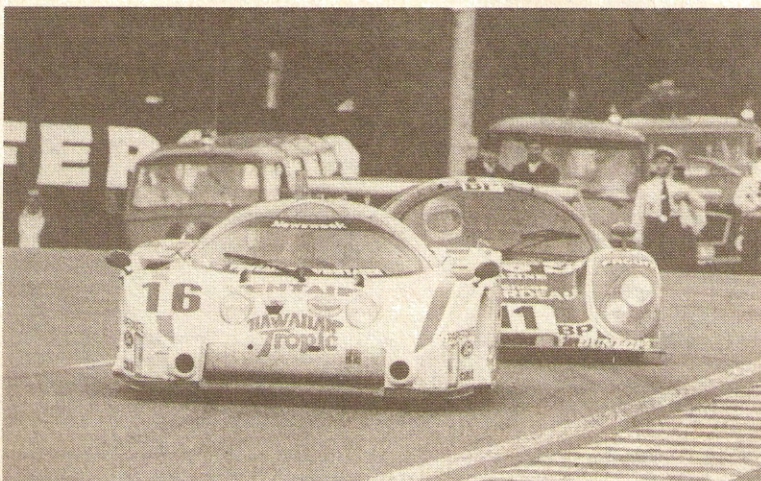
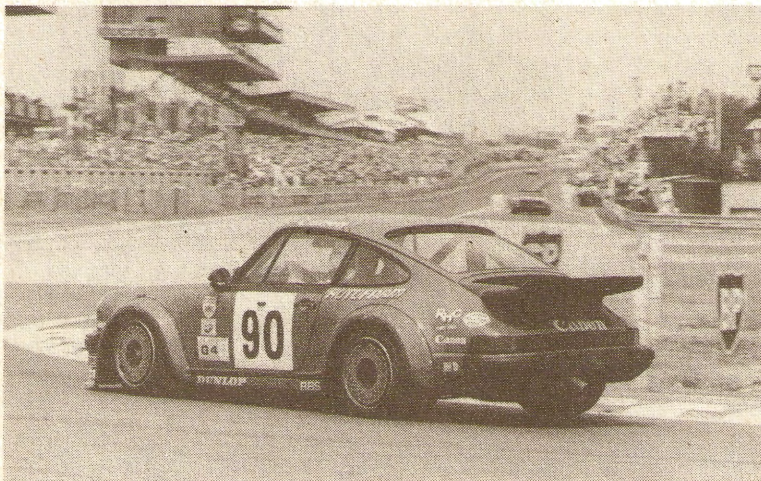
Positions at 16 hours: 1, Ickx/Bell, 240 laps; 2, Mass/Schuppan, 236 laps; 3, Martin/Martin/Wollek, 234 laps; 4, Cudini/Morton/Paul, 225 laps; 5, Mallock/Phillips/Salmon 223 laps; 6, Cooper/Smith/Bourgoignie, 222 laps; 7, Fitzpatrick/Hobbs, 222 laps; 8, Snobeck/Servanin/Metge, 220 laps; 9, Haywood/Holbert/Barth, 220 laps; 10, Yver/Scotty/Guitteny, 214 laps; etc.

After dropping down to ninth place, the third works Porsche driven by Haywood/Holbert/Barth began to work its way back up the order as the day brightened. By 11.00am it was back into fourth place, nine laps adrift of the Jöst Porsche in third place, but gaining appreciably. Shortly before this, however, at 10.40am, Ickx and Bell devotees held their breath as the Belgian limped round the circuit with a punctured tyre. He got to the pits for a replacement, losing three of his five laps lead over Mass/Schuppan. This was the only delay yet to break the regularity of the leading car's 15 lap stints between refuelling stops.

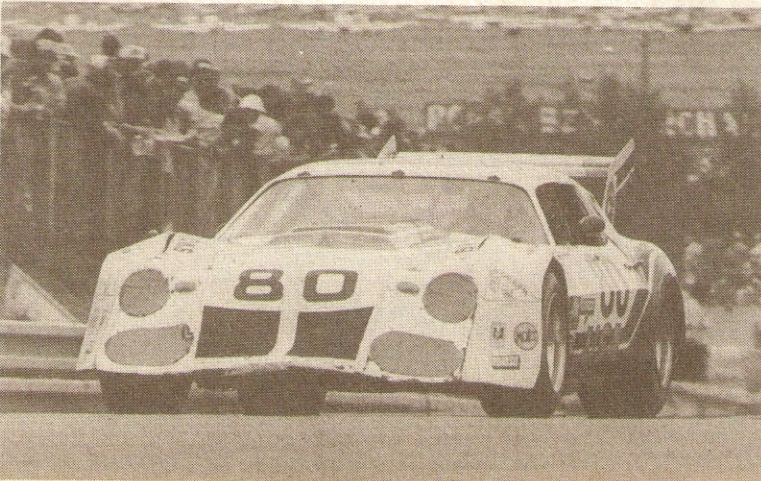
The optimism of the surviving Pace Nimrod team took a dive at 10.30am when Mallock brought their car in with a serious misfire, traced to a broken carbon bush in the distributor. This was the first hint of deeper problems as traces of blue smoke began to signal a suspected valve problem, but still the car kept going to the rapturous cheers of the Union Jack



The dangers of Le Mans: Harald Grohs crashed his 935 heavily during practice when a tyre blew (above). Cleare/Dron/Jones guided their 934 to a praise-worthy 13th (below).



Most of the Group C cars suffered problems (apart from Porsche, of course). The Edwards/Keegan/Faure Lola leads Spice's Rondeau (above), while Brooks/McGriff/Williams soldiered to the end in their Camaro (below).



waving Britons on the Dunlop Curve. Despite all the delays, Viscount Downe's car dropped only a few places to eighth by mid-day.

An unscheduled stop around the same time broke the rhythm of the Charles Ivey team, Cooper finding that the 935 would not pull properly on the straight. The loss of power was traced to a leak from the intercooler, but three stops later after the loss of 18 laps, they were back on the road with the help of borrowed bits for a replacement turbo unit.

The British disappointments did not end there, for the Mason/O'Rourke/Jones BMW's anticipated clutch change had to be carried out, the car losing nearly an hour but only one place on the road. Further traumas for BMW came with a long unscheduled halt for the Ennequin/Gabriel/Gaspiretti car which defied all attempts to remove the transmission casing when the gearbox seized. The Perrier/Salam/Guidici Lancia Beta Montecarlo was also lost from the race through its exclusion because the team changed the gearbox, which the ACO does not allow.

Positions at 20 hours: 1, Ickx/Bell, 299 laps; 2, Mass/Schuppan, 296 laps; 3, Martin/Martin/Wollek, 288 laps; 4, Haywood/Holbert/Barth, 280 laps; 5, Cudini/Morton/Paul, 276 laps; 6, Fitzpatrick/Hobbs, 276 laps; 7, Snobeck/Servanin/Metge, 274 laps; 8, Mallock/Phillips/Salmon, 274 laps; 9, Yver/Scotty/Guitteny, 269 laps; 10, Dieudonné/Baird/Libert, 267 laps; etc.

The third of the Rothmans Porsches steadily made up ground on the third-placed Jöst car, which had had a steadily worsening misfire since dawn, but then the Belga backed Porsche stopped on the circuit with two hours remaining and it was left only for the might of Porsche System to maintain their 1-2-3 to the finish.

That they did with ease, the three blue and white Porsches forming up in numerical and race order with half an hour left. It was a mightily impressive display, taking the top three places with three brand new cars, and one which goes so show that the Porsche System works. And in 1982 it worked better than ever to give Porsche their most convincing victory in all their years of coming to Le Mans, bringing Jacky Ickx his sixth win in this classic race and Derek Bell his third.

Porsches, in fact, took the top five places. The Fitzpatrick 935 survived on five cylinders to finish fourth, four laps ahead of the reliable (but also on fewer than its usual six cylinders) 935 of Snobeck/Servanin/Metge. Ferrari took sixth place, Dieudonné/Baird/Libert moving up after the challenge of the rival Cudini/Morton/Paul Boxer faded in the closing hours.

The chances of the Nimrod Aston had looked perilous at times during the early afternoon, its misfire and oil smoke all the time looking ominous. On top of that, a fuel pressure problem had been growing for several hours, and at 1.30pm it came close to letting Mallock down. On the Mulsanne Straight, taking care to treat the car gently, he found that his fuel pressure was reading zero. "I stopped, fiddled about a bit and finally got enough pressure back to get back to the pits," explained Ray. They had to get that car to the finish, even if it meant "carrying it across the line". Despite the problems, seventh place was the result.

Next came the Ivey 935, the team pleased to make the finish after their turbo problems, while the Cleare/Dron/Jones 934 finished 13th despite losing first and third gears for the final hours.

The O'Rourke/Down/Mason BMW limped through past midday only to have a long stop for a new exhaust system. With two and a half hours to go, a sudden oil leak drained the engine, forcing poor O'Rourke to stop on the Mulsanne Straight.

That was a disappointing conclusion for one British team, but there were still British drivers in the first, fourth, seventh, and eighth cars. ▶

Lancia Rally for Pond?

British star planning deal for Manx and RAC

Tony Pond is hoping to drive a Lancia Rally on the Manx International. The deal is apparently a long way from completion but the organisers of the Rothmans sponsored event could be expected to use a considerable portion of their start money to ensure that Britain's fastest driver makes the start. He won the rally in 1981, after a fierce battle.

The deal may extend to the RAC Rally, but the scene on the Island in September could be further heightened by the appearance of several Audis, as exclusively revealed in AUTOSPORT last week.

The positions in the Open Championship mean that Audi must have a car near the top of the finishing order to clinch the series, and the opposition will be strong.

Michele Cinotto is expected to appear and there could still be another car for Michele Mouton, as David Sutton is very



Pond — Group B for Manx?

keen to see the little French girl on the island. The World series is her obvious priority, but following the 1000 Lakes

there is just sufficient time for an appearance in this country before the race begins for the Sanremo event.

With so many of the involved parties already in New Zealand, (or in transit) it was impossible to gain further details at the beginning of this week, and confirmation of any appearances is not expected for some time. Meanwhile the organisers of the rally are already talking to Antonio Zanini and Guy Frequelin, both of whom could be expected to guarantee entertainment, particularly as the event is all-daylight this year.

In addition to being a round of the Open series, the rally also counts for the Irish tarmac series and an impressive number of foreign affairs. A coefficient 2 round of the European Championship, it will still suffer because of the Tour de France but it counts for the West European Cup, the Belgian National Championship, and the Citroen Trophy.

Toyota in doubt

The current uncertainty which surrounds the future of cars eligible for International competition in 1983 is giving the Toyota GB team considerable concern. Toyota are not expected to announce a Group B car until Easter 1983 — at the earliest — and so if the old Groups are eliminated in December their future looks bleak.

"We have told the organisers," said Steve Johnson "that until we can run a Group 4 car in the 1983 series Toyota will not be involved at all. We do not want to get into running a Group A car, as that would entail another season of development, and John Midgley has done an excellent job for us in the new Group this season.

"It may be possible for the RAC to approve a special class for development or prototype vehicles, which would not be eligible for championship points. It is such a difficult year that without these older cars Group B will appear a very boring category in 1983. Perhaps we could even see Talbot—or Peugeot—or BL making appearances occasionally, and that would at least mean the viewing public could see some spectacle. A championship contested by Group A would not be particularly exciting."

Toyota still hope that will have a new car for April 1983 although that date may be very optimistic. The car will simply be a more powerful Celica, but at least it would mean the company were still represented in the sport.

Meanwhile plans for the rest of this season continue and Per Eklund could be a starter on the Ulster Rally in August with the Celica. That would allow time for any further work required before the Manx International, the last appearance scheduled for the British car.

Toivonen's 1000 Pistes

Henri Toivonen is expected to abandon plans to travel to South Africa later this month, and will now head for southern France where he will start the Mille Pistes Rally. He will be there to represent his sponsor, who also back the rally.

This year, the organisers have again included a special class for prototype vehicles, and if tradition holds then we can expect to see several interesting new machines. Last year Citroen arrived with an unconventional Visa, and Guy Verier's team have quietly been preparing a car for Group B homologation in the future.



Can the 1981 champions retain their title?

Manx is decider

The final round of the British Open Rally Championship on the Isle of Man promises to be packed with excitement, as three drivers Henri Toivonen, Hannu Mikkola, and Jimmy McRae fight for the title. If one of these men wins the Manx International, which will be held over the third weekend of September, they will automatically scoop the country's premier award. Russell Brookes also has a mathematical chance of snatching the title if the others fail to score.

If an "outsider" takes the number one slot then the two Finns have a slightly

better chance because of the points structure but it is guaranteed to be close. The Makes series will also see the final battle in this country between Audi — the current points leaders — and Opel. Because of their superior track record, Audi only need to be second manufacturer to finish to earn the championship, but that in itself will be a difficult task as the opposition over the tarmac roads will be strong. It seems increasingly likely therefore that the entry for Hannu Mikkola will be supported by at least one other car. (See separate story.)

Arnold Clark to stay

At the prizegiving for the Arnold Scottish International the chairman of the company, Mr Arnold Clark announced that he had been delighted with the event and that his company would again support the rally in 1983. The organisers, the Royal Scottish AC were obviously delighted with the confirmation for the future, and with the enthusiasm which has been shown from their new sponsors.

Throughout the rally, teams from the Arnold Clark Organisation ensured banners and publicity material appeared virtually everywhere. Combined with the promotions from Rothmans, the final result was a professional show which undoubtedly benefited both parties.

Mr Clark was particularly delighted that an Audi had won the event with General Motors machinery filling the

next three places. His organisation holds franchises for all these makes, throughout its nine major centres in Central Scotland. "There is no doubt," he commented at the finish, "that the publicity we have received from this exercise has been extremely valuable."

Additionally, Hugh Dewar confirmed that the 1983 rally will be based at the Holiday Inn in Glasgow, and that the rally will again have support from the hotel. The central position in Glasgow helped in the organisation of the occasion and with the THF's Albany Hotel within walking distance, the rally did not suffer the "stretched" feeling which often affects events based in major cities. It did not however carry the intimate atmosphere which was ensured by the Avie-mo Centre.



Ari Vatanen is expected to drive a Ford Escort RS on the 1000 Lakes Rally in August this year. He was obviously anxious to make a star appearance on his home event and looking for the necessary support.

The car should be supplied by MCD Services, currently responsible for his British programme, and Vatanen, with Terry Harryman co-driving could be expected to offer serious competition to the current championship contenders. He won the rally last year in an Escort, and finished second on the Swedish Rally earlier this season.



Per joins Rothmans World team

Per Eklund, showing his new allegiance to his latest sponsor, Rothmans. He is now part of their own World Championship Team, and the company have also been talking to Michele Mouton recently.



Henri is on the March

It's all happening for Open Championship leader Henri Toivonen, who leaves his Ascona 400 this week for a March 821 and a few swift laps of Silverstone. The Finn has always wanted to drive an F1 machine, and actually spent a couple of successful seasons racing before he switched to rallying. Later in the year, Henri will follow Ari Vatanen's path which will lead him straight into the Finnish Army. He hopes that the similar "understanding" attitude which was extended to Ari, should ensure that his competition plans — in rallying — are unaffected.

Buckley succeeds in the High Court

Ger Buckley has won an injunction against Donegal Motor Club reversing the club's decision not to allow him to take part in their event. The action was apparently aimed at clearing his name, as he did not attend the start of the Donegal rally last weekend.

Buckley was stopped on a piece of road due for use as a special stage recently, but claimed that he was on business. The Club promptly announced that he would not be allowed to enter the rally because of his presence in the area, but Buckley

contested the action.

In the Dublin High Court recently he won an injunction against the Club, and the evidence used was that the road closing orders had not been published. The regulations for the rally stated that competitors were not allowed on the roads after these orders were published. They were apparently posted a couple of days after the incident. His car, an Opel Ascona 400 run by Dealer Opel Team Ireland, was offered to Billy Coleman for the rally but he retired with axle failure.

Citroen protest Group B awards

Prize giving at the end of the Arnold Clark Scottish was delayed for just over one hour when a protest was presented concerning the eligibility of the winning Group B car. Robin Lyons finished the rally in ninth position driving his Talbot Sunbeam Lotus, just ahead of John Weatherley's Citroen Visa.

Before the start the scrutineer had declared that the Sunbeam would be considered legal for the new category, although in fact it did not qualify technically. It should have come as little

surprise therefore when Citroen objected, and followed up the protest.

The Stewards met, Citroen then appealed against their decision and so the Group B results will be decided in an Appeal. The hassles did not affect the individual's overall position in the official classification, but in the slightly confused state which currently reigns in the new Groups, more guidance is obviously necessary before the event, rather than after.

Close clinches Group A little

Russell Close and George Tindall have clinched the Group A category of the Open Rally Championship, driving their AGJ sponsored Opel GTE. On the Scottish Rally they again took maximum points, while John Midgley finished second, and top driver in the 1600cc class with his ageing Toyota Corolla.

Despite his lack of power in the little car, which replaced this year's model when it was destroyed in Ireland, Midgley (with co-driver Andrew Bodman) has proved a serious challenger to Close's 2000cc car. There have been some excellent battles during the season, and although the overall positions are

now settled, the battle is likely to continue on the Isle of Man. Midgley's drives have already ensured he takes the 1600cc class, with the VTV supported car.

The up to 1300cc class, which has been fiercely contested by a selection of Kadetts and Astras will now be decided between Ian Harrison's privately entered car and Harry Hockly's Demon Tweaks machine. In the Group 2 class up to 1600cc, the class is currently led by Geoff Warkup's Lada, which has carefully built up a points advantage over Chris Blake.

Planning ahead for last round

As the Rothmans Manx Stages Rally drew to a close, thoughts inevitably turned toward September and the International rally. The speed of the National competitors was high and people were wondering what could be expected when Hannu Mikkola, Henri Toivonen, Ari Vatanen and the rest of the 'professionals' take to the roads for the European Championship event.

Regulations were available on the event, and indeed entries opened on May 21. The rally takes place between September 16/18 and the new format for 1982 will comprise three daylight sections with a total of 385 competitive miles.

Last year's event attracted several foreign competitors to the island, notably the former World Champion, Walter Rohrl, in a Porsche. Practising on the pace note event will be strictly monitored to ensure that crews do not indulge in high speed receiving. The Manx Highway and Transport Board have requested that crews respect the islanders' wishes in this matter as the changes that have been made for the 1982 event are very much 'on trial'.

Entries, at £130, close on July 23 with an increased fee of £160 being charged until August 5.

On the final day of the rally there will be a chance for anyone whose entries were turned down to tackle the Manx Clubmen's Rally. This rally will use the same stages as the main event for a reduced fee of £60. Further details are available from Peter Dudley, 60 Balachurry Avenue, Onchan, Isle of Man. Tel: 0624 22167.



Three times a lady

The ladies crew of Rosemary Smith and Pauline Gullick took the ladies award on last weekend's Donegal Rally to maintain their lead in the Tarmac Championship ladies category. So far the crew have taken first place on all three rounds — Galway, Circuit of Ireland and now Donegal in their Group 2 Talbot Sunbeam Lotus.



Chris Lord and Brian Rainbow are pictured here in action on the recent Huren van Hasselt Rally. Much to their surprise they were leading after the first two stages but a variety of problems slowed the Talbot. At the finish of the event it was Guy Colsoul who took first place but Lord came second to win a holiday in Greece! For winning Group 2 he also collected a holiday in Ibiza so it may be that we shall not be seeing Mr Lord much in the latter part of 1982.

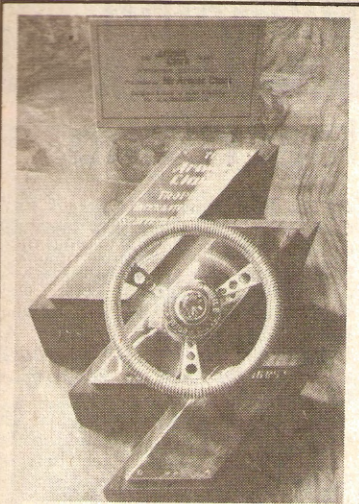
Six rounds for Open?

There would appear to be increasing pressure from competitors on the RAC to increase the number of qualifying rounds in the 1983 Open Rally Championships. For over one year now, several people have expressed their belief that five rounds for the series gives inadequate competition for the drivers, and incomplete exposure for their sponsors.

The obvious addition to the series would be the Ulster event, which continues to move closer to an ideal format since the recent announcement that pace notes will be permitted. The arguments against the rally are bound to continue however, and other potential rounds must be the Peter Russek event in south Wales. There again if the RAC refuse to accept the SWAC organised event for next season, there could be room for both rallies. Assuming the RAC to do not anything radical and include a foreign event.

Celica for Nicolas

Jean Pierre Nicolas will drive a Toyota Celica on the Mille Pistes Rally later this month. The car was last used on the Swedish championship round at the weekend by Leif Asterhag where it crashed, and will now be sent south for its French appearance.



For his fine drive to victory on the Scottish Rally, Hannu Mikkola was the first recipient of the Arnold Clark Trophy. This is a specially designed trophy that was produced by Hendersons of Glasgow. The solid silver steering wheel with its amethyst central boss was designed and hand-crafted by Alan Fulton before being mounted on the mahogany plinth that is shaped to represent Scotland itself.

Battle in Ypres

The European Rally Championship moves into Belgium this weekend for the 24 Heures d'Ypres Rally, a coefficient 4 round of the series. Always a popular event, this year's rally has attracted a truly top class entry despite the absence of the 1981 winner Jean-Claude Andruet.

The entry this year is headed by Bernard Darniche in the fabulous BMW M1, doubtless out to prove that the promise shown on the recent Rally Mont Blanc was a pointer to future results. British interest is once again provided by Scotsman Jimmy McRae in his Opel Ascona 400. Last year McRae finished the event in fifth place but he is aiming to win this year's European Championship and there is plenty to fight for. In addition

to McRae there are some 20 other British crews in attendance including Russell Gooding, Robin Farrington and Deryck Pickup.

Starting and finishing in Ypres itself (the rally in fact completely takes over the town) the event comprises 20 special stages, run as a lap system and totalling 530kms of special stages.

Saturday will see the traditional race around the town, a part of the event which guarantees some really close action to entertain the crowds of spectators that gather for the event. With Opels, Porsches, a Lancia Rally, Renault 5 Turbo, Ford Escort RS and that BMW M1 in the top ten, this year's 24 Heures d'Ypres looks like being one of the most exciting yet.

24 Heures d'Ypres, leading entries

1, Bernard Darniche/Alain Maihe	.....	BMW M1
2, Jimmy McRae/Ian Grindrod	.....	Opel Ascona 400
3, Guy Colsoul/Alain Lopez	.....	Opel Ascona 400
4, Andrea Zanussi/Bernard Chenne	.....	Lancia Rally
5, Bruno Saby/Francois Sappey	.....	Renault 5 Turbo
6, Bernard Beguin/Jean-Jacques Lenne	.....	Porsche 911 SC
7, Robert Droogmanns/Ronnie Joostan	.....	Ford Escort RS
8, Francis Vincent/M. Ickx	.....	Porsche 911 SC
9, Manfred Hero/Dietmar Muller	.....	Porsche 911 SC
10, Hermes Delbar/Eddie Boramans	.....	Opel Ascona 400



ARNOLD CLARK SCOTTISH RALLY

12/15 June 1982

Rothmans RAC Open Rally Championship, round 4

- 1, Hannu Mikkola/Arne Hertz (Audi Quattro), 310m 46s;
 2, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 311m 16s;
 3, Henri Toivonen/Fred Gallagher (Opel Ascona 400), 314m 33s;
 4, Russell Brookes/Mike Broad (Vauxhall Chevette), 314m 53s;
 5, Malcolm Wilson/Phil Short (Ford Escort RS), 316m 27s;
 6, Terry Kaby/Mike Nicholson (Vauxhall Chevette), 323m 03s;
 7, Per Eklund/Dave Whitlock (Toyota Celica), 325m 46s; 8, Ken Wood/Peter Brown (Triumph TR7 V8), 330m 22s; 9, Robin Lyons/Ian Macfarland (Talbot Sunbeam Lotus), 349m 25s; 10, Bruce Lyle/Andy Kelly (Vauxhall Chevette), 351m 21s.

Group B: Results subject to appeal

Group N: No finishers

Group A: 1, Russell Close/George Tindall (Opel Manta GTE), 359m 11s; 2, John Midgley/Andrew Bodman (Toyota Corolla), 361m 45s; 3, Brian Wiggins/Tony Shepherd (Vauxhall Astra), 374m 44s.

Group A up to 1300cc: 1, Harry Hockly/Alistair Roberts (Vauxhall Astra), 376m 09s; 2, Ian Harrison/Martin Robinson (Opel Kadett), 377m 34s; 3, Terry Cree/Tony Gelder (Ford Escort), 380m 30s.

Group A 1300cc to 1600cc: 1, John Midgley/Andrew Bodman (Toyota Corolla), 361m 45s; 2, Brian Wiggins/Tony Shepherd (Vauxhall Astra), 374m 44s; 3, Bob Sutcliffe/Ian Whitley (Talbot Avenger), 412m 33s.

Group A over 1600cc: 1, Russell Close/George Tyndall (Opel Manta GTE), 359m 11s; 2, David Childs/John Perry (Ford Escort RS), 396m 06s; 3, John Williams/Tony Phillips (Opel Kadett GTE), 402m 32s.

Group 2 up to 1600cc: 1, Stewart Robertson/Lawrence Clark (Talbot Sunbeam), 356m 24s; 2, Alex Simpson/Neil Ewing (Talbot Sunbeam), 367m 01s; 3, Redmond Barry/Andrew Gardiner (Talbot Sunbeam), 377m 40s.

Group 2 over 1600cc: 1, Martin Freestone/John Gittins (Ford Escort RS), 360m 02s; 2, Dave McDonald/Nicky Jack (Toyota Celica), 361m 59s; 3, Ian Forgan/Ronnie Linton (Ford Escort RS).

Group 4: Results as for overall classification

Private Entrants award: Ken Wood/Peter Brown (Triumph TR7 V8).

61 starters/39 finishers

Rally leaders: SS 1 McRae; SS 2 Blomqvist; SS 3-SS 33 Vatanen; SS 34-35, Blomqvist; SS 36-46, McRae; SS 47-49, Mikkola.

Rally details: Start of section 1, Glasgow (12/6) at 5.00pm with 24 special stages (only 2 asphalt) before overnight halt at Aviemore arriving Sunday 6.00pm. Section 2 started Aviemore (14/6) at 9.00am, with 25 special stages broken by a four hour rest halt in Inverness, and finishing in Glasgow on Tuesday (15/6) at 1.00pm. Two stages cancelled before the rally start.

Leading retirements: Ari Vatanen (Ford Escort RS), propshaft, 33 stages completed; Stig Blomqvist (Talbot Sunbeam Lotus), engine failure, 34 stages completed; Ivor Clark (Talbot Sunbeam Lotus), engine failure 7 stages; Ian Wilson (Talbot Avenger), 23 stages, gearbox failure; Bertie Fisher (Ford Escort RS), half shaft failure, 16 stages completed.

Clubmans challenge

This Saturday (June 26) sees the Checkpoint Aberdeen Stages Rally, to cater for novices and club competitors. To help them, Aberdeen and District MC have introduced an entirely new seeding system which places the less experienced competitor at the head of the field to gain the best advantage from smoother surfaces and gives the more experienced crews a taste of the conditions the lower numbers are more used to!

The event takes place in the Glentanar Estate near Aboyne on Royal Deeside and features 23 competitive miles. The club's premier event, the John Clark BMW Granite City Rally forms part of the Pace/AUTOSPORT national championship.

The Checkpoint event will not be open to competitors who have ever finished in the top ten of a stage rally, or to those registered in Division One of the Esso Scottish Rally Championship.

Counting for the East of Scotland Rally Championship and the Fife Metal Structures Trophy, the event will start from the Huntley Arms, Aboyne at 1.01pm with the first car due back at the hotel by 3.30pm.

Briefly...

● We were saddened to learn last week of the death of Des O'Dell's wife Jean, who had bravely fought a long illness. On behalf of the staff of AUTOSPORT and our readers, our thoughts are with Des at this terribly sad time.

● Martin Freestone has won his class in the Rothmans RAC Open Rally Championship following his success on the Arnold Clark supported event north of the border. The Escort RS 2000 beat Dave McDonald's Toyota in the Group 2 up to 2000cc category and now has an unassailable lead.

● For the second year in succession the "Spirit of the Rally" award went to George Donaldson and Brian Woodward who completed the course — in second last position — driving a Mini. The only one to start the event, the crew suffered endless problems, but were remarkably quick on occasions. The problems included the battery lead melting on the exhaust; a blown headgasket; a rear wheel which departed taking the brakes with it; and numerous others. They survived, and proudly collected their awards to a tremendous ovation.

● At the mid-way point of the season, the ANECC Road Rally Championship is being led by the Cumbrian crew of Roy Garner and Mike Evamy, in their Ford engined Talbot Sunbeam.

● Regulations for the seventh round of the *Motoring News*/BTRDA Championship, Kirkby Lonsdale MC's Devils Own Rally are now available. The 147-mile event takes place on August 7/8, starting and finishing at the Woolpack Hotel, Kendal. Support has been obtained from Hella and Vauxhall/Opel/Datsun Main Dealers, Atkinson & Co Ltd. Further details can be obtained from Mrs Judith Dodds, 90 Owllet Ash Fields, Milnthorpe, Cumbria.

● South Bucks MC's August Moon Rally takes place on August 14/15. The 150-mile event, sponsored by Crest Hotels, is based entirely in the Oxford area starting at Hartford Motors, Oxford (164/488064). Entries at £14 are available from James Hall, 17 Quantock Close, Langley, Slough, Berks. Tel: Slough 49935.

It's all so close

The positions at the top of the Shellsport Welsh Stage Rally Championship are as close as they could possibly be with three rounds completed. In the over 1600cc class there are four drivers — Bob Fowden, David Llewellyn, Richard Gough and Mark Snelson — with 10 points.

Geoff Kitney has taken his Talbot Avenger to class victory on all three rounds so far and so leads the 1301cc to 1600cc class with a maximum 30 points from Hugh Edwards, Glyn Jones and Graham Hewitt, all with seven points.

Frank Morgan's Escort heads the under 1300cc class with 20 points from Graham Cole who has 17. The next round of the championship is the Aberdare MC Nutcracker Stages which takes place on July 3.

News of Hunsruck

This year's Hunsruck Rally (July 15/18) has already attracted a number of top entries. Already confirmed are Jean-Luc Therier (Porsche 911SC), Pentti Airikala (Ford Escort RS), John Buffum (Talbot Sunbeam Lotus) and Jacques Almeras (Porsche 911SC). Britain will be represented by Jimmy McRae (Opel Ascona 400) and Russell Brookes (Vauxhall Chevette HSR).

The 616kms of special stages are almost twice as much as any other German Championship event and last year attracted an estimated 150,000 people to watch the action on the 33 tests. Last year the event ran in bright sunshine and for 1982 the organisers of the European Rally Championship round (co-efficient 3) have promised, "The same kind of weather contract with St Peter as last time!"



Out of luck on the Acropolis but back in the winner's circle in Scotland, how will Hannu Mikkola fare in New Zealand?

MOTOGARD RALLY

More for Mikkola?



Rohrl — Championship leader.

World Championship for Drivers

Positions after round 6

1	Walter Rohrl	72
2	Michele Mouton	52
3	Shekhar Mehta	30
4	Per Eklund	25
5	Stig Blomqvist	20
6	Jean Ragnotti	20
7	Guy Frequelin	16
8	Bruno Saby	16
9	Ari Vatanen	15
10	Hannu Mikkola	15

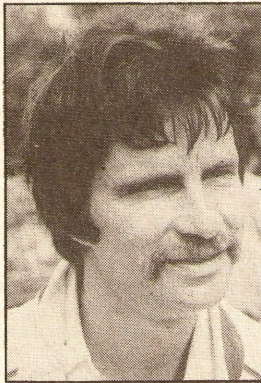
World Championship for Makes

Positions after round 5

1	Opel	74
2	Audi	58
3	Renault	32
4	Datsun	30
5	Porsche	28
6	Toyota	16
7	Ferrari	16
8	Citroen	14
9	Ford	12
10	BL	12
11	Lancia	10
12	Subaru	10
13	Mitsubishi	8
14	Fiat	6

Leading entries

1	Timo Salonen/Seppo Harjanne	Datsun Violet GTS
2	Walter Rohrl/Christian Geistdorfer	Opel Ascona 400
3	Hannu Mikkola/Arne Hertz	Audi Quattro
4	Bjorn Waldegaard/Hans Thorzelius	Toyota Celica
5	—	—
6	Shekhar Mehta/Yvonne Mehta	Datsun Violet GT
7	Per Eklund/Ragnar Spjuth	Toyota Celica
8	—	—
9	Michele Mouton/Fabrizia Pons	Audi Quattro
10	Tony Pond/Rob Arthur	Datsun Violet GTS
11	Jim Donald/Kevin Lancaster	Ford Escort RS
12	Rod Millen/John Bellefleur	Mazda RX7
13	—	—
14	Tony Teesdale/Gary Smith	Ford Escort RS
15	Allan Mitchell/Larry Tagg	Ford Escort RS
16	Jean-Louis Leyrand/Eric Johnston	Ford Escort RS
17	Neil Allport/John Cowan	Ford Escort RS
18	Paul Adams/Jim Scott	Toyota Starlet
19	—	—
20	Glenn MacIntyre/Dennis Roderick	Ford Escort RS



Pond — leading Briton.

Timo Salonen heads the entry in his Datsun Violet.



Motogard Rally Results 1977-1981

	1977 (WCR)	1978	1979 (WCR)	1980 (WCR)	1981
1	Bachellet	Brookes	Mikkola	Salonen	Donald
2	Vatanen	Donald	Robson	Rohrl	Mitchell
3	Alen	Adams	Vatanen	Mikkola	Murland
4	Lampinen	Woolff	Adams	Fury	Parkes
5	Millen	Teesdale	Murland	Waldegaard	Green
6	Woolff	Parkes	Parkes	Adams	Chandler
7	Sergel	Chandler	Green	Davidson	Mason
8	Tippett	Street	Goff	Parkes	Sergel
9	Chandler	Goldsbury	Stewart	McIntyre	McGregor
10	Brough	Walker	Robb	Chandler	Rawstron

Bold type indicates drivers competing this year.

With the dust of the Acropolis now well and truly settled, the contenders for the World Rally Championship move to New Zealand to tackle the 1982 Motogard Rally.

The event's history has been one of mixed fortunes. Not a regular part of the World Championship (it was included in 1977, 1979 and 1980) but certainly regarded as one of the toughest in the calendar whenever it has been included.

For the first time, this year's event has allowed practice to be carried out over the 1000Kms route which includes special stages over both closed public roads and forest stages. In the forests, however, crews have only been allowed a limited — and strictly controlled — amount of recceing, although the public roads have been freely available. Many crews have been in the country for some time now (Tony Pond and Rob Arthur flew out at the beginning of June) while others have had to break off practice to compete elsewhere. Hannu Mikkola and Per Eklund both flew to New Zealand immediately following the Scottish Rally.

Heading the entry for this year's rally is the Datsun of Timo Salomen, who won the event the last time it formed part of the World Championship back in 1980. Immediately behind him lies the current World Championship leader, Walter Rohrl in the lone Rothmans Opel Ascona. The German holds a 20 point lead over Michele Mouton although he admits to being concerned that it is the charming Mademoiselle who keeps winning the events! Mouton is seeded at number nine but team mate Hannu Mikkola will start the event from the third spot.

Mikkola's luck this year has been dreadful and the man that many regard as the best rally driver in the world has only been able to amass 15 points towards the title that looked certain to be his before the season began. Nevertheless the Motogard could well change that situation and it is to be hoped that the friendly Finn can continue his winning ways from Scotland.

Bjorn Waldegaard (starting at four) and Per Eklund (number seven) will both be giving the new Toyota Celica its World Championship debut on the event.

After a 'testing' session on the South Swedish Rally, where Waldegaard brought the car home third after trying some of the tyre and suspension combinations to be used on the event, the team is confident of a good result.

Further Datsun representatives will start from sixth and tenth places in the hands of Shekhar Mehta and Britain's Tony Pond respectively. Pond will have yet another co-driver alongside him, this time the honour falls to Rob Arthur who is currently better known for his 1982 partnership with Terry Kaby in the Pace/AUTOSPORT series.

Pond's entry marks the last of the eight 'A' seeded drivers on the event, the organisers being proud to note that the Motogard can boast an equal tally with the Monte Carlo Rally.

KEITH OSWIN

Timetable

Start: Auckland 9.15am, Saturday June 26.
Rest halt: Hamilton — 1 hour.
End of first etape: Taupa 11.15pm, Saturday June 26.
Start of second etape: Taupa 8.00am, Sunday June 27.
Rest halt: Wanganui — 1½ hours.
Finish of second etape: Taupa 5.30am, Monday June 28.
Start of final etape: Taupa 5.00pm, Monday June 28.
Rest halts: Hastings (1 hour), Masterton (1 hour 05 mins).
Finish: Wellington 2.20pm, Tuesday June 29.



John Lyons presses on in the Downtown Primark Escort, always out in front of the pack.

The Lyons share

John Lyons and Bill Moffett uncatchable — Austin McHale and Billy Coleman both fall by the wayside — Report: BRIAN PATERSON

John Lyons and Bill Moffett in the Downtown/Primark Escort RS1800 scored a start to finish victory in the new-look Donegal International Rally. Their only serious challengers, Austin McHale in the Chevette HSR and Billy Coleman in an Opel Ascona 400 retired with mechanical problems, but never looked like catching the flying Lyons.

The rally had a new base for this year, moving to the Great Northern Hotel in the seaside town of Bundoran, on the western side of the County. Many people had misgivings about the move, feeling it detracted from the traditional convivial atmosphere, and sleep was certainly one of the questions for most residents in rally HQ, the noise of the marquee disco in the grounds vibrating around the bedrooms. However, new boss of the rally James Cullen couldn't do a lot about that, but did succeed in running an efficient event, his year long effort thwarted somewhat by the inclement weather, particularly on the Saturday, most un-Donegal like. A bonus for the Clerk of the Course was the birth of his first baby, a boy, on the last day of the event.

Of the 116 starters from the 136 entries, principal top twenty interest centred around Billy Coleman, for the first time driving the Opel Ireland/Boleyn-Cattini Ascona 400. Coleman was taking cousin Ger Buckley's place in the Opel Ireland team after Buckley was informed, prior to the event he would not be allowed to start, a decision that was reversed by a Dublin court injunction. By then it was too late to do the event in any case.

Escort honours in Donegal were being upheld by John Lyons and Bill Moffett in last year's Downtown/Primark Donegal winning car. The MCD fuel injected Escort had none other than Roger Clark behind the wheel, raring to go after an 8 months lay off. His co driver was Ellen Morgan, apprehensively intent on broadening her rally experience. Talbot honours were being upheld by Tarmac Championship leader John Coyne and Christy Farrell in the Lotus, and Damien Campbell and David Gray in the pushrod version.

Vauxhall Chevette HSRs were in the hands of Austin McHale and John McGee and Everclear/Esso car of Donie Keating and Micky Condon.

The top seeds were rounded off by the Browns of Hereford Renault 5 Turbo driven by John Price and Hugh Wylie and the lone Porsche Carrera of Noel Smith and Ian Turkington from Dublin.

The Donegal Rally started after lunch on Friday. The weather, after a shaky

start, soon dried and the first day's 70 asphalt competitive miles, 5 stages done twice, promised fast action.

John Lyons completed the first 5½ miles well under 5 mins, McHale was 9 secs slower. Coleman was feeling his way, 18secs slower, becoming used to the Ascona. Behind the leader, Alan Fraser and James Leckey inverted their Group 4 Escort at high speed. They went no further, and delayed half a dozen following drivers.

Paul Windsor's new Escort went no further than the first stage either, back axle trouble the cause. After stage 2 Lyons extended his lead to 31 secs. Ken

McKinstry was second, McHale losing a few seconds with an overshoot, and overheating problems, his Chevette already having a second-hand gearbox fitted at the start. Vincent Bonner was third, Coleman speeding up in fourth, Coyne going steady in fifth and Roger Clark settling down in sixth. Another expected top local runner, James McDaid crashed his Escort on stage 2, his time loss over maximum.

Lough Eake was the next stage, and provided a sad blow for the organisers and spectators. Roger Clark's MCD Escort stopped on the stage. The engine just cut out, all the appearance of an electrical fault. Roger and co driver Ellen Morgan were enormously disappointed, and all efforts to repair the MCD Escort and run as course car were in vain.

Billy Coleman had by now come to terms with the Ascona 400 and started to set stage times within 3 and 4 secs of Lyons, the question mark being would he be able to speed up just a little more and provide a serious challenge.

Suddenly the order was changed, McHale, suffering from a misfire, had the Chevette engine expire, and a good second place was out the window . . .

Donegal has never been the luckiest place for Austin and John McGee. John Lyons had a punctured rear wheel on a stage, and Coleman, after eight stages, was in second place, the gap a constant

The Browns of Hereford Renault 5 Turbo made a welcome appearance.



1½ mins. Bonner was now third, just 2secs behind Coleman, then it was Coyne, McKinstry and Keating.

The rally arrived back in Bundoran at 7pm on Friday with the gap between Lyons and Coleman still 1½mins. John Coyne was keeping it consistent in third place, almost 1½ mins behind the Ascona. Ken McKinstry was 20 secs back, Keating over a minute behind in fifth place. The Chevette had been giving brake problems all day, this having an affect on Keating's driving. Robert Moffett had his Escort up to sixth, despite an injured hand.

Saturday promised to be a long day, 19 stages, 140 competitive miles, and the rain was heavy and unremitting. John Lyons rubbed his hands, fitted the rain tyres, and ran away from Coleman over the opening stages. The Cork man had never driven the Ascona in the wet before, the tyres were not quite suitable, and he dropped 30secs on the first stage alone. Ken McKinstry ended his fine drive here, when his KD Kars sponsored Escort dropped a valve.

The rally, by mid morning had wound its way to the traditional stages around Fanad Head in the North East of the county, and based itself for the day at the Milford Inn. Lyons lead after 20 stages was now 3mins over Coleman, Billy by now settled with the Ascona in the rain, but unable to do anything about the flying Escort. Robert Moffett went off a long way on Atlantic Drive, fortunately without injury to himself or co driver Gerard Kelly. A crane was later required to lift out the Escort.

All interest in the fight for the lead evaporated when Coleman and co driver Con Murphy (Ger Buckley's brother in law) coasted to a halt with a suspected differential problem. The Ascona was out, and a later axle change didn't resolve the problems which remained a mystery.

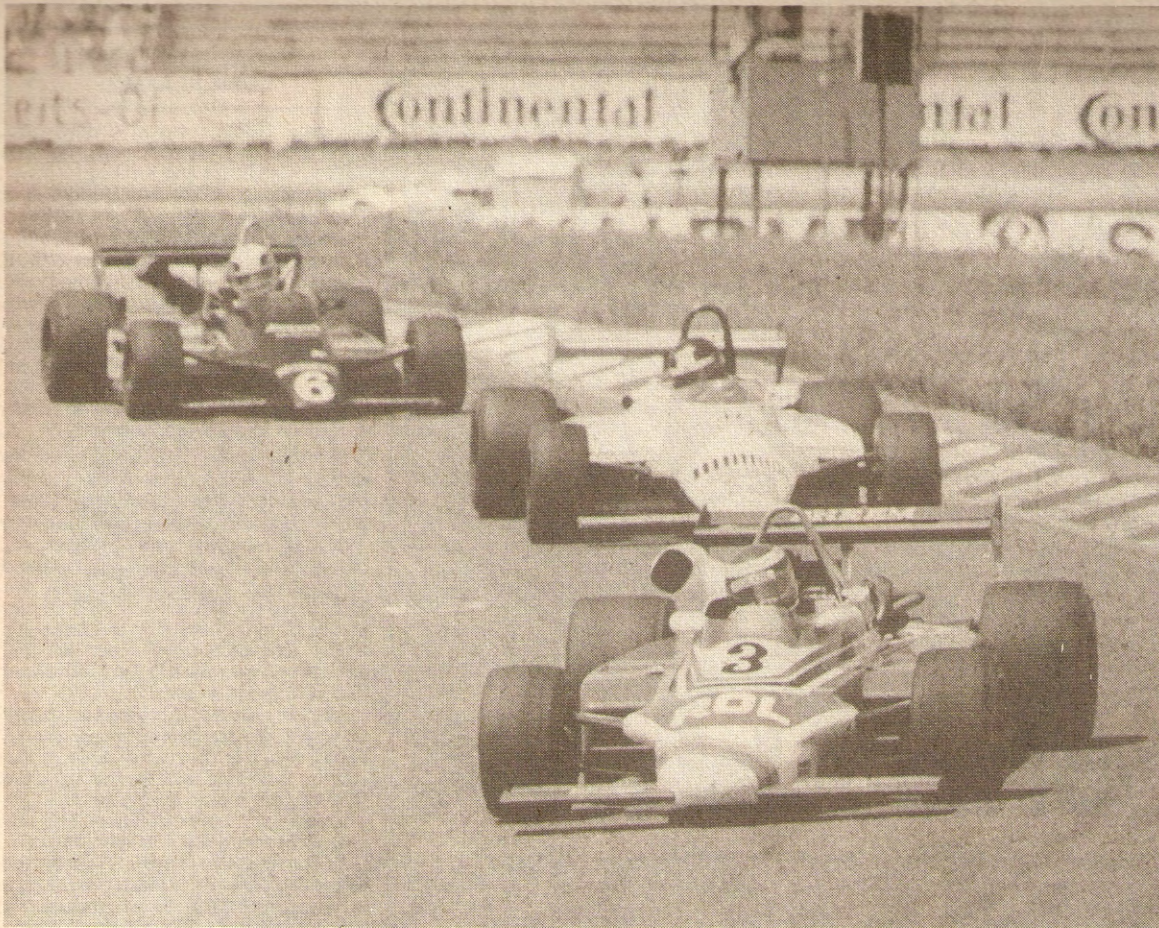
Lyons' lead was now nearly 5mins over Coyne who was nearly 5mins ahead of Keating, so that all interest was now centred on the middle and lower/end of the top ten. John Price was going well in the rain, and had passed Ken Irwin for fifth place, Noel Smith had lost two gears from the Porsche gearbox, it didn't get any worse, and he was holding seventh.

There were only seven stages on Sunday, three proper stages done twice and then a stage through the streets of Bundoran — a stage lined with many thousands of spectators. Lyons made a slow start; but by the 5.30 pm finish he had again set some fastest times, secure in the knowledge that Coyne was not going to dent his 6mins lead. For Coyne it was a case of preserving his second place, while Donie Keating once again struggled with a virtually brakeless Chevette.

It was John Lyons' second consecutive victory in Donegal, the £1,500 first prize awarded by MKF Marketing justly earned for his victory on this well organised Donegal International Rally.

DONEGAL INTERNATIONAL RALLY June 18/20

- 1, John Lyons/Bill Moffett (Ford Escort RS), 231m 43s;
- 2, John Coyne/Christie Farrell (Talbot Sunbeam Lotus), 238m 19s;
- 3, Donie Keating/Nicky Condon (Vauxhall Chevette HSR), 246m 21s;
- 4, Damien Campbell/David Gray (Talbot Sunbeam Lotus), 246m 58s;
- 5, John Price/Hugh Wylie (Renault 5 Turbo), 248m 15s;
- 6, Noel Smith/Ian Turkington (Porsche 911SC), 249m 26s;
- 7, Ken Irwin/John McCafferty (Talbot Sunbeam 1600), 250m 22s; 8, Mal Stuart/Ken Rees (Talbot Avenger), 251m 49s; 9, Frank Fennell/Tom Callanan (Talbot Sunbeam 1600), 253m 13s; 10, Ken McMullan/David Bole (Ford Escort XR3i), 255m 57s.



Eventual winner Corrado Fabi leads Stefan Johansson and Beppe Gabbiani through the Hockenheim stadium.

Forceful Fabi

Fabi's third win of the season — Maurers almost score a one-two at home — Gabbiani second — Bellof third after strong drive — Honda challenge fails to materialise again — Cecotto in the points — Report and Photography: IAN PHILLIPS.

The month of June 1982 is going to be remembered for some fairly historic victories world-wide, whether they be sporting or political and for those present at Hockenheim last Sunday there was a deep sense of satisfaction as the British National anthem was played in honour of Corrado Fabi's third win of the season for the works March team.

Ten laps from the end it looked as though the German Maurer team would repeat their early season success and maybe even take a 1-2. But then Fabi turned it on, in what is becoming his trademark. The Roloil March-BMW slipped into second place and then by slotting in a couple of laps a second quicker than his previous pace, the 21 year old Italian was suddenly hounding for the lead. The small, but intensely patriotic German crowd was stunned into a hollow silence — the outcome was inevitable and three laps from the end Fabi was heading for a victory which makes him the third leader of the European F2 Championship in the past four weeks.

To be fair to Bellof, who'd driven well throughout, he was unable to answer Fabi's ultimate challenge as a broken rose-joint on the bottom left front wishbone was causing him considerable problems. The problem became so acute by the last lap that his revitalised team-mate Beppe Gabbiani passed him for second place, which didn't meet with wholehearted approval of the Maurer management.

After practice the Honda challenge looked good with Thierry Boutsen on pole in the first Spirit-Honda, team-mate Stefan Johansson third and Jonathan Palmer fourth in the Ralt-Honda. All three cars were afflicted with brake problems almost from the start and Johansson was the only one to make it to the finish, claiming fourth place but nowhere near a position to prevent what was an immensely satisfying 1-2-3 for BMW and their partners Michelin.

Frank Jelinski again drove a good race from a lowly grid position in the private Avon-shod Schafer Maurer while Johnny Cecotto did well to bring his over-heating and oil covered March-BMW home sixth which moved him up to joint second in the championship just a point behind his team mate Fabi. The championship series moves on to Donington Park in two week's time with a tense battle in prospect.

F2 EUROPEAN CHAMPIONSHIP 9 HOCKENHEIM

ENTRY & PRACTICE

Just one week after Spa the F2 circus moved just across the border to Hockenheim for the second time this year. A different, impecunious and clueless organising club was in charge, who first of all dispensed with the Friday afternoon practice. Nobody really seemed too bothered about it at the time although it did serve to reduce the fever pitch of the practice sessions and generally failed to get the whole weekend off the ground.

Too many people spent the official qualifying sessions doing what they would normally do on Friday and even by Sunday the place hadn't really come alive. The race programme, devoid of the dreadfully boring Group 5 cars because of the Le Mans clash and the country's pending reassertion of their football prowess on TV, served to keep the crowd sparse. The concrete mausoleum is an eerie place when its empty.

Although Spa had wiped out the unfortunate Docking Toleman team the debut of Alain Ferté (third works Maurer), Bruno Eichmann (Schafer Ralt RT2), Henning Hagenbauer (Hotz March 802) and the reappearance of Thomas Kaiser in Kennerth Persson's ex-Onyx March 812 served to keep the numbers up.

A mid-week phone call between Thierry Boutsen and Spirit designer Gordon Coppuck saw the championship leader's car arrive already set up with

some ideas to try at the circuit. After being comprehensively quickest in the first session, Boutsen claimed the car was "quite perfect. The balance is fantastic and I was able to do my time without any tow at all."

The time keepers didn't credit him with the 2m 1.8s which everybody else got him at, but as his time stood for pole position throughout it didn't matter that much. The Spirit-Honda, with some March-style fairing around the rear wheels and other subtle touches really looked a good all-round car here. Despite running more downforce than has usually been the norm at Hockenheim the cars were quick on the straights (which they hadn't been in April) and quick through the Stadium. In the morning Boutsen was quite clearly the fastest man through a 17s span in the stadium, the Marlboro Spirit on rails all the way through and not even using all the road. An attempt to make the car "even more perfect" in the afternoon back-fired, even though Thierry's time was good enough for third overall! In the short 20 minute Sunday warm-up it was all looking good and he was again fastest.

After finding his Roloil March-BMW in a terrible state in the first session, Corrado Fabi had to wait until the afternoon to put his car on the front row of the grid. With Michelin being a bit stretched at the moment following two North American GPs and the Le Mans clash, their F2 programme suffered a bit in that there was only one set of qualifiers per car.

Fabi did just two flying laps on his set and even before he'd come to a halt he'd unbuckled his belts and was preparing to get out. He spent the final 15 minutes of the session debriefing with Robin Herd in the team's motorhome. Being two hundredths of a second slower than Boutsen (and quickest of all in the stadium) was good enough for him and he didn't think the shortage of qualifiers was important. "Perhaps if I had one more set I might have gone a couple tenths quicker — you never quite find the ultimate limit of grip on just one set. But the most important thing is that I know the car is well set up for the race."

There was some debate in the March camp about which wings to run and Corrado tried the familiar 1970 flat design in the warm-up for a little extra straight line speed which some felt would be necessary to cope with the Spirit-Honda. Although it undoubtedly made the March quicker on the straights, Corrado felt that it comprised the handling elsewhere too much for it to be worth risking.

Having been mystified all season as to why he could never lock up the brakes on his Spirit-Honda, Stefan Johansson found here that the left front was locking at the slightest provocation. The problem plagued him throughout both sessions and restricted him to third place on the grid but a caliper change on Saturday night saw this problem licked for the warm-up. Incidentally, after some unspecified wiring adjustments by Honda after the Spa disappointment, Johansson managed to run 60 laps at Goodwood with no problems. Surely this time it was going to go right for him?

The Ralt-Honda team were also busy at Goodwood following their two recent disappointing showings, Ron Tauranac "coming out of retirement" to supervise the sessions and the improvement was marked. Now permanently back to a single spring set-up, Jonathan Palmer was in the top six all the time, ending up with fourth best time overall. "Much better — in fact probably the best the car has ever been" said Palmer after what had been a good, clean performance. What he hoped were further improvements were incorporated for the warm-up although the times were not indicative that progress had been made and he had a disturbing brake failure too.

After Stefan Bellof's convincing per-

formance in winning the earlier round at the now spoiled German circuit he was fully expected to be among the pace setters second time around. The Maurer team had literally worked night and day since Spa to repair the heavily shunted car, the monocoque having received superficial damage and the rest of the car totally destroyed. However John Lewis and his boys had it looking as pristine as it ever has done by Saturday morning.

Whether it was the aftermath of the accident or just trying to be too clever, the team never managed to get the car set up to Bellof's satisfaction during the official sessions, not being anywhere near their April times. By the warm-up, running no wing, Gustav Brunner had obviously resolved the problem, Bellof setting second quickest time to Boutsen.

"Notsogood, butnotsobad either" was the way Johnny Cecotto summed up his practice which had been ruined by a blown engine in the first session and a very down-on-power replacement unit in the afternoon. However with his now proven race aggression sixth place on the grid looked quite handy.

The Minardi team were the first beneficiaries of M&H's first qualifying tyre of the season and Alessandro Nannini made good use of them. They only arrived at the circuit, direct from America, ten minutes before the start of the final session and Peter Grzinski and his men did a good job in getting enough sets mounted for a final 15 minute fling which put the still hydraulically suspended car comfortably in the top ten.

Beppe Gabbiani appeared to have a more positive approach than of late and consequently put his still Heidegger short stroke BMW powered Maurer into eighth place.

Christian Danner persisted with a low down-force set-up throughout practice and was taking the utmost care not to disgrace himself in front of his own public — the result being a competent ninth quickest.

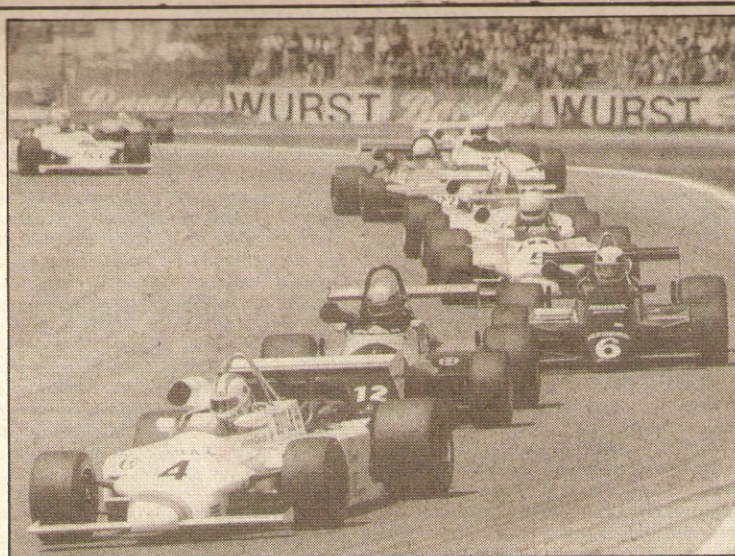
Having been fifth quickest in the early session it looked as though Jo Gartner was going to be right up at the front here, the short stroke Heidegger being amply suited to the circuit. However, his own engine suffered a valve train failure in the afternoon session which dropped the Merzario March down to tenth on the grid — Bellof's practice engine being fitted for the race. Pirelli's lack of interest in F2 was also a problem for Gartner, there being no matched set of race tyres as well as only one set of qualifiers.

Roberto Del Castello made the best use of the last of the good Heideggers but sadly the same couldn't be said of the use of his mirrors on the San Remo Toleman.

Frank Jelinski's place in the Schafer Maurer was again dictated by the lack of Avon qualifiers in the tall specification yet he managed to be a hundredth of a second quicker than Satoru Nakajima who was again doing a competent job in Tetsu Ikuzawa's March-Honda. Philippe Streiff was the last runner to break into the 2m 4s bracket with the AGS. The team were disappointed with their position especially after Streiff's recent showings and an encouraging Ricard test session aimed at getting the car quicker on the straights. It seemed that a spring change between France and Germany had upset their calculations.

Barilla's chance to use the M&H qualifiers was lost when his hydraulics jammed up early in the second session while Alain Ferté was happy with his first F2 outing. He had been eighth quickest in the first session in the car normally driven by Jean-Louis Schlesser but having failed the skirt test four times in the second session as well as encountering gearbox and fuel pressure problems he was down to 16th on the grid.

Kenny Acheson was not entirely happy with things as he learned to live with the revised Ralt during the first session and then just as he was getting into the groove during the second session



Johnny Cecotto leads a pack through the Stadium.

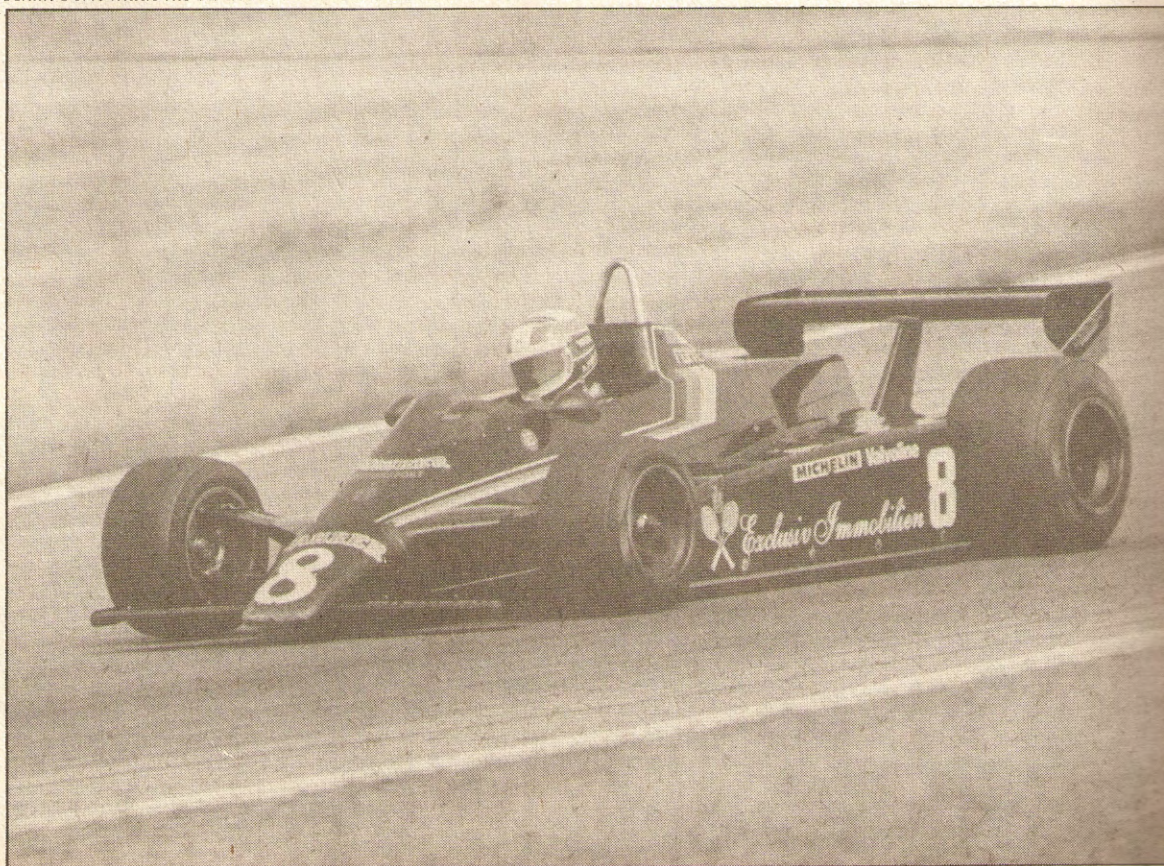
QUALIFYING

Weather: dry, overcast. Existing record: 2m 4.21s

Thierry Boutsen	Spirit-Honda 201	2m 02.00s	2m 02.29s
Corrado Fabi	March-BMW/Rosche 822	2m 05.08s	2m 02.02s
Stefan Johansson	Spirit-Honda 201	2m 02.76s	2m 02.93s
Jonathan Palmer	Ralt-Honda RH6/82H	2m 04.30s	2m 03.36s
Stefan Bellof	Maurer-BMW/Heidegger MM82	2m 03.61s	2m 03.64s
Johnny Cecotto	March-BMW/Rosche 822	2m 04.89s	2m 03.63s
Alessandro Nannini	Minardi-BMW/Mader FLY281B	2m 05.30s	2m 03.74s
Beppe Gabbiani	Maurer-BMW/Heidegger MM82	2m 03.81s	2m 04.30s
Christian Danner	March-BMW/Rosche 822	2m 04.61s	2m 03.95s
Jo Gartner	March-BMW/Heidegger 822	2m 04.04s	2m 04.41s
Roberto del Castello	Toleman-BMW/Heidegger T850	2m 04.34s	2m 04.79s
Frank Jelinski	Maurer-BMW/Mader MM82	2m 05.17s	2m 04.94s
Satoru Nakajima	March-Honda 812	2m 06.33s	2m 04.95s
Philippe Streiff	AGS-BMW/Mader JH19	2m 05.32s	2m 04.99s
Paolo Barilla	Minardi-BMW/Mader FLY281B	2m 07.20s	2m 05.00s
Alain Ferté	Maurer-BMW/Mader* MM82	2m 05.19s	2m 05.13s
Kenny Acheson	Ralt-Honda RH6/82H	2m 05.90s	2m 05.42s
Pierre Chauvet	Maurer-BMW/Heidegger MM82	2m 08.21s	2m 05.72s
Piero Necchi	Toleman-BMW/Heidegger T280	2m 08.30s	2m 05.74s
Harald Brutschin	March-BMW/Mader 822	2m 05.81s	2m 06.58s
Henning Hagenbauer	March-BMW/Mader 802	2m 07.42s	2m 06.58s
Pascal Fabre	AGS-BMW/Mader JH19	2m 06.79s	2m 06.59s
Guido Dacco	Minardi-BMW/Mader GM75	2m 08.45s	2m 07.13s
Mike Thackwell	March-BMW/Mader 822	2m 08.76s	2m 07.35s
Bruno Eichmann	Ralt-BMW/Mader RT2	2m 08.40s	2m 07.35s
Cliff Hansen	March-BMW/Mader 822	2m 34.13s	2m 08.00s
Gunther Gebhardt	March-BMW/Baier 812	2m 08.13s	no time
Oscar Pedersoli	March-BMW/Mader 822	2m 08.92s	2m 08.20s
Thomas Kaiser	March-BMW/Mader 812	2m 11.11s	2m 10.66s

*Used Rosche engine for the race

Alain Ferté made his F2 debut with the works Maurer team.



he had a corner damaging incident at the first chicane. He was actually quicker than Palmer at the time but it wasn't until the warm-up that he could convince himself that the car was now right.

The rest of the field was basically off the pace although only Mike Thackwell and Cliff Hansen could be said to be out of place. Thackwell, down in 24th place, had untold problems which were not helped by the fact that the Hotz team were stretched this weekend by running two cars. "It feels like I am towing another car round behind me all the time" said Thackwell, "and everything we touch seems to break or stop." Just because it was something else to change in the hope of improvement, he switched back to Dunlops for the race too.

Hansen missed the first session almost entirely in Neil Trundle's March, an oil line having come adrift and so had to learn the circuit and set up the car during the final hour which was a tall order.

After the warm-up the sun came out quite strongly over the sparsely populated circuit but nobody really had any tyre worries, the biggest headache being whether or not to go for straightline speed or downforce to get round the stadium. A sign of the times perhaps, but now with a third chicane and the loss of the *Oest Kurve* the majority opted for downforce, the Maurer team's flat wing being the exception rather than the rule.

RACE

The clumsiness of the organisers continued through to the start where they took an age to arrange the cars after the final warm-up lap. Luckily, with three Hondas at the front which are prone to overheating, the actual start passed off cleanly Boutsen leading a Spirit 1-2 into the first corner. Fabi was third but Bellof "was sleeping" and dropped about four places.

As they got to the first chicane Palmer immediately found that he'd got a problem, his brake pedal being spongy while his team-mate Acheson, who'd made a good start, found his rears locking up which sent him spinning and others rushing to the greenery to avoid him.

At the end of the first lap it was Boutsen from Johansson with Fabi third

continued

and Bellof back up to fourth after passing four people into the first chicane. Cecotto was next ahead of Palmer, Jelinski — up from 12th on the grid, Gabbiani, Gartner, Nakajima, Del Castello, Streiff, Necchi, Chauvet, Ferté, Danner, Thackwell, Fabre, Barilla and 20th, Hagenbauer. Hansen and Kaiser were both minus their noses from separate incidents but kept going for the moment while Nannini was dead last having forgotten to lower his hydraulics and so lost the advantage of his grid position.

Bellof passed Fabi on lap 2, his straight line speed being useful at this stage and the Maurer quickly closed on the Spirit duo at the front. On lap 3 Bellof had demoted Johansson to third and after three laps of harrising Boutsen the roar of the crowd at the end of lap 9 signalled that their boy was in the lead.

Two laps beforehand Fabi and the impressive Gabbiani had demoted Johansson on successive laps to fifth. As Bellof pulled away from Boutsen it was clear that the Spirits were in some sort of corporate problem. It certainly wasn't the tyres, the cars still looking good, their Bridgestones giving plenty of grip, as it turned out both the cars were suffering from overheated brakes and on a circuit with three chicanes approached quickly in top gear, an unresponsive brake pedal doesn't give rise to confidence. Boutsen let Gabbiani and Fabi through and attempted to cool his retardant components by shifting all the balance to the rear but just as he was regaining his confidence to wrestle back a place his Honda exploded and so that was that.

With Palmer having retired, with all his brake fluid gone through a weep in a rear banjo bolt, eight laps earlier (lap 5)

the pattern by half distance was fairly settled.

Bellof was leading by about three seconds from Gabbiani and Fabi who were some 30secs clear of Johansson who was doing the best he could to hold station in fourth place in the surviving Spirit. Cecotto's early aggression had been tamed by water and oil temperatures that were climbing sky-high. In an effort to keep them down he was avoiding close contact with those in front but in controlling his pace he found that Gartner and Jelinski were beginning to press their attentions while Danner too was close at hand. Nakajima was next with Thackwell up to tenth and beginning to close after being delayed by the prodigious straightline speed of the otherwise hopeless Chauvet.

Streiff had pitted with a loose rear wing on lap 10 but rejoined ahead of Nakajima after Thackwell had gone through. Acheson was keeping the marshals at the first chicane amused with his brake locking antics but his efforts to gain places in the otherwise well handling car were hampered by an engine that sounded desperately flat. Del Castello's early promise was ruined with a blown engine on lap 6 while Ferté, who moved impressively up to 11th, retired with broken rear suspension.

Frankly, the race then died for a while, the only interest being Jelinski's progress which took him past Gartner and then into a place sopping session with Cecotto, who by now was blowing out oil onto his own rear tyres as well as his pursuer. Unaware of exactly what was happening, Cecotto thought his tyres might have gone off and in his efforts to save them and his engine, the relieved Jelinski finally made fifth place his own by lap 24. Gartner by this time had dropped back with gear selection problems — his efforts to select the cogs having riled Danner enough to cause him to spin out in frustration on lap 19. "It was my fault," admitted Christian, "but he was being so bad mannered in the corners

I felt I just had to try and get past." Thackwell had been closing on the arguing couple but the loss of fourth gear and continuous clutch problems saw him start to drop back again as the race entered its final stages.

On lap 19 Fabi, who appeared to have been playing with his good friend Gabbiani, eased his way past the second Maurer and all of a sudden we realised that he'd made up his mind he could win this race. Slowly he made inroads into Bellof's lead but not in a manner to suggest that he'd really got it worked out just yet. But when his pit communicated to him that he was closing the gap a little he suddenly dropped his lap times from mid 2m 5s to mid 2m 4s. Although he wasn't making any impression on the leading Maurer on the straights he was visibly making up yards in the stadium.

By lap 24 the gap was under a second. Next time round he was in front and the crowd were silent. Totally silent. From that point on he stroked home to his third win of the year. And probably his most impressive too. "It wasn't until the car got light towards the end that I was able to make best use of the downforce I had to get through the stadium quickly. The car and the tyres were just perfect and it was really quite easy for me to shrink the gap."

Taking nothing away from Fabi's first class performance, but his actual overtaking manoeuvre was probably made easier for him in that Bellof's handling, which had been showing a marked tendency to oversteer since half distance, now became quite desperate. As Fabi made his lead quite safe Gabbiani, whose own handling had deteriorated since he broke a skirt quite early on, piled on the pressure and, right in front of an unimpressed Patron Willy Maurer, took second place as they started the final lap which he secured by 2secs at the flag.

Bellof was unable to do himself justice, a rose joint in the bottom left front wishbone having broken, the assembly keeping itself together with little more

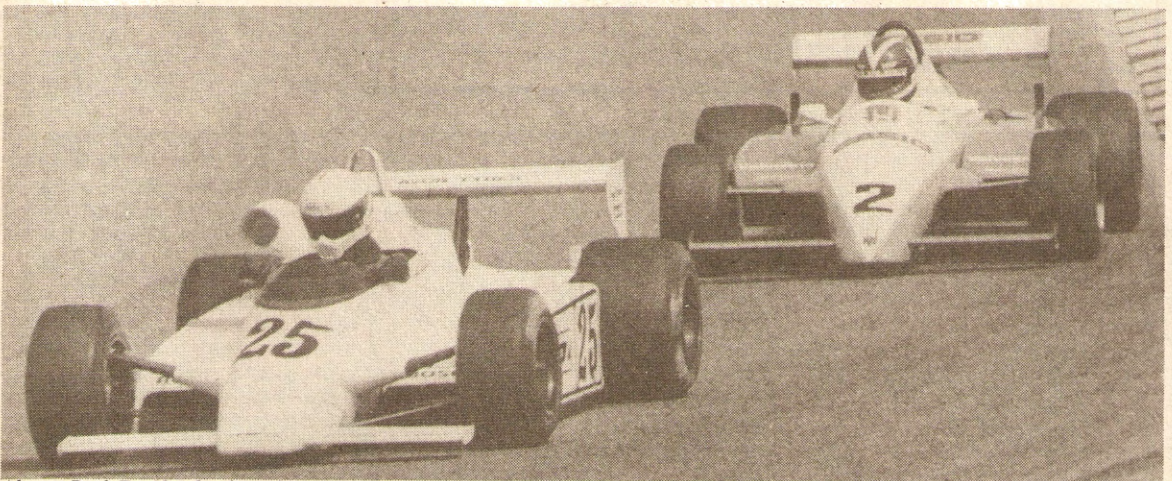
than impressive lockwiring and luck. A more experienced driver probably would have stopped and reported something being seriously amiss rather than thinking a tyre had gone off!

Some 40secs behind the leaders was Johansson, thankful to have at least finished a race without a stop but struggling mightily without brakes and also a sticking throttle. Team designer Gordon Coppuck admitted that the heat generated by the brakes and the resultant boiling fluid had caught them by surprise: "We had considered putting on some ducting as we thought we might be marginal but neither driver reported any problems in the warm-up after driving hard on full tanks and so we decided against it."

Jelinski finally took fifth after another good drive, his Avon tyres lasting the distance well although fluctuating fuel pressure on the last lap frightened him somewhat. Cecotto was confused after taking sixth place and the final championship point which put him into equal second place. "I couldn't work out what was happening with the tyres. Now I've seen all the oil I understand, so I've asked Michelin to make some oil tyres in the future," grinned the Venezuelan who had also done well to bring what obviously was a far from well engine back home in working order.

Gartner inevitably had a tyre problem as well as a puddling basin gearbox but with Thackwell dropping back, his place was never in danger from Nakajima even though the Japanese champion had driven consistently throughout. Chauvet took the ailing Thackwell on the last lap while Acheson, his throttle now sticking, made it back to 11th place.

During the middle of the race there was quite an interesting battle going on between the three Minardis, led for most of the time by Dacco in the two year old car. Nannini finally broke his suspension at the third chicane while Barilla, after a lot of fist waving, finally forced Dacco into an error which gave him 12th.



Above: Both Frank Jelinski and Jonathan Palmer ran well, although Palmer found more problems. Below: Stefan Bellof put on a fine display in front of his home crowd.



HOCKENHEIM (G)
European Formula 2
Championship

round 9
Jun 20
30 laps, 203.91 kms

- 1, Corrado Fabi (March-BMW 822), 1h 3m 04.32s, 193.97kph;
- 2, Beppe Gabbiani (Maurer-BMW MM82), 1h 3m 06.92s;
- 3, Stefan Bellof (Maurer-BMW MM82), 1h 3m 08.52s;
- 4, Stefan Johansson (Spirit-Honda 201), 1h 3m 46.63s;
- 5, Frank Jelinski (Maurer-BMW MM85), 1h 83m 49.83s;
- 6, Johnny Cecotto (March-BMW 822), 1h 3m 51.26s;
- 7, Jo Gartner (March-BMW 822), 1h 3m 59.43s;
- 8, Satoru Nakajima (March-Honda 812), 1h 4m 04.22s;
- 9, Pierre Chauvet (Maurer-BMW MM82), 1h 4m 22.09s;
- 10, Mike Thackwell (March-BMW 822), 1h 4m 23.68s;
- 11, Kenny Acheson (Ralt-Honda RH6/82H), 1h 4m 35.03s;
- 12, Paulo Barilla (Minardi-BMW FLY281B), 1h 4m 5.87s;
- 13, Guido Dacco (Minardi-BMW GM75), 1h 4m 54.51s;
- 14, Bruno Eichmann (Ralt-BMW RT2), 28 laps;
- 15, Thomas Kaiser (March-BMW 812), 28 laps;
- 16, Philippe Streiff (AGS-BMW JH19), 25 laps not running at finish, engine;
- Cliff Hansen (March-BMW 822), 21 laps, still running but not classified.

Fastest lap: Fabi, 2m 04.28s, 196.88kph.
Retirements: Christian Danner (March-BMW 822), 21 laps, spin; Oscar Pedersoli (March-BMW 822), 19 laps, shock absorbers; Harald Brutschin (March-BMW 822), 15 laps, accident; Alessandro Nannini (Minardi-BMW FLY281B), 15 laps, broken suspension; Pascal Fabre (AGS-BMW JH19), 14 laps, driveshaft; Henning Hagenbauer (March-BMW 802), 14 laps, accident; Thierry Boutsen (Spirit-Honda 201), 13 laps, engine; Gunther Gebhardt (March-BMW 812), 9 laps, engine; Roberto del Castello (Toleman-BMW T850), 6 laps, engine; Jonathan Palmer (Ralt-Honda RH6/82H), 5 laps, brakes; Alain Ferté (Maurer-BMW MM82), 5 laps, broken suspension; Piero Necchi (Toleman-BMW T280), 4 laps, accident.



The tragedy of Paletti

Naturally enough, the event which overshadowed all others at Montreal was the startline accident, which cost the life of Riccardo Paletti. This, of course, was by no means the first disaster of its kind. Only last year, at Zolder, we had a similar incident when Riccardo Patrese's Arrows was unable to start, and was hit by team mate Siegfried Stohr. On that occasion the victim was a mechanic endeavouring to start Patrese's engine, and he was more than fortunate to escape with a broken leg.

In Patrese's case, though, there was a degree of warning for those behind, for Riccardo's engine was dead long before the green light, and he signalled immediately. So, too, did Didier Pironi in Canada, but the Ferrari stalled immediately *after* the green light, when the rest of the grid was already on the move. Directly behind Pironi, Alain Prost somehow jinked to the left of the stranded car, a lead followed by the rest. Until Boesel's March arrived all seemed well, but the Brazilian glanced the Ferrari's left rear wheel. Right behind Raul was the unfortunate Paletti.

It is very easy to suggest, as some have done, that the Osella driver should have seen those ahead swerving to the left, should have responded in some way when Boesel hit Pironi. From the stands, or from watching television, such a thing seems obvious. Remember, however, that a racing driver's seating position is very low. From his grid slot at the back, Paletti could not possibly have seen Pironi's raised arm. Indeed, by the time Didier signalled his warning, the Italian will have had the clutch out, been accelerating hard.

A little over six seconds elapsed between green light and impact. After the disaster, it was found that the Osella was in third gear, with the rev counter reading 10,500, and impact speed was estimated as about 120mph. From the rev counter reading we know that Paletti will have been on the verge of taking fourth gear, and he may well have been glancing momentarily at his dashboard.

It should also be remembered that this was the young Italian's very first Grand Prix start. Yes, he raced at Imola, but troubles on the warm-up lap meant that he started from the pit lane.

Some have been critical of the rescue operation, but I am at a loss to understand why. The pace car carrying Professor Watkins was at the accident scene within nine seconds of impact, and the rescue car and fire truck were there a further nine seconds later. Showing considerable courage, 'the Prof' went straight over to the wreckage, reached into the cockpit, quickly establishing that Paletti was very badly injured but had a pulse. In less than half a minute the fire started.

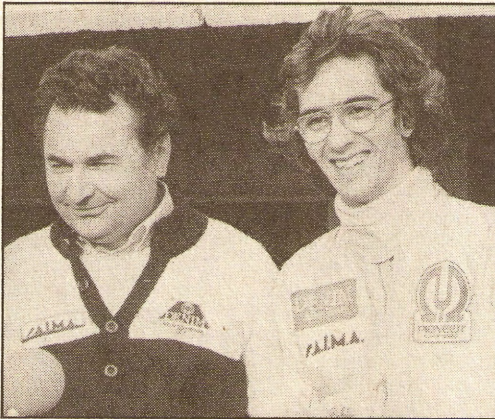
The main criticism of the rescue has been directed — in many cases, by people who should know better — at the fire fighting. It should be remembered, however,

that the Osella had a full fuel load (over 40 gallons), and that it was running out from under the car the whole time. In those circumstances, it seems to me that the marshals did extremely well to bring the flames under control in one minute. And Paletti, it should be known, did not suffer any burns at all, a fact confirmed by Professor Watkins.

After the fire had been extinguished, there began the most difficult part of the operation, and one which inevitably took a long time. Releasing the driver took a further 24 minutes, for he was trapped by his chest, pelvis and legs, which made the task of cutting the car apart both intricate and arduous. But eventually this was done, and Paletti was removed by helicopter to hospital, where, as we know, efforts to save his life sadly failed.

It is not my practice to write in detail of a major motor racing accident, particularly one involving fatality, but I do so this time because I believe this one to have been admirably handled, however tragic the eventual outcome.

Most racing drivers are in agreement that the first 30 seconds are the most dangerous in any race. First, they have not yet played themselves in; second, the cars are inevitably close together; third, with overtaking now so difficult, the start is a driver's best opportunity to make up places. Is there any sensible alternative to the traditional standing start? It cannot, after all, be justified simply on aesthetic grounds. But I can see no other way of doing it. Rolling starts work well on ovals, but can you imagine a similar thing on a road or street circuit? The first few rows would be cruising up to the



Enzo Osella and Riccardo Paletti.

green light, the last few halfway round the last hairpin or whatever. Imagine the number of pace laps you would need before the field was in formation.

Nor are rolling starts the answer from a safety standpoint. Think of Indianapolis this year, when Kevin Cogan's front-row Penske suddenly swerved sharp right into A.J. Foyt's March, bounced back and was then T-boned by Mario Andretti's Wildcat. Mario was very fortunate that time, for the nose of his car dug right under the side of Cogan's. True, you don't have stalled engines in rolling starts, but the accidents happen at a higher speed.

No, I am afraid that all the evidence suggests that the Montreal tragedy was a straightforward 'racing accident,' and that no obvious alternative — which would prevent a recurrence of such a thing — suggests itself. People have claimed that the green light was too long coming, but this is not the case. From red to green was exactly six seconds, well within the maximum time permitted in the regulations. Others have said that Derek Ongaro delayed putting on the red, but on this occasion the back rows of the grid were dilatory in forming up, and Ongaro rightly points out that everyone must be in position before he thinks about lights.

Rescue crews apart, I thought that exceptional bravery was shown by Professor Watkins, by Didier Pironi, who was very close to the fire while instructing a marshal where to point his extinguisher, and by John Macdonald, who, wearing no fireproof clothing whatever, was quickly over the barrier and at the accident scene, more than once plunging through the fire and smoke in an attempt to help Paletti. He it was who, with Prof Watkins, pulled the steering wheel and dashboard away from the driver's face, enabling more aid to be given him.

The Osella took fire because the engine moved

forward several inches under impact, and this ruptured the fuel tank. It is a mercy that Paletti was unconscious from the moment of impact, and knew nothing more thereafter.

There were plenty of people on hand to help, and all played their part splendidly in a most unpleasant scene. As they worked away, it was sickening to note the presence of a man with a large movie camera. A real go-getter, this one, over the barrier like a hound with the scent of blood. He was on the scene even as Pironi climbed from his cockpit, approaching the wrecked Osella with the Frenchman. Not to help, you understand, for that would have meant putting the camera down, missing the sight of a man dying, losing revenue. As Didier pulled away pieces of bodywork from the remains of Paletti's cockpit, the moron kept his camera rolling, lovingly recording every ghastly second. Nor did he stop when the fire began, when rescuers were fighting the blaze. No, no, he continued shooting, moving around, getting in the way. Presumably, he has now crawled back under his stone.

Pironi's troubled times

It would be a flinty heart which felt no sympathy at present for Didier Pironi. Like most people in Grand Prix racing, I did not like the way he deprived Gilles Villeneuve of victory on the last lap at Imola, and I will understand Gilles's fury afterwards. For that matter, I doubt that the French-Canadian, being a man so absolute in all things, would ever have forgiven and forgotten. Trust was all or nothing.

Pironi maintains that he believed Villeneuve's car to have an intermittent problem at Imola, and that, so far as he was aware, the two of them were racing throughout the closing laps. Whatever, he says that were similar circumstances to occur with a future team mate, he would do the same again.

For Didier, the greatest sadness is that he and Gilles were good friends until the San Marino affair, and that two weeks later Gilles went to the grave, the quarrel unresolved. Quite clearly he misses Villeneuve: "I want to dedicate my pole position to Gilles," he said at Montreal. "because, apart from anything else, I think we all know that if he had been here, he would have been on the pole."

The Frenchman is known in motor racing as a cold, austere, man, although I must say I have never found him so. I believe him when he says that the last few weeks have been emotionally difficult for him. For all that, he has driven well, at Monte Carlo (second), Detroit (third) and now at Montreal, where the heavily-revised 126C2 qualified fastest.

Then, of course, came the startline accident. Afterwards Didier had to give a lot of thought to the question of restarting, ultimately deciding to do so. As a serious racing driver — and let there be no doubt that Pironi is; above all, a serious racing driver — he could have taken no other course. Everyone would have sympathised if he had taken the easy way out, simply left the circuit, but getting himself back in a racing car would then have been all the more herculean.

As it was, he raced. The spare Ferrari was far less competitive, yet he took the lead at the start, and stayed there briefly. The car was troublesome, and number 28 dropped down the lap charts. Into the pits, then again. And again. Finally all was well, and then we saw the Frenchman's true measure. For the last 30 laps he was the fastest man on the course. Three laps down on Nelson Piquet, he nevertheless passed the World Champion, left him behind. Right at the end of the race he set a new lap record, less than a second from his own pole position time.

As grey, chilling, evening came to the Ile Notre-Dame, I watched the red car lapping alone, tremendously fast and controlled, and it seemed that Pironi was driving something from his system, running at the limit for the sake of it, making a point to himself. I shall be surprised if anyone else wins the World Championship this year.

Facing Page

Having failed to qualify in Detroit the week before, Nelson Piquet bounced back in convincing style to pick up nine points by winning in Canada with the Brabham BMW turbo. Photo: IPA.



CAMUS

AIR LIQUIDE CANADA

WILLIA

3

parmalat

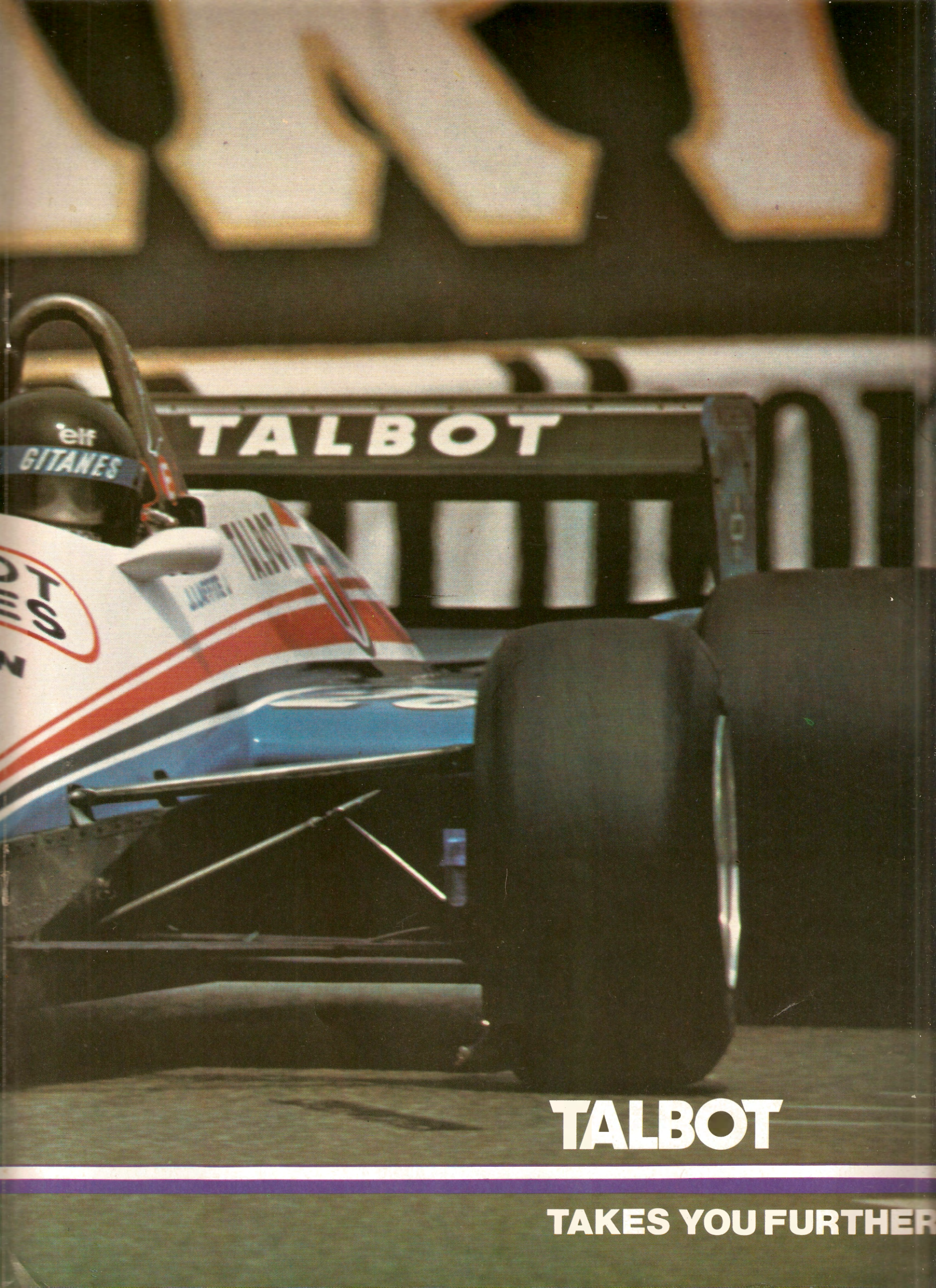
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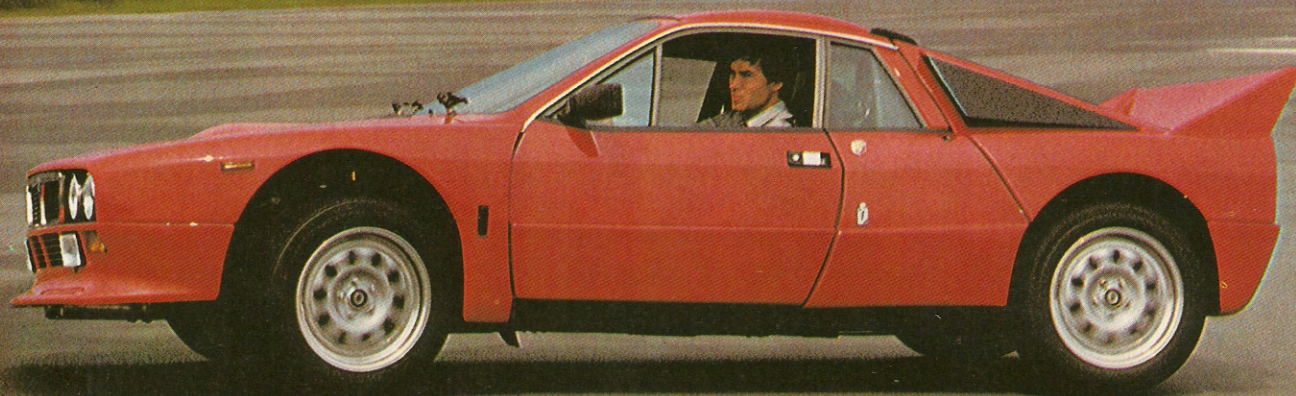
TALBOT

TALBOT

TAKES YOU FURTHER

Rally round Lancia

In the second of his road and track tests for AUTOSPORT TIFF NEEDELL went to Turin to try out some of Lancia's latest offerings.

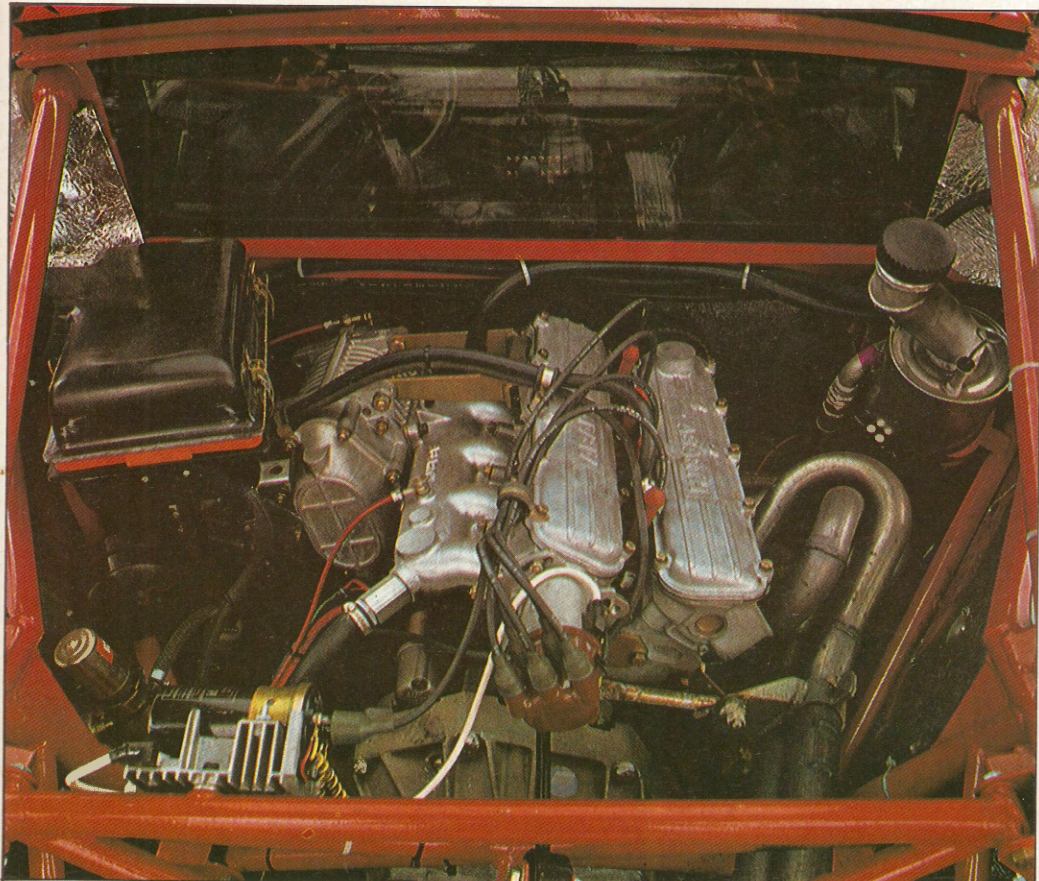


Above: the road car version of the Lancia Rally, the author at the wheel. Below: 205bhp is produced by the four-cylinder engine.

This is only my second assignment for AUTOSPORT and they have the cheek to ask me to fly all the way to Italy to investigate Lancia's new range of technical innovation, designed with the new Group B International motor sport regulations in mind. This new regulation means that manufacturers must produce 200 cars of any model to satisfy homologation requirements. So, to satisfy our readers, I was off to Turin in the north-west corner of Italy and the home of Lancia.

From July 26 1955, when Gianni Lancia, son of the company's founder, handed over the Lancia D50 Grand Prix team to Ferrari, until the appearance of the 1982 Lancia Martini Group 6 car, all of Lancia's competition experience has been based on production road cars, although the championship winning Beta Montecarlo and Stratos were pretty far fetched road cars! This solid background of sporting experience has always stood Lancia in good stead and, undoubtedly, one third of their three-pronged attack will soon be challenging the Audi Quattro's dominance of International rallying, while it is expected that the Group 6 car will be replaced by a pukka Group C car for the 1983 season.

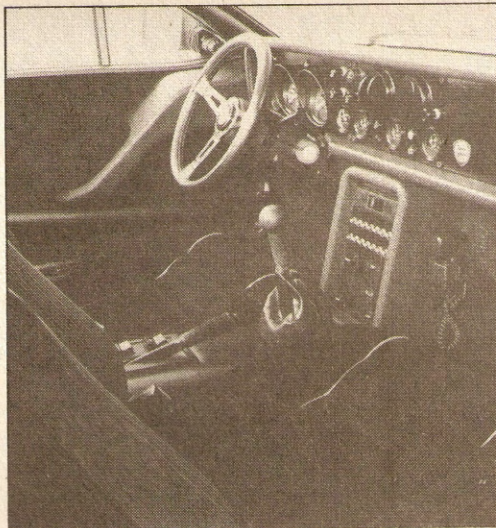
The three-pronged attack is spearheaded by the Lancia Rally, which is being used to uphold Lancia honours in 1982. The two back-ups, still very much in the experimental stage, are the Lancia Delta Turbo four-wheel-drive and the Lancia Trevi Volumex. The Rally tries the mid-engined sports car approach, the Delta goes for a small car and four-wheel-drive, while the Trevi follows up the popular route of a medium size, rear-wheel-drive saloon but with the bonus of its Volumex positive-displacement compressor — a form of supercharging introduced to achieve a quicker throttle response and a better performance at low rpm.



Having an idle evening roaming the piazzas of Turin's centre and sitting out in street-side bars admiring the sights — and discovering that all the most beautiful sights "non parlo inglese"! — I was collected from my hotel in the morning by Lancia Public Relations' Sergio Bettoja, who was to be my most able host for the day. Sergio was driving a Delta Turbo 4wd and we quickly carved our way through the morning traffic — an Italian version of Russian roulette — and arrived at a private air strip close to the Abarth tuning works, who have been involved in so much of the Lancia and Fiat competition history. When we reached the strip of tarmac the Rally had yet to arrive, so it was suggested that I play with the Delta for a while.

The Lancia Delta Turbo 4wd is the first road car, with a transverse engine, to adopt a four-wheel-drive layout, and it has been achieved with very little change to the standard Delta shell. Indeed, the prototype was a very nicely finished motor car. It is powered by a 1600cc version of the standard 1500cc Delta engine and, with the turbocharger added, develops some 130bhp and is geared for a top speed in the region of 120mph.

Now, before we go any further, I must point out that I have never been the greatest fan of front-wheel-drive devices, particularly since the day I had to enlist Derek



The interior is well equipped for a homologation special.

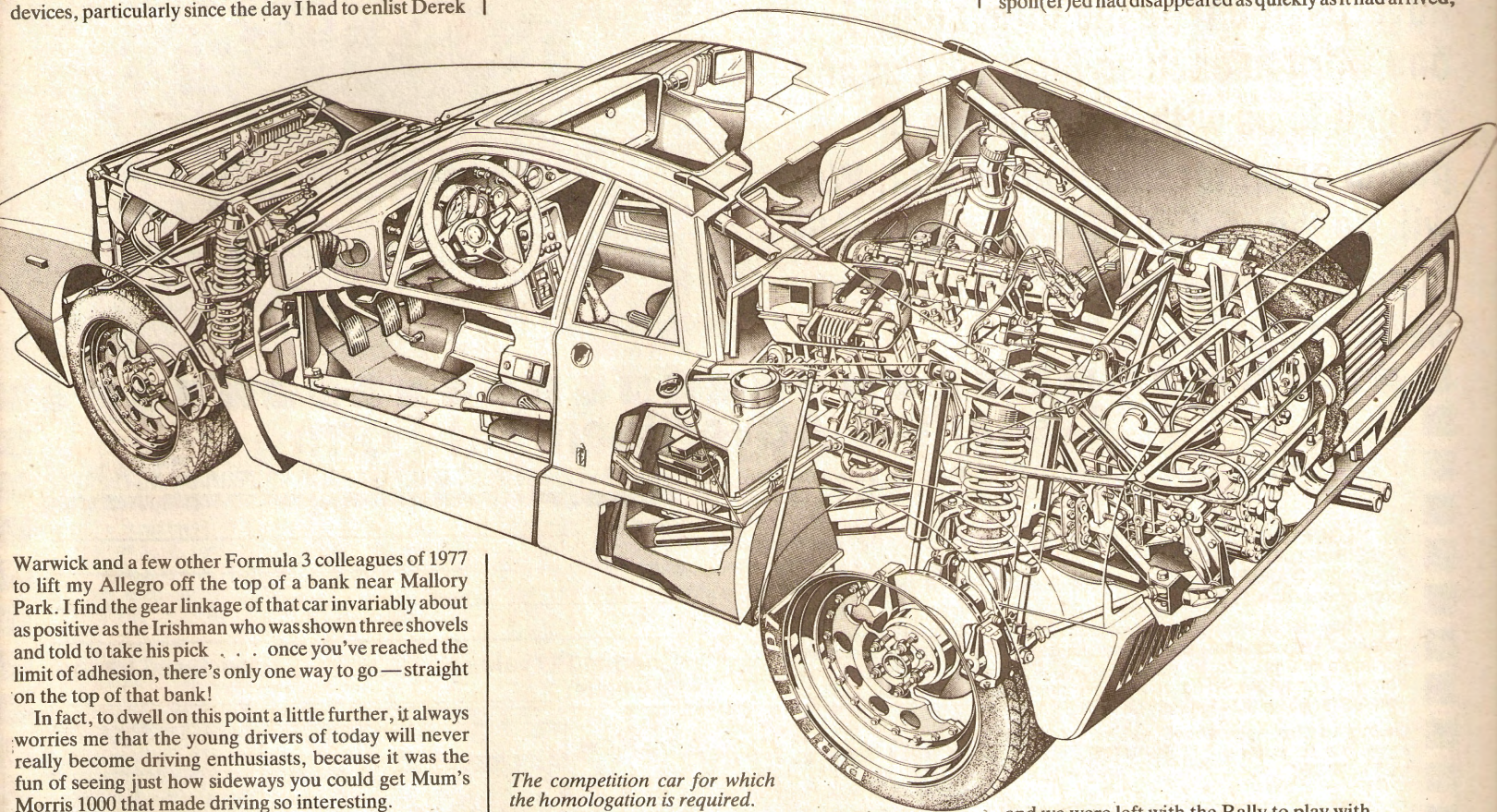
too much lock, which sends the car darting off in the opposite direction.

In conclusion I must point out that this Delta Turbo 4wd was very much the prototype, as no work has yet been done to develop the suspension. The car was well finished and the acceleration impressive, while I have no doubt that the Richard Longmans and Steve Sopers of this world, who specialise in cars that are driven at the wrong end, would revel in the Delta's handling.

Open boot lid

While getting a little giddy gyrating the Delta up and down the runway, I noticed a couple of sleek Italian-red sports cars arrive on the scene. Both cars looked very smooth and racey, although one of the drivers was looking a bit stupid as he was driving around with his boot lid open.

Wrong. Both were Lancia Rallies. One was the production road car, with an attractively smooth line to it, while the other was in the properly homologated Rally trim with the 'open boot lid' turning out to be the rear spoiler. Before I could get a camera aimed at the two side-by-side, the very pretty version which hadn't been spoil(er)ed had disappeared as quickly as it had arrived,



Warwick and a few other Formula 3 colleagues of 1977 to lift my Allegro off the top of a bank near Mallory Park. I find the gear linkage of that car invariably about as positive as the Irishman who was shown three shovels and told to take his pick . . . once you've reached the limit of adhesion, there's only one way to go — straight on the top of that bank!

In fact, to dwell on this point a little further, it always worries me that the young drivers of today will never really become driving enthusiasts, because it was the fun of seeing just how sideways you could get Mum's Morris 1000 that made driving so interesting.

Turbocharger whistle

Anyway, back to the Delta and a short driving test up the runway. Accelerating hard, the little car certainly surged forward, with that rather nice whistle of the turbocharger just noticeable. The gear change was spongy but definitely better than average, while the limitations of the air strip gave us little room to find the top speed or even take advantage of fifth gear.

Turning the Delta round in the width of the strip could be done the easy way — flick the wheel, dip the clutch, grab the hand brake — or the wide-arc 180 degree turn. The former was great fun, the latter produced the expected understeer. Initial turn-in had a very front-wheel-drive feel to it, the outside front tucking in and a lot of lock applied. Once the power was fed in, the understeer reduced considerably and the four-wheel-drive pulled the car out of the corner without too strong a self-centring tug on the wheel (another front-wheel-drive vice). The major problem with powering out of the turn is that you don't really know how much lock you still have and, until experience tells you otherwise, it is all too easy to let off

The competition car for which the homologation is required.



and we were left with the Rally to play with.

The Lancia Rally is powered by a 16 valve 1995cc twin over-head cam, four-cylinder engine boosted by a Volumex positive displacement compressor, giving 205bhp at 7000rpm on carburettors. The rallying versions produced 280bhp at 8000rpm and it is hoped that the soon to be introduced fuel injection will raise that figure still further, to some 320bhp. The road version weighs in at 1170kgs while the rallying version is trimmed down to 960kgs. The engine is a derivative of the Fiat 131 power unit and it has been left to Abarth to develop both the engine and the chassis.

It is only envisaged that the required minimum of 200 Lancia Rallies will be built, and of those only, say, 150 will actually be sold to the public in road car trim, with the detachable spoiler removed. I feel sure that if they sell like hot pizzas more will be built. Indeed, if they come on the market at around £15,000 as is rumoured, there can be little doubt more will be built.

The sports car enthusiast really has a pretty poor choice at the moment if he is not up to the Ferrari, Porsche, Mercedes wallet thickness, and with the death of the Triumph TR7 production run at the other end of

LANCIA DELTA TURBO 4 x 4 Specification

Cylinders/Capacity	4 in line transverse/1585cc
Bore/stroke	84 x 71.5mm
Compression ratio	8.1:1
Power/rpm	130bhp/5600rpm
Transmission	4wd with a third torque separator differential
Final drive	3.583:1
Steering	Rack and pinion
Brakes	Front and rear discs with floating calipers
Suspension (F)	Independent McPherson struts with lower wishbones and anti-roll bar
Suspension (R)	Independent McPherson struts with transverse rods and longitudinal reaction arms, anti roll bar

Dimensions

Wheelbase	2475mm
Track (F/R)	1400mm/1400mm
Length	3885mm
Width	1620mm
Weight	1100kg

Performance

Maximum speed	118mph
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There is little to differentiate the 4 x 4 Turbo from its more sedate Lancia Delta sister externally.

Rally round Lancia

continued

the range, it is left to the specialist manufacturers to provide a market.

The Rally produced for our test was beautifully finished with all mod-cons — electric windows, wall to wall carpeting, velveteen seats, digital quartz clock, courtesy light and generally all the things I didn't expect to find in what is, to all intents and purposes, a homologation special.

So the time had come to have a go in this attractive little car. The time also came for Lancia's generosity and frankness with the press to backfire in them slightly. The test car was really a prototype, and all the handling development has been done on the actual rally cars. In consequence this 'demonstrator' really didn't handle that well. After the frustration of the understeering Delta, I really was looking forward to some enjoyable sideways motoring.

Up the runway the Rally surged forward, changing up through the gears with the delightfully light and positive ZF five-speed 'box. The driving position was surprisingly comfortable having expected my six foot frame to be something of a squeeze. Everything felt good: the end of the runway, down to second, heel-and-toeing no problem with the well laid out pedals, but then the fun. Turn . . . I said, turn . . . turn you . . . well, I was disappointed to say the least.

The understeer really was very pronounced, and attempts to power through it, within the limitations of

the width of the runway, only pushed the front out wider. After much experimentation and a large doseage of rally drivers 'flick it left before you turn it right', I did manage to get the rear end unstuck, but having got it all hung out the chances of completing the 180 degree turn seemed to be about ten-to-one against. I say seemed to be, because after about four tyre-smoking gyrations I gave up and asked the Lancia test driver to show me how it was done: he increased the ratio to seven:nil and a good time was had by all.

Discussing the problem afterwards, I was told that the rear spoiler really worked too well for the standard road car suspension settings, obviously being designed for the more powerful and lighter Rally.

Driving impressions

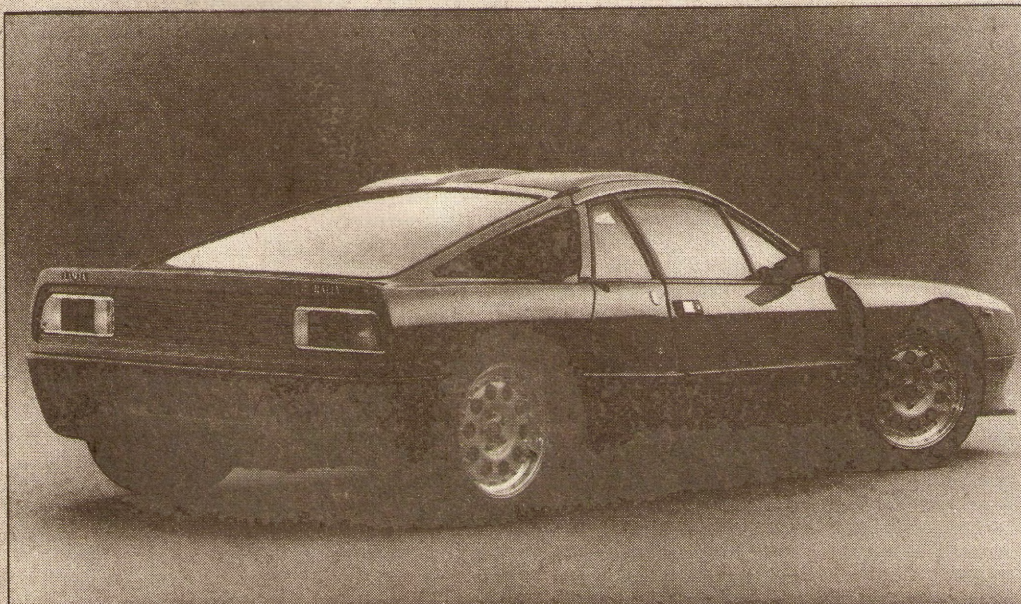
So, there was some disappointment on the runway, but I was left in no doubt that the final road car version would have none of the understeer that was experienced. To make matters better, I was let loose on the open roads. I must say that under normal driving conditions the Lancia Rally came into its own. The road test was organised by Sergio, who gave me a set of directions before saying *ciao*. As I reached an indicated 225kph (just over 140mph) up the Autostrada, I began to realise that Switzerland was not too far away. I could easily get mugged stopping to ask directions, couldn't I, and I've always wanted to open a Swiss bank account . . .

Sadly, I realised I had left my passport in the hotel and my devious ideas had to be shelved.

On the road the Rally has slightly heavy and dead steering, which spoils its handling but is much appreciated when thumping through the potholes in the side streets of Turin, when one found that there is very little jar or kick-back through the useful three-spoked leather wheel. The braking was very good, with a nice feel to the pedal and the right sort of pressure required for maximum retardation, especially reassuring as the Autostrada was only two lanes, and they feel very narrow at 140mph! The traction at the rear was too good for doing wheelspinning take-offs but the single, dry plate, hydraulically-operated clutch was both light to use and gave perfectly smooth get-aways. The Rally does have enough space for a fairly large 'weekend' bag tucked away in the front along with the narrow spare wheel. For space and room it is as practical as most small sports cars and I sincerely hope the production line doesn't end at number 200.

My visit came to a close with a visit to Turin's excellent motor museum, *Museo dell'Automobile Carlo Biscaretti di Ruffia*, which is well worth any motoring enthusiast's attention if ever visiting Turin. The museum covers the history of motoring and motor sport in some detail with many fascinating cars on show. I had tested the Lancia Rally and Lancia Delta which the third string, the Lancia Trevi, was sadly unavailable. I trust Lancia will take my criticisms as constructive ones and I very much look forward to returning to Turin to try the next range of Lancia's positive thinking in always seeking ways to improve the breed . . . even if the odd journalist moans about a little understeer now and again!

The more attractive version of the Lancia Rally without the 'open boot lid' spoiler.



LANCIA RALLY Specification

Cylinders/Capacity	4 in line/1995cc
Bore/stroke	84 x 90mm
Valve gear	4ohv
Compression ratio	7.5:1
Fuel system	Twin-choke Webers
Power/rpm	205bhp/7000rpm
Gear ratios	2.417:1/1.611:1/1.136:1/0.846:1/0.704:1
Final drive	5.25:1
Steering	Rack and pinion
Brakes	Discs front and rear
Wheels	8J x 16 front/9J x 16 rear
Tyres	205/55 VR 16 P7 front/225/50 VR 16 P7 rear
Suspension (F)	Independent with parallelogram type arms, progressive rate coil springs and anti-roll bar
Suspension (R)	Independent with parallelogram type arms, progressive rate coil springs acting directly on the strut

Dimensions

Wheelbase	2440mm
Track (F/R)	1508mm/1490mm
Length	3915mm
Width	1850mm
Weight	1170kg

Performance

Maximum speed	136mph
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Hannu



First, the good news

At last I have some good news. For a while I thought that this column would have nothing but troubles and disappointments but maybe the Scottish has ended that. Mind you, Scotland wasn't so good either at the start and I never believed that we could win on Saturday night.

Arne and I calculated, near the beginning, that we had lost about 6½mins which is 390 seconds with 430 kilometres of forest stages to go. So to win I had to be 1sec per kilometre faster than the others all the time. Not only here and there — but everywhere.

We went over the first three stages with the wrong tyres, but still I could see that Ari was in very good form, and Stig (Blomqvist) also. So immediately we decided that it would be impossible to catch them. The Opels were just about possible to catch if everything went OK, until during the first night when we had a bit of dust, and I couldn't pull the good times.

On that very first stage the track control arm stripped the thread and so the wheel was free. The delay fixing the damage meant that we were about eighth car on the road, and so the tracks were very rough. Big rocks on the road, and that makes it very difficult to get the good times. You notice it most under acceleration, where everyone else has thrown the stones around and they are no longer fixed to the road.

Even in the Quattro you feel it, and when I tried to take another line from the others through the corners it was like driving on asphalt. Then on Sunday we had a differential failure, and I thought OK, we can't even catch the Opels because that was another 30 seconds I suppose.

After the diff failure we were about 28th car on the road and we had to do the two long stages before the Aviemore rest halt. Errochty was a nightmare really, but we were second quickest.

I still had a good feeling to drive and so on Monday we still said to go on and attack. We were sixth car on the

road after the restart and on the same minute as Russell (Brookes). Then we got past him and so we had the same surface as the others, and the times became much faster.

Another example of the affect of the roads on the times was Stig, who dropped down the running order when he had a propshaft problem. Suddenly, after being quick all the rally, he was very slow. I have been lucky and never had this problem in recent years, but now I see what really happens.

But even with Ari's accident, I still could not have caught him. He was really flying and these days the Escort is not the best car. It's funny, but with myself (and I think most of the drivers) sometimes you just have that right mood to drive and you can do whatever you like. Everything goes right because you have that confidence. Other times you don't have that confidence and although you are still quick you are not really there.

On this type of rally in Britain, where you have no practice, it means more because you have to have a hell of a trust to drive through the blind bends, and believe that if it tightens you can manage it! I was happy in Scotland, and I was glad there were no mistakes.

Again we were calculating the position in Inverness when Ari and Stig had retired, and the gap to Jimmy was



We've heard of toe-in but . . .

about 1sec per mile so that was already a bit easier. So then we tried again, and everything was going to plan.

Then we came to one stage and Jimmy was very quick, I think he was 7secs quicker and of course we were calculating it the other way round. That meant all the calculations were going the wrong way.

I was trying very very hard the next time, I spun and stalled the engine and couldn't get it going, and we were wasting time. We were really flying the rest of the stage and we were 1sec quicker than Jimmy, so still I had to try.

And then Jim made a mistake and he lost what I had lost before and it was just a question of the last two long stages through Knapdale and Minard in Argyll. We got there in the end, but it was good fun; much more interesting than leading from start to finish, but much harder work.

Jimmy is a very confident driver now, a nice person and I like him very much. You know he spoke to me before Knapdale and said if I let him win, then he would leave me alone when it came to the 1000 Lakes later in the year!

I don't really know what it does to the British Championship, as there's just one round left on the Isle of Man. I've tried to do that rally three times, but never finished although I think all three of us (Toivonen and McRae) have equal chances. It's a good end to the Open Championship, but maybe I will have to do an extra special practice before the rally making the pace notes.

The biggest problem with that will be time, as I now have a very busy period before September, and the 1000 Lakes normally drains you completely. It takes a week before you feel like doing anything.

Immediately after the Scottish I got a plane via Singapore and all points east to New Zealand. Arne and I had already been out to prepare on the public roads, which will be used as stages, but the private roads through the forests have limited practice. The organisers will take Per Eklund and ourselves through the stages in convoy, I think the others will already have done them. The rally starts this week, and then after that I should get a rest now that Argentina has been cancelled.

Brazil is still open, although the factory is prepared to do it and the cars are ordered. I think that Audi will wait to see the result in New Zealand, and what Paris say about including the rally in the Championship for Makes. Then they will decide. After that of course is the

1000 Lakes in Finland but I really hope I can get some better luck soon.

Since the last column we have been to Corsica and Acropolis. The Tour de Corse was just a disaster, as the head mechanic crashed the car — *grande disaster* — and then they had to build up one of the recce cars. There was really not enough time and the gearbox stopped. One weld was not done well and a selector fork separated from the shaft.

I couldn't do anything, and so Corsica was very very short, I think we calculated about 35 kilometers as we walked back to the start! At times like that it is necessary to treat it all as a job and if I retire because of mechanical failure or because someone else has made a mistake, it is easier to take it. If I make the mistake, that is much harder to accept.

But I must still say that Greece made me very disappointed as that should have been a good rally for us. In Corsica we saw that Michele was not so fast there, and so I probably would not have done so well, but on the Acropolis I knew I had a good chance to win. Especially since we were quick in 1981.

The first stage went well, just a nice speed (fastest time by a clear margin) and about half way through the second stage the steering was quite heavy. Then there was a noise and we thought a wheel was loose. Arne got out to check it, and found the wheel was in the wrong place!

We tried to continue slowly but the uniball in the wishbone had broken and the whole strut had moved forward and that broke the top mounting, which then broke the drive shaft. That meant it was only the steering arm which was holding the strut in place! There was no steering, the same type of problem which happened in Scotland and so I had to reverse off the road to let Salonen past, it was so narrow. That's why they all said I had gone off!

Arne and I took the whole strut off the car, and then we went 12 kilometres to the end of the stage without the front wheel. Arne was sitting inside the car but in the back corner to try to balance the weight.

There was emergency service at the end of the stage but of course there were no struts, and so then I had to drive another 20 kilometres to the main service. When they changed it we were 7 minutes too late, and that was a big disappointment.

In the World Championship therefore I think we have lost the place and now we just have to take it rally by rally. For so many years I have had a bad half to the rally season, for example a bad time early in the year, and then good results in the second half of the year. I said to Arne it would nice to get it sorted and have a good season, or a bad season; not half and half.

No-one has said anything about tactics yet but I can understand if things continue as they are that it may be necessary later in the year, perhaps Sanremo if it is possible that Michele can win the World Championship. It will certainly be interesting later in the year between Michele and Walter, he is a very clever driver.

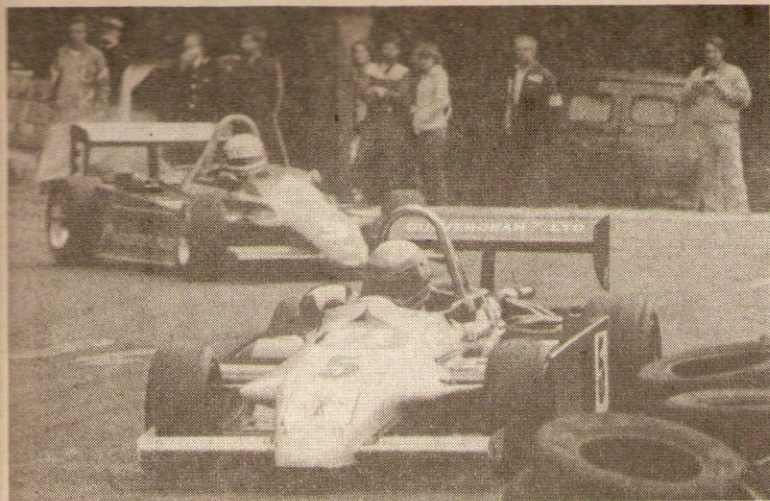
I think he probably puts the World Championship a little higher than I do, because for me winning is still very important and I don't think the places mean anything. If I am third I am very disappointed usually, and I don't like to plan to finish anywhere other than first.

I still cannot say too much about the new car, everything is at a very early stage of development although I have tested it on asphalt only. The final decision to go ahead has not yet been taken, but I hope next time I write the column I can give you more details about next year.

Any big prospect must be a huge amount of money, even the sponsorship from some big companies would only cover about 10 per cent of the cost. Audi are in the business of proving their technology is as good or better than the others, and I agree that to prove it you must be one step ahead of the others. That's the only way and either you do it well, or not at all.

In Audi I think it would be difficult to justify all that money only from a publicity or marketing budget, but we do all kinds of work for the development of the production cars. That way we help to test the latest cars, the whole company is involved. Roland Gumpert is head of the Brakes Division for the entire company, and so the feedback is immediate.

That way it is possible to justify the money, because you can imagine how much it costs to design and build a new car. It makes our money look like peanuts. ■



Roberto Moreno leads Enrique Mansilla's similar Ralt out of the Cadwell hairpin.

Two by two

Moreno's second win, his first for Alfa — Mansilla sets new track record — Weaver and Brundle battle for third — Report: JEREMY SHAW — Photography: MIKE DIXON.

An exciting Marlboro British F3 race at Cadwell Park last Sunday brought Roberto Moreno his second victory of the season and his first with a new Alfa Romeo engine. For most of the 20-lap race, though, the Brazilian came under tremendous pressure from the on-form Enrique Mansilla, who had claimed pole position and also established a new outright circuit lap record during the race.

In the end, it was the challenger who capitulated, the Argentine indulging in a quick spin at Barn from which he was fortunate to emerge unscathed and still in second place.

Several seconds back, James Weaver (Eddie Jordan/'Racing for Britain' Ralt) triumphed in a fine, race-long tussle with Martin Brundle's Team BP Ralt-VW, both of them earning useful championship points.

ENTRY & PRACTICE

Following a trend that has emerged in recent seasons, the entry for last Sunday's Cadwell Park round of the British Formula 3 Championship was rather thin, although history has shown that even a field of just 14 cars is quite capable of producing some exciting action around the tortuous, twisty, undulating, 2.25-mile Lincolnshire circuit.

The pair of practice sessions served to underline this. They also gave spectators a chance to see how well these small, relatively under-powered cars can be made to work as the drivers fought them around Cadwell's infamous twists and turns. To make things even more interesting, the usual pre-meeting Friday test session on the circuit was rendered almost useless by rain, so most teams arrived on Sunday morning on an even keel. And with a lot to learn.

Right from the word go, though, it was clear that some fast times were in the offing and by the end of the early morning session, Roberto Moreno had lapped his Ivens Lumar Group Ralt RT3, now fitted with an Alfa Romeo engine, in 1m 23.17s. This compares with Jonathan Palmer's official outright circuit record of 1m 24.31s and his pole-winning time of last year of 1m 23.97s. "Alright. No problems," was how little Roberto succinctly described the session, making little of the fact that he still felt a little weak, having been under the weather for most of the intervening week since Silverstone. Moreno's time had many others gasping, such was its pace, although even he was eclipsed in the second period, when Enrique Mansilla turned in a staggering 1m 22.97s on his very last flying lap!

"In the first session we had a few problems," related 'Quique', "but we

F3 MARLBORO CHAMPIONSHIP 9 CADWELL PARK

put on harder springs for the second session and it was *much* better: a big difference." Mansilla felt the West Surrey Racing/Financiera Munro Ralt, understeering just a shade for much of the session, but a late pit stop saw Dick Bennetts add a touch more front wing and the driver did the rest. The white and blue car *looked* quick on that final lap and it represented a magnificent effort from the ever-improving Argentine, who had been some way off the pace in the first session.

Moreno failed to improve his time, due mainly to a mismatched set of new Avon tyres, which adversely affected the 'balance' of his RT3, although at least he had been consistent, pointed out team manager 'Pee-Wee' Siddle, whereas Mansilla's time was just a banzai one-off... Time would tell...

Heading row 2 of the grid was Martin

QUALIFYING

Both sessions dry
Record: J. Palmer, 1:24.31

Mansilla (RA)	.....Ralt	.....1:24.96	.....1:22.97
Moreno (BR)	.....Ralt	.....1:23.17	.....1:23.67
Brundle (GB)	.....Ralt	.....1:23.98	.....1:23.50
Weaver (GB)	.....Ralt	.....1:24.51	.....1:23.88
Leslie (GB)	.....Ralt	.....1:24.10	.....1:24.63
Scott (GB)	.....Ralt	.....1:24.45	.....1:24.19
O'Brien (GB)	.....Anson	.....1:24.91	.....1:24.25
Byrne (IRL)	.....Ralt	.....1:24.38	.....1:24.80
Sears (GB)	.....Ralt	.....1:24.84	.....1:24.97
Nakako (J)	.....Hayashi	.....1:27.11	.....1:25.93
Nierop (CDN)	.....Ralt	.....1:26.19	.....1:26.33
Lee-Davey (GB)	.....Ralt	.....1:28.17	.....1:27.29
Jones (GB)	.....March	.....1:27.50	.....1:29.31
Williams (GB)	.....Ralt	.....DNP	.....1:35.01

DNP — Did not practice

Brundle, who looked good throughout in the rasping, Volkswagen-engined, Dave Price Racing/Team BP Ralt. Martin was very happy to be back on the pace, now having put the recent Dijon crash right out of his mind, and even more so because of the consistency of his lap times. "That's the thing that pleases me most," admitted the Norfolk lad.

Brundle was this time the fastest of the British brigade, heading James Weaver, David Leslie, Dave Scott and Mike O'Brien on the grid. Weaver made great strides in the second period of practice after Eddie Jordan's team had made a few alterations to the car and he worked his way ahead of Eddie's second car, driven by David Leslie. Regular driver Phil Kempe was indisposed through a bout of glandular fever, so Jordan looked around for someone: "to try and fill up another place between James and Tommy Byrne." Leslie was an obvious choice, although the deal was only confirmed when David turned up for the first session.

"He rang me at 10.30 last night," said David, "and by the time I'd found enough money, it was too late to ring him, so I just turned up!" Fortunately, Jordan's efficient crew had the car scrutineered in time for Leslie to ease himself into the cockpit and without even having time to fit himself properly, the talented Scotsman lost no time in getting to grips with the car. After a dozen laps, he was right on the pace, ending the first session with a magnificent third best time! Unluckily, the afternoon period was rendered virtually lost when the car's ride-height was increased slightly in an attempt to cut out the bottoming at a couple of points, although he was still confident of a good showing in the race.

David Scott missed this corresponding race last year — he had just taken delivery of his new Ralt and did not want to risk Cadwell as his first outing — and so was at the circuit now for the very first time. He was enjoying it, too. Sixth best time represented a good effort from the 20-year old, although he felt he may have gone better had his engine not lost power mid-way through the later session. As a precaution, Glenn Waters's Intersport team fitted a new Toyota for the race.

Mike O'Brien was just outside the top six in his Anson but nevertheless was quite happy, having looked very smooth during practice and obviously very much at home in the steadily-improving car. What is more, he qualified ahead of series leader Tommy Byrne. The Irishman was at a loss to explain his lack of form — "It's the first time I've come in and not known what's wrong" — although he did say that a change of springs, shock-absorber settings and gear ratios for the second practice had not been the right way to go. Murray Taylor's team therefore changed it back to original specification for the race.

David Sears made a welcome reappearance in F3 after a lay-off of over a year and did well to record eighth best time, ahead of Japanese Osamu Nakako, who thoroughly enjoyed his driving at Cadwell in the neat Hayashi.

RACE

Of all the circuits on the Marlboro F3 calendar, Cadwell Park offers perhaps the greatest challenge to the drivers. But it also provides very few overtaking opportunities. The emphasis, even more than usual, therefore, was very much on the start and it was Moreno who made the best getaway, being able to cut across pole-man Mansilla for the best line into Coppice Corner, the first left-hander. This leads up to the sweeping, right-handed Charlie's Bend which most of the front-runners are taking 'cheating flat', with just a slight lift off the throttle, and it was Moreno who led the field out onto the Park Straight, followed by Mansilla, a fast-starting Weaver, Brundle and Leslie.

At the end of the first lap, this was the order, with Byrne also charging hard, glued underneath the tail of Leslie's Ralt.

Right from the off, the pace was hot, Mansilla pushing Moreno to the very limit, both of them lapping almost straight away beneath the old record. On the second lap, indeed, Mansilla clipped the wall of tyres on the edge of the track exiting the Hairpin, sending one of them high in the air! Weaver, having avoided the errant tyre, found that he couldn't match the pace but anyway had his work cut out keeping Brundle at bay, while Leslie similarly had his mirrors full of Byrne. A little further back, O'Brien just held off Sears, while a slow-starting Kees Nierop took over ninth place in Neil Trundle's Ralt after Nakako pitted with a broken rear suspension rocker arm. Scott, by the way, was also out, having had to be pushed off the start-line with a stripped first gear.

By half-distance, the race had broken up into pairs of cars, with Moreno still holding off Mansilla and then a gap to the Weaver/Brundle battle, another to Leslie and Scott, and then another to O'Brien and Sears. True, there wasn't any overtaking, but the closeness of the racing still provided the appreciative crowd with some enthralling action.

"He was certainly a bit quicker than me," affirmed Moreno later, "especially under braking for the slow corners," and it was at one of these, Mansilla, that Mansilla made a move on lap 12. Moreno had put a wheel on the grass at the previous corner, so Mansilla saw his chance to make a pass, aiming inside the Brazilian's Ralt at the tight, downhill, left-hander. Roberto, however, was having none of that and eventually it was Mansilla who made the mistake, running a fraction wide at Barn Corner on lap 17 and executing a neat spin.

Fortunately, he was able to continue without losing a place and this was how they finished, Moreno taking the flag some 7.17secs to the good with Weaver still holding Brundle at bay for third place. James was also aided in the championship stakes by Leslie withstanding some mid-race pressure from the otherwise lacklustre Byrne, thus restricting the Irishman to one point, while O'Brien similarly managed to keep ahead of Sears. Nierop was the only other unslapped runner, going quite well considering his eight month lay-off, while a disappointed, troubled Tim Lee-Davey (Ralt) and Jeff Williams (Ralt RT1) completed the field.

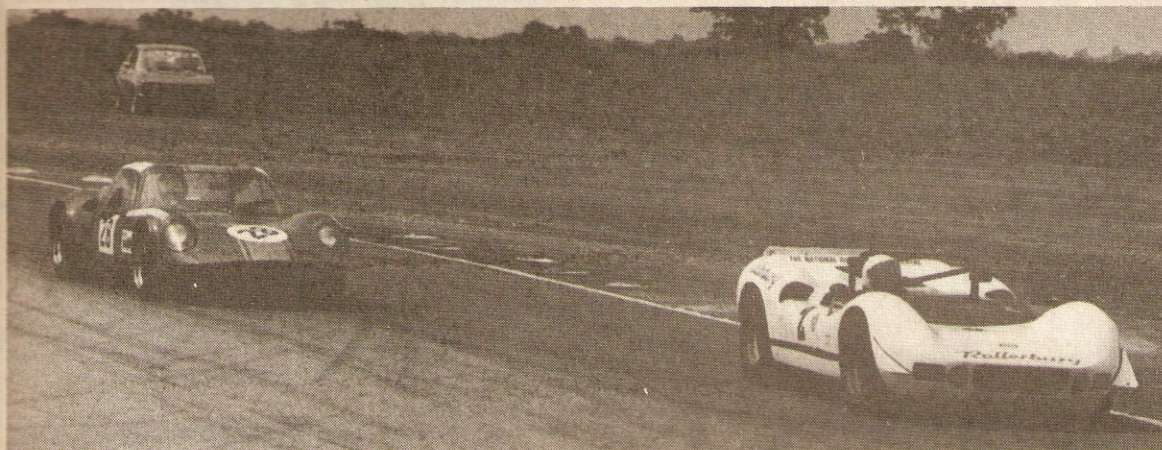
CADWELL PARK (GB)

Jun 20
Marlboro British Formula 3
Championship, round 9
20 laps — 45 miles

1. Roberto Moreno (Ralt-Alfa Romeo/Novamotor RT3D/82), 28m 09.87s, 95.87mph;
2. Enrique Mansilla (Ralt-Toyota/Nicholson McLaren RT3D/82), 28m 17.04s;
3. James Weaver (Ralt-Toyota/Novamotor RT3C/81), 28m 21.60s;
4. Martin Brundle (Ralt-Volkswagen/Brabham RT3D/82), 28m 21.99s;
5. David Leslie (Ralt-Toyota/Novamotor RT3D/82), 28m 25.26s;
6. Tommy Byrne (Ralt-Toyota/Hesketh RT3D/82), 28m 27.43s;
7. Mike O'Brien (Anson-Toyota/Anglia Cars SA3C), 28m 37.87s; 8. David Sears (Ralt-Toyota/Anglia Cars RT3C/81), 28m 38.97s; 9. Kees Nierop (Ralt-Toyota/Mader RT3D/82), 28m 55.92s; 10. Tim Lee-Davey (Ralt-Toyota/Hesketh RT3D/82), 19 laps; 11. Jeff Williams (Ralt-Toyota/Williams RT1), 18 laps.

Fastest lap: Mansilla, 1m 23.49s, 97.02mph (outright circuit record).
Retirements: Osamu Nakako (Hayashi-Toyota/Toda Racing HR231), 5 laps, broken suspension; Edward Jones (March-Toyota/Anglia Cars 813), 2 laps, gearbox; Dave Scott (Ralt-Toyota/Nicholson McLaren RT3D/82), 0 laps, stripped gear.

Championship positions: 1, Byrne, 5; 2, Weaver, 36; 3, Mansilla, 34; 4, Moreno, 28; 5, Scott, 23; 6, Brundle, 19; etc. **Next round:** Jun 27, Silverstone.



Marcus Pye in the nimble Chevron B8 hounds one of the big banger McLarens.

Chevrons on endurance

Sunday's Air Hanson Historic Sports car endurance race at Snetterton resulted in a resounding one-two finish for Tony Gordon's North Downs Instruments team, Stirling Moss (sharing the Chevron-FVC B19 with the patron) taking the flag just seven seconds clear of the BMW-powered B8 crewed by Roger Andreason and AUTOSPORT's Marcus Pye after 90 minutes of hard racing. A delighted Moss — Stirling was in his element all day — and Gordon, for whom it was his first race victory, received the spoils from Mary Foulston on behalf of the sponsoring helicopter company while Andreason/Pye picked up the GT honours and a trophy put up by fellow Chevron com-

petitor Alan Eisner of Apollo Racewear.

After being barged aside by Vin Malkie's Plygrange B19 at Sear on the opening lap, Moss gunned the Bofors-backed car through the field in fine style with Gordon doing the middle stint. Co-sponsors Busseys, the Norwich Ford dealership should be well pleased with the result, particularly as highlights were being televised by

Anglia TV for Tuesday transmission.

Simon Hadfield and Richard Dodkins broke the Chevron stranglehold with their reliable Lotus 47 'long distance car' which held off the B8s of Eisner/Tony Hill (which had wheel stud problems) and Peter Grant/David Lomas. Neither of the 'big banger' McLarens was able to maintain the pace — consistency rather than sheer speed pays in endurance events.

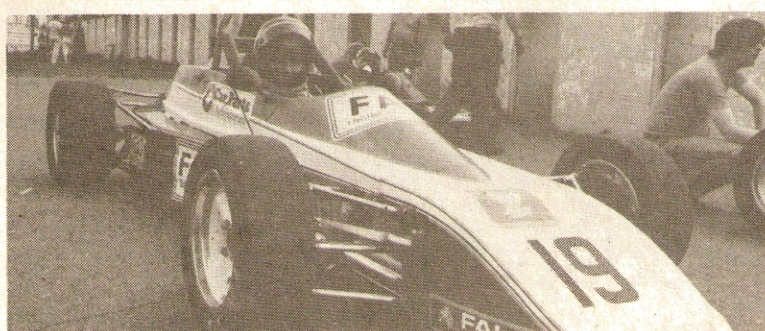
Cane back to win at Cadwell

There was no more relieved person at Cadwell Park last weekend than Mexican Formula Ford driver Gianfranco Cané. At Silverstone the previous week, he had a nasty accident at Woodcote corner, tangling wheels with another competitor and then flying off into the catch-fences. He was lucky to escape injury.

Then, on Monday, his road car was written off in an accident through no fault of his own.

Meanwhile, the works Van Diemen mechanics had been hard at work repairing his car, only for Gianfranco to crash again in testing at Cadwell on Friday. Thus, the win in Sunday's P&O round could hardly have come at a better time and he now holds a clear lead in the championship.

Cane — Championship leader.



Sean Walker is battling hard with Jeff Ward for the Formula Talbot accolades.

Walker's challenge

Having finished fourth in last season's Formula Talbot championship with the Fewster and Woodkirk team, former British 100cc kart champion and Dunlop 'Star of Tomorrow' FF1600 titlist Sean Walker is running a works Sparon this year in an effort to wrest the honours.

Backed by FAI International engine

components, part of the Blue Flash group, the Autopartac exhibition, Ego Computers and Car Parts & Accessories magazine, Walker has scored two wins to date in the Greetham-powered car.

Jeff Ward currently leads the points table from Sean, these two being closely matched in their similar cars.

Foulston unlucky

Atlantic Computers boss and energetic HSCC sponsor John Foulston was out of luck at Snetterton last weekend where his newly-rebuilt McLaren M8C/D proved recalcitrant throughout the Air Hanson Endurance competition.

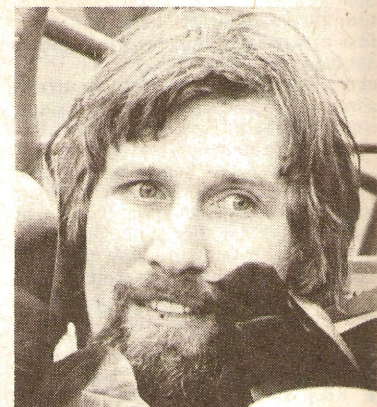
Foulston damaged the car severely against the Silverstone pit-wall at a 'press day' last month but a series of all-nighters by his preparation man Paul Lanzante had the monster McLaren finished a few hours before practice was due to start.

The orange machine was plagued by a suspected ignition lead problem in qualifying but led the race (in John Brindley's hands) briefly before it conked out at Coram — for the second time in the day — with melted points in the distributor.

Historics keep ART men busy

Andreason Racing and Tuning's expertise in the field of historic sports car preparation is currently keeping the Eastleigh crew so busy that Roger's own Jaguar XJ6 modsaloon project has taken a back seat for the time being. Andreason will be rushed to complete the black beast for the Castle Combe CCC round on July 10 but if its looks are anything to go by it is going to be a winner.

The ART equipe are tending four Chevrons this season (the North Downs pair of Tony Gordon plus Ray Bellm's B8 and B16) while Cyril Baxter's Gropa is also being fettled.

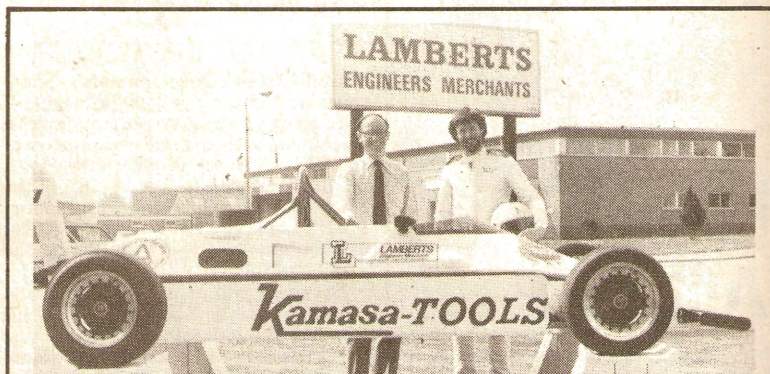


Turner — effective modifications.

It's that BTC again

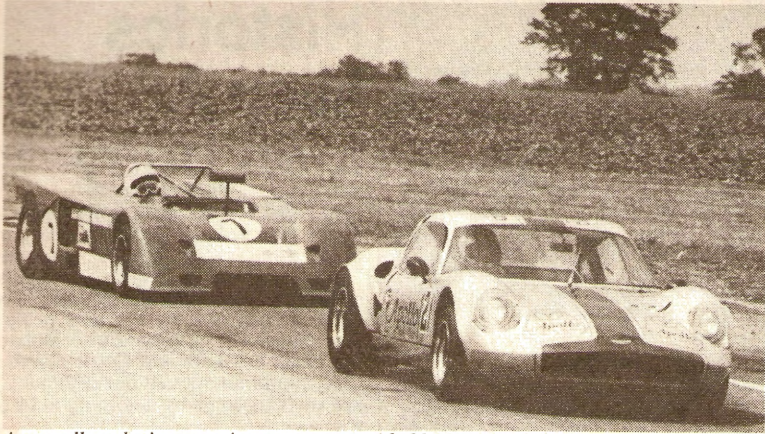
Brian Turner has been sweeping all before him in the Muraspec Touch Fabrics Formula 4 Championship this year, just as he did last. The Cambridge engineer set yet another lap record last Sunday, clipping almost 1sec from the mark established a couple of years ago by his (then) great rival Ian Briggs.

Turner's self-built BTC 004 has been the subject of constant development over the past three seasons, and he says that a recent redesign of the car's rear suspension has made it noticeably more stable on entry to corners.



Two-litre Dunnell

Paul Dunnell of Holbay Engines has secured sufficient backing from East Anglian engineers' merchants Lamberts and Kamasa Tools to move into the Pace FF2000 series with a new Van Diemen. Dunnell should be quicker now that his waist-length hair has been shorn . . .



An excellent day's entertainment was provided by the historic racers.

Fine Willhire day

Sunday's Willhire-sponsored HSCC Historic race meeting at Snetterton — the first of what will hopefully become an annual event devoted exclusively to the cars of yesteryear — was a great success, a well-subscribed seven-race programme capturing the interest of a healthy and appreciative audience.

Apart from the 'long distance' race (see separate story) the HSCC staged rounds of their PHRS series (backed by Sheffield-Garner Ford of Diss), the Seldon Classic (supported by Lancaster Garages) and a handicap while Gates-Varley Formula Juniors, MG T-Types and the Willhire Invitation races also

provided some first-class entertainment.

Willhire, East Anglia's largest vehicle rental operators, were represented in four of the races by MD W. Roger Williams who drove a McLaren M1B, a Lister-Jaguar and his fine Lotus 27.

Racers for Britain

The Racing for Britain campaign is to benefit from a special Shell Super Sunbeam fund-raising event at Snetterton on Sunday. Stefan Johansson heads the driver line-up in the 110mph Talbot TIs. The Swedish Spirit F2 man will be joined by such chassis and engine-building representatives as Tim Swadkin, Jonathan Palmer, Paul Jackson, Alan Wardropper and Sam Nelson.



Samra — Racefix Spartan.

Ajit's FF

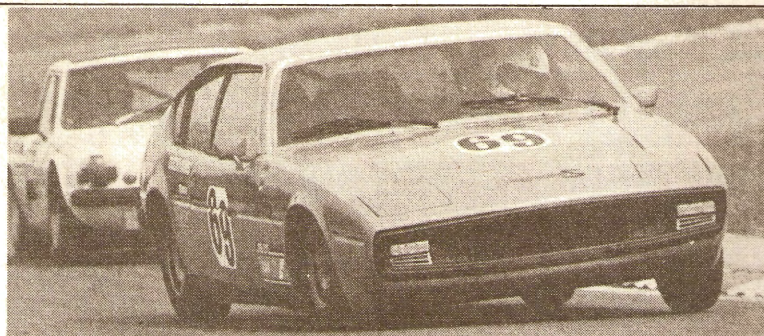
Mike Baker's Racefix race hire team in Kent will field a new Spartan FF82 chassis in the remaining 'Champion of Brands Hatch' FF1600 rounds for former Pre-'74 Fordster Ajit Samra. The Hounslow-based motor trader and stunt man is thought to be only the second Indian to compete in the formula in Britain. Parmi Bahia having run a Mirage chassis back in 1973-4.

Grand Prix cars at Donington

A major feature of the Howitt Trophy meeting at Donington Park on July 4 will be the Donington Collection event for Historic Grand Prix cars which has attracted a capacity entry at the European F2 qualifier.

Monaco historic winner Bruce Halford heads the entry in one of three Lotus 16s which should appear (the others being the cars of Chris Mann and Simon Phillips) although the Swiss Albert Obrist should have the legs on the rest of the field with his 1960 Ferrari Dino, the newest car in the race.

The Maserati 250Fs of the Hon Amschel Rothschild, Keith Duly and Bobby Bell should be quick as will be Vic Norman's BRM P25 while no fewer than eight ERAs — although alas not Patrick Lindsay's Remus which was damaged at Oulton — will provide excellent spectator value.



Ian Jacobs corners his class-leading Matra Bagheera with verve.

Prodsports Matra

Currently lying top of his class and third overall in the Lucas CAV prodsports series is Ian Jacob's unusual Matra Bagheera 'S'.

Jacobs had a bad start to the year when he rolled the 1442cc Matra at the Brands

Hatch long-circuit test day but the ex-MG Midget driver has steadily sorted the French car in the subsequent months. The incident sapped Ian's finances badly so he is looking for some support for the rest of the CAV trail.

Shell Exotics shortly

Motor Circuit Developments's Shell-sponsored races for 'exotic' cars — road-going production sports and saloon machinery with a retail value of over £15,000 — starts at Snetterton next month. Four events, one at each of the MCD circuits, will be run with Mallory Park (Aug 22), Brands Hatch (Sep 26) and Oulton Park (TBA) following the opener on July 4.

Each race will be run on scratch and handicap bases with awards of £175 plus trophy, £125, £75, £50 and £25 to the first five finishers in each section. Additionally a concours award will be presented at every race.

Many interesting cars are on the MCD eligibility list although there is no indication as yet of what will be seen in Norfolk. Can you imagine a Bentley Mulsanne Turbo holding off a De Tomaso Pantera GTS and John Webb's Cadillac through Russell . . . ?

Briefly . . .

● RAC Technical Commission member Howard Mason recently checked the Hugh Chamberlain-prepared Clubmans 'A' engine which Will Hoy has used so successfully in his Reid Wines U2 and pronounced it totally legal.

● Aynho F4 driver Barrie Pusey has found backing from Silverspeed Commercials for his Muraspec series-contending Chevron.

● Formula 1300 and Monoposto "veteran" Peter Coombs is the speaker at the 750 MC's monthly gathering which takes place at the Lavender on the Hill pub, London SW11 next Monday. Kick-off is 8.15pm.

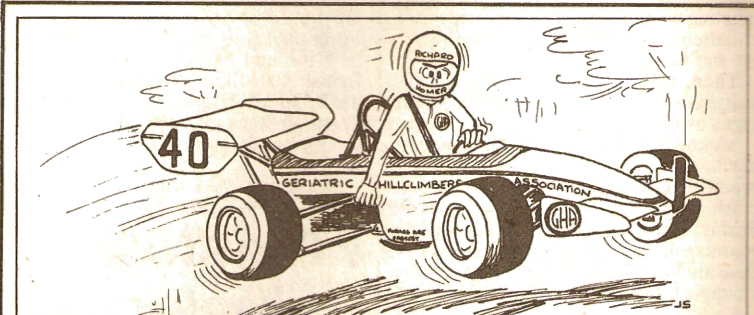


Clube — selling McLaren.

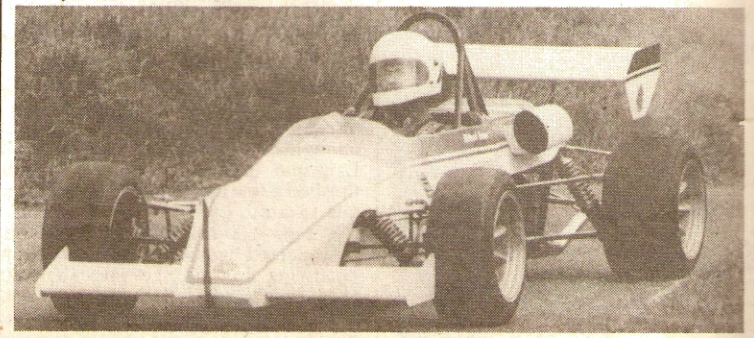
● An interested spectator at the Willhire historic race meeting at Snetterton on Sunday was Malcolm Clube who has decided not to run his CanAm Lola T160 in anger until next season when it should be a leading Atlantic series contender. Clube is now looking for a buyer for his faithful McLaren M1C.

● Autofarm director Josh Sadler leads the Swinford Motors/Beacon Radio Midland Hillclimb championship after three rounds with his 3.5-litre Porsche Carrera. Josh is presently two points clear of Richard Naylor (Davrian) and John Beattie (Mallock).

● Long-time F1300 exponent Wally Agus has moved into the Oceanair Clubmans 'B' series with a Mallock U2 Mk18.



At Shelsley Walsh earlier this month rapid hillclimber Richard Homer was presented with this amusing cartoon (above) by fellow competitors to mark his 40th birthday. Homer, who drives a Ginetta G17 (below) now joins 'artist' Jerry Sturman and John Corby in 'Team Philisan'.





International Races

SEARS POINT/PORTLAND

What's up Doc?

Fomer TransAm champion Doc Bundy has taken a clear lead in this year's CRC Chemicals-supported series by winning the last two rounds with his Porsche 924 Carrera Turbo.

In the first of these, at Sears Point, Tom Gloy's works-blessed Lane Sports Ford Mustang had seemed in control, although broken transmission sidelined him on the very last lap and handed maximum points to Bundy.

Also right on the pace was 18-year old Darin Brassfield, who qualified his McCreary-tired Pontiac TransAm on pole position and led the early stages until his tyres began to go off and he spun on lap 13. After a quick stop to change tyres, Brassfield finished a strong fifth, having set fastest lap of the race.

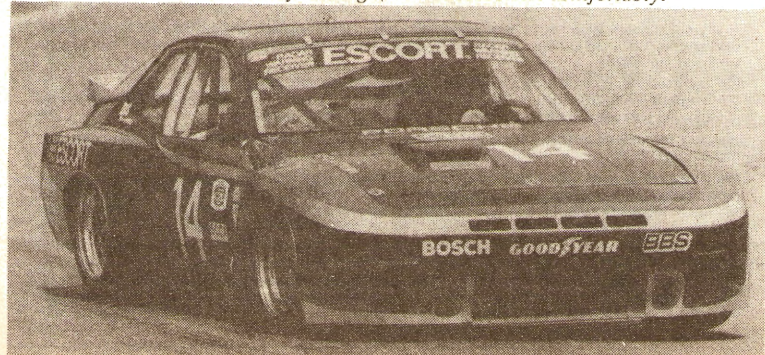
One week later at Portland, Brassfield was again a real contender, albeit now running on the more conservative Goodyear tyres, as do the majority of the TransAm field. On pole this time was Greg Pickett in his latest Chevrolet Corvette, although an early spin allowed fellow front row qualifier Brassfield through into the lead.

On lap 20, he spun off on a patch of oil, having missed a gear, and this elevated Bundy once again to take the spoils. Afterwards, Bundy was quick to praise the youngster's efforts and he admitted: "There was no way I could have got around him if he hadn't spun."

For the second week running, Elliot Forbes-Robinson brought his Mecham Racing Pontiac TransAm into the runner-up slot with Pickett having recovered to take third ahead of Gloy's Mustang and the interesting Datsun 280ZX Turbo of Frank Leary.

BILL MITCHELL

Doc Bundy's Porsche, currently leading the TransAm series comfortably.



SEARS POINT (USA)

Jun 6

CRC Chemicals TransAm Championship, round 2 40 laps — 100.92 miles

- 1, Doc Bundy (Porsche 924 Carrera GTR tc), 1hr 13m 40.90s, 82.180mph;
- 2, Elliot Forbes-Robinson (Pontiac TransAm), 1hr 14m 01.56s;
- 3, David Schroeder (Porsche 911 SC);
- 4, Steve Saleen (Pontiac TransAm);
- 5, Darin Brassfield (Pontiac TransAm);
- 6, Monte Shelton (Porsche 911 SC);
- 7, Bob Zulkowski (Porsche 911 SC); 8, Greg Pickett (Chevrolet Corvette); 9, Rob McFarlin (Ford Mustang); 10, Fernando Lozano (Chevrolet Camaro); etc.

Fastest lap: Brassfield, 1m 43.160s, 88.046mph.

PORTLAND (USA)

June 13

CRC Chemicals TransAm Championship, round 3 52 laps — 99.58 miles

- 1, Doc Bundy (Porsche 924 Carrera GTR tc), 1hr 7m 2.82s, 89.114mph;
- 2, Elliot Forbes-Robinson (Pontiac TransAm);
- 3, Greg Pickett (Chevrolet Corvette);
- 4, Tom Gloy (Ford Mustang);
- 5, Frank Leary (Datsun 280Z Turbo);
- 6, Neil Shelton (Porsche 911 SC);
- 7, Tony Brassfield (Pontiac TransAm); 8, Andy Porterfield (Chevrolet Corvette); 9, Bruce Leven (Porsche 924 Carrera GTR tc); 10, Darin Brassfield (Pontiac TransAm); etc.

Fastest lap: Pickett, 1m 11.87s, 95.92mph.

HOCKENHEIM FF2000

Argy-bargy

Two newcomers to the EFDA Euroseries Formula Ford 2000 Championship claimed the first two places at Hockenheim last Sunday in a race that had to be stopped after a first-lap shunt. Eventual winner, having climbed up from a fifth row start position was young Argentine Victor Rosso in one of the Bob Salisbury Racing Van Diemens.

On pole position, as he had been for the previous three rounds of the EFDA series, was brilliant Brazilian Ayrton Senna da Silva in Dennis Rushen's Van Diemen RF82, although he was once again out of luck in the race. This time, he cooked his clutch on the start-line prior to becoming involved in a huge accident at the first chicane.

Cor Euser had leapt away into the lead with his Delta, only to overdo things at the chicane and launch himself into a series of rolls. Behind, there was carnage as drivers tried to take evasive action and the track was virtually blocked, leaving the organisers no option but to red-flag the race.

From the restart, Ron Kluit took his Reynard SF82 into the lead and he began to edge out a slight advantage until picking up a puncture. Calvin Fish soon closed in on the ill-handling car and

unwittingly nudged the Dutchman into a spin when Kluit got a little too sideways in front of him. The ensuing moment for Fish allowed Frank Bradley (Uniroyal-Tredaire Van Diemen) into the lead, albeit followed closely by a train of cars consisting of Fish, Rosso, Kristian Nissen, Max Busslinger (Van Diemen), Ralf Rauh and Henrik Larsen (Deltas).

The Swiss, Busslinger, then spun off at the Sachscurve and Fish retook the lead until Rosso found a way past with two laps to go, going on to score his first FF2000 victory. Larsen posted fastest lap but could finish only fourth behind Fish and the on-form Bradley, whose third place moved him up into third in the Euroseries points standings. Also there was Mike Mackonochie, who finished a respectable eighth in the second Rushen Green Van Diemen.

HOCKENHEIM (D)

Jun 20

EFDA Euroseries FF2000 Championship, round 4 12 laps — 50.68 miles

- 1, Victor Rosso (Van Diemen-Neil Brown RF82), 29m 46.16s, 102.15mph;
- 2, Calvin Fish (Van Diemen-Neil Brown RF82), 29m 47.19s;
- 3, Frank Bradley (Van Diemen-Neil Brown RF82), 29m 47.44s;
- 4, Henrik Larson (Delta-Nelson T81), 29m 47.77s;
- 5, Ralf Rauh (Delta-Speiss T81), 29m 50.53s;
- 6, Udo Neumock (Zagk-Schultz), 29m 59.81s;
- 7, Kristian Nissen (Van Diemen-Nelson RF82), 30m 00.45s;
- 8, Mike Mackonochie (Van Diemen-Nelson RF82), 30m 19.82s;
- 9, Wim Hoopman (Delta), 30m 25.37s;
- 10, Peter Fritsch (Van Diemen-HPE RF82), 30m 27.14s; etc.

Fastest lap: Larsen, 2m 26.83s, 103.55mph.

Championship positions: 1, Jesper Villumsen (Van Diemen), 34pts; 2, Cor Euser (Delta), 30; 3, Bradley, 26; 4, Ayrton da Silva (Van Diemen), 24; 5, Rosso and Huub Vermeulen (Delta), 20; etc. **Next round:** Jul 3, Zandvoort.

LAKESIDE SEDANS

No keeping with Jones

Alan Jones extended his lead in the Australian Sports Sedan and GT Championship last weekend with another dominant win, this time at the Queensland Lakeside circuit.

'AJ' won both of the 19-heats in Allan Hamilton's Porsche 935, while the similar car of Rusty French took second on aggregate.

French finished second to Jones in the second part but had been penalised for jumping the start in the first heat and so only took second overall by a small margin.

Bruce Lynton claimed third in each race with his ex-Allan Grice BMW Turbo, while Doug Clark again drove his Holden-engined Toyota Celica well to gain fourth overall ahead of Colin Bond's Allan Hamilton Porsche 944, which suffered turbo trouble in the second race and so fell back down the order.

MIKE HARDING

LAKESIDE (AUS)

Jun 20

Australian Sports Sedan Championship, round 3 2 x 19 lap heats

overall:

- 1, Alan Jones (3.2 Porsche 935 tc);
- 2, Rusty French (3.2 Porsche 935 tc);
- 3, Bruce Lynton (2.0 BMW 320i Turbo);
- 4, Doug Clark (5.0 Toyota Celica-Holden);
- 5, Colin Bond (2.5 Porsche 944 tc);
- 6, Steve Land (5.0 Holden Torano XU-1); etc

MICHIGAN NASCAR

Duel at dusk

The Gabriel 400 NASCAR race at Michigan International Raceway Sunday had been stopped a couple of times due to intermittent rain but the spectators who stayed on right to the end (at a little after 9pm) were treated to a thrilling climax as Cale Yarborough (McAnderson Buick Regal) and Darrell Waltrip (Junior Johnson Buick) fought out the final laps.

This pair had made much of the running during the 400-mile race and it was Cale who looked pretty much in charge. Waltrip, however, had different ideas and he planned to use his car's slightly superior speed into Turn 3 in order to take the lead.

On lap 199 — one to go — Waltrip towed up behind the leader but was thwarted when Yarborough left him absolutely no room at all and he was forced to lift off. It was all down to the last lap then, and again Waltrip made his move down the back straight, hauling up alongside Cale as they swept towards Turn 3. Again, Yarborough was having none of it, Waltrip being squeezed down low until he was forced to back off and allow Yarborough the corner. Thus, they crossed the line around three lengths apart, Yarborough the winner.

It wasn't over yet, though. Waltrip reckoned that he had been hard done by, and going into Turn One — after the chequered flag — he pulled alongside the MC Anderson car and gave a hefty nudge. Cale, however, responded and was Darrell's Mountain Dew Buick that went spinning down the apron, to become stuck in the muddy infield. Waltrip was not a happy man!

Bill Elliott followed these two, around 4secs behind in third place after a very strong run, while Bobby Allison, whose car was distinctly down-on-power for the final 100 miles or so, having run strongly earlier on, and Ricky Rudd completed those on the same lap.

MICHIGAN (USA)

Jun 20

Gabriel 400 NASCAR Winston Cup Grand National Championship, round 15 200 laps — 400 miles

- 1, Cale Yarborough (Buick Regal), 3hr 18m 25.0s, 120.958mph;
 - 2, Darrell Waltrip (Buick Regal), 200 laps;
 - 3, Bill Elliott (Ford Thunderbird), 200 laps;
 - 4, Bobby Allison (Buick Regal), 200 laps;
 - 5, Ricky Rudd (Buick Regal), 200 laps;
 - 6, Kyle Petty (Pontiac Grand Prix), 199 laps;
 - 7, Dale Earnhardt (Ford Thunderbird), 199 laps;
 - 8, Morgan Shepherd (Buick Regal), 199 laps;
 - 9, Geoff Bodine (Pontiac Grand Prix), 198 laps;
 - 10, Harry Gant (Buick Regal), 198 laps; etc.
- Championship positions:** 1, Terry Labonte (Buick), 2230; 2, Allison, 2167; 3, Waltrip, 2111; 4, Earnhardt, 1947; 5, Buddy Arrington (Dodge), 1914; 6, Benny Parsons (Pontiac), 1891; etc. **Next round:** Jul 4, Daytona.

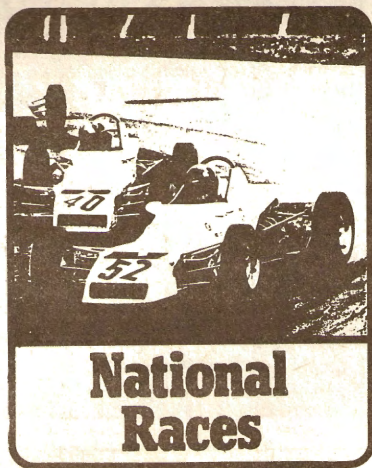
ROUEN SALOONS

After you, Claude

Veteran Claude Ballot-Léna became the sixth person to win a French Production Championship race this season when he took the spoils at Rouen on June 13.

Making one of his infrequent appearances in the series, Ballot-Léna guided his Marlboro-backed BMW 528i to a clear victory after several of the more fancied runners fell by the wayside.

Alain Cudini was one of the first to go, having worked his BP Racing-BMW 323i past Marc Sourd's on-form Yacco-Audi 80 and Jean-Pierre Malcher's Garage du Lac-BMW 528i to take the lead, only for a blown engine to halt his progress. Malcher then took over again, but lasted only until lap 11 when engine failure also put him out. Dany Snobeck's Alfa was another to go out, with a transmission failure, so Ballot-Léna took over the running with three laps to go and won by just over 8secs from the class-winning four-cylinder Audi of Sourd. Jean-Pierre Beltoise followed in third place with his Total/Dinin Peugeot, while René Metge drove well in his Rover despite severe gear selection trouble to claim fourth. This was enough to take over the series lead from Xavier Lapeyre, whose BP BMW retired, for the first time this season, with electrical failure.



National Races

SNETTERTON

Sterling Stirling

The Historic Sports Car Club organised a very successful meeting, for historic machinery in a wide variety of categories, at Snetterton last Sunday; their first ever visit to the Norfolk venue. Bravely the club opened the proceedings with a 90-minute endurance race and they were well rewarded. Throughout the event there was always a high level of interest and in the closing stages it became positively exciting as Stirling Moss/Tony Gordon in a Chevron B19 raced to a 5s win over team-mates Roger Andreason/Marcus Pye in a B8. Thus fortified, the remaining six races—all 10-lap sprints—were run in a confident but relaxed manner and although they never recreated the tension of the first one they too provided good spectator value. Indeed, spectators were far more numerous than usual for that (permanent) magnet nostalgia was strengthened by advanced publicity on Anglia TV — one of the day's race sponsors.

Designed to evoke memories of the Autosport 3 hour races of the late 50s/early 60s — a unique feature of Snetterton's history — the Air Hanson backed endurance race attracted 16 entries. Each car was required to have at least two drivers and during the hour and a half, to pit twice, to change drivers and the front off side wheel.

Fastest in practice was Vin Malkie well used to the Chevron B19 that Richard Budge was scheduled to share with him. Malkie was comfortably quicker than the similar Moss/Gordon car but there seemed little doubt that Moss at least would be nearer to Malkie's times once the event was underway as indeed would Andreason in the other Tony Gordon owned car, both of which Roger had prepared. Lurking sixth on the grid but also obviously capable of much more was the mighty McLaren M8C of John Foulston. Foulston was sharing the car with John Brindley but it had been dogged by ignition bothers in the morning which explained its very modest grid position. Many of the midfield runners were well matched and they, together with expected developments among the faster cars, promised much as the varied field assembled for the start.

At the green light Moss, ever the great competitor, made the best start to lead through the first corner Riches. On the long Revett straight for the first time Brindley forced the 5-litre McLaren to the front, but it was not to last.

Suddenly it all appeared to be going wrong; for after just three laps, three cars

were out, all three from among the fastest six qualifiers. Finished already were Malkie, Brindley and the Lotus 23B of Michael Schryver/Andrew Thorpe. Happily the retirement trend was to stop then for only one other car failed to make it to the chequered flag.

Andreason inherited the lead with another B8, that of Alan Eisner, giving chase but by lap 10 the race at the front, a battle that was to last the duration, was between Andreason and Moss, the latter having recovered from an indiscretion at Sear on lap 2.

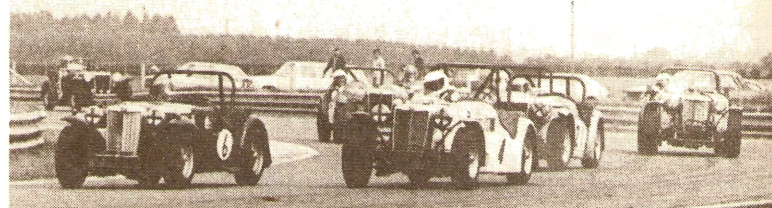
After the first round of pit stops, Pye in the B8 led from Gordon's B19 the gap remaining tantalizingly static between 15-20s as the pair threaded their way through the slower cars. Firmly established in third was the well driven Lotus 47 of Simon Hadfield and Richard Dodkins with Eisner/Tony Hill battling with yet another B8, that of Peter Grant/David Lomas.

Pye handed back to Andreason before Gordon relinquished his seat to Moss, but the second of the two stops was the quicker and with the race assuming its

third and final stage the more modern B19 had a tenuous 10s advantage. Moss was only a few laps into his final stint when he very audibly had problems with a misfire in the engine; the gap back to Andreason shrank slowly but surely. To the delight of the crowd (and the commentator) Moss held on to win; a popular victory. Behind Andreason, by four laps, the evenly matched pair of Hadfield and Dodkins secured a fine third spot ahead of Eisner/Hill, who stayed clear of the similar B8 of Grant/Lomas. Jem Marsh and Barry Sewell took a creditable sixth in one of the original Marcos models ahead of Tim Sisson/Michael Tye who won the Lifetime award for hardest triers with Tim's Jaguar E, the only steel bodied car in the race, which was forced to stop for fuel more frequently than the others. Reg Woodcock had his TR2 as high as fourth overall at one point but in the latter half of the race it slowed and he and Darryl Uprichard were demoted to ninth only a lap ahead of the glorious sounding Ferrari 206GT, the last untroubled finisher, of Doyle/Stansfield.



John Atkins (Cobra) laps the Michael Darrieulat (Turner)/Barry Fernaly (Honda) duel (above), while George Edney leads the MG 'T'-Types into Riches (below).



SNETTERTON (GB), Jun 20, HSCC

The Air Hanson Historic Sports car endurance race (90 minutes): 1, Stirling Moss/Tony Gordon (Chevron B19), 131.63miles; 2, Roger Andreason/Marcus Pye (Chevron B8), 131.41; 3, Simon Hadfield/Richard Dodkins (Lotus 47), 122.28; 4, Alan Eisner/Tony Hill (Chevron B8), 117.18; 5, Peter Grant/David Lomas (Chevron B8), 115.72; 6, Jem Marsh/Barry Sewell (Marcos GT), 111.97. **Fastest lap:** John Brindley (McLaren M8C), 1m11.2s, 96.93mph.

The Mann Egerton Trophy/MG Car Club 'T' Type championship race (10 laps) — Overall: 1, Glyn Giusti 15m30.9s, 74.13mph; 2, Dave Saunders, 15m35.2s; 3, George Edney, 15m35.8s; 4, Stuart Dean, 15m59.9s. **Roadgoing:** 1, Brian Sayers, 68.91mph; 2, Tony Jenkins; 3, David Mason. **Fastest lap:** Giusti, 1m31.5s.

The Sheffield Garner Trophy/HSCC Post-Historic road sports championship race (10 laps) — Overall: 1, John Atkins (AC Cobra), 13m52.9s; 2, Tim Sisson (Jaguar E), 14m08.5s; 3, Keith Ashby (Lotus Elan), 14m16.3s; 4, Tony Clinkard (Ginetta G4). **Over 3000cc:** 1, Atkins; 2, Sisson; 3, Roger Connel (TVR Griffith). **Fastest lap:** Atkins, 1m22.2, 83.95mph. (establishes record). **2001-3000cc:** 1, Dave Newman (Reliant Sabre), 15m95mph; 2, Richard Newton (Daimler SP250); **Fastest lap:** Newman, 1m27.6s, 78.78mph (establishes record). **1200-2000cc:** 1, Ashby; 2, Clinkard; 3, John Jarvis (Lotus Elan S4). **Fastest lap:** Clinkard, 1m24s, 82.15mph (establishes record). **Under 1200cc:** 1, Michael Darrieulat (Turner 950), 14m54s; 2, Barry Fernaly (Honda S800). **Fastest lap:** Fernaly, 1m36.9s, 71.21mph. (establishes record).

The Willhire Invitation race (10 laps): 1, Mike Littlewood (Ausper F3), 13m22s; 2, Peter Dorricott (Brabham BT15), 13m46.3s; 3, Hon. Anselm Rothschild (Maserati 250F), 13m56.6s; 4, Roger Williams (Lister Jaguar), 13m58s; 5, Chris Smith (Lotus 17), 13m58.3s; 6, Sidney Hoole (Cooper F1), 14m12.9s. **Fastest lap:** Littlewood, 1m18.7s, 87.68mph.

Lancaster Garages Trophy/Seldon Classic sports car championship race (10 laps) — Overall and Sports racing cars up to 1600cc: 1, John Brindley (Lotus 23), 13m24.7s; 2, Alan Minshaw (Lotus 23B); 3, Patricia Dawson (Lotus 23B). **Fastest lap:** Brindley & Minshaw, 1m18.5s, 87.91mph. **Front engine GT cars, 1300-3000cc:** 1, Roger Ealand (Marcos GT), 14m04.7s; 2, Anthony Griffin (Lotus Elan 26R); 3, Cynl Baxter (Marcos GT); **Fastest lap:** Griffin, 1m21.8s, 84.36mph. **Front engine GT cars up to 1300cc:** 1, Nicholas Overall (Diva 10F), 13m50.2s; 2, Alan Hall (Lotus Elite). **Fastest lap:** Jem Marsh (Marcos GT), 1m26.5s, 79.78mph.

Gates Varley Batteries Historic Formula Junior championship race (10 laps): 1, John Brindley (Lotus 22), 13m10.4s; 2, Mike Littlewood (Ausper F3) 13m11s; 3, Malcolm Ricketts (Lotus 22), 14m01.4s; 4, Roger Williams (Lotus 27), 14m06.9s; 5, Peter Merritt (Lola Mk2), 14m29.1s; 6, Andrew Chapman (Lotus 20) 13m27.2s. **Fastest lap:** Brindley, 1m16.3s, 87.31mph.

The Anglia Television Trophy/HSCC race (10 laps): 1, Reg Skeels (Taydec), 12m31.8s, 91.79mph; 2, Chris Beauvoisin (Piper GTR), 13m31.5s; 3, John Atkins (AC Cobra), 13m46.7s; 4, Patric Phean (Ginetta G12), 13m49.2s; 5, Roger Williams (Lister Jaguar), 12m43.6s; 6, Bob Chaplin (Ginetta G4), 12m55.6s. **Fastest lap:** Skeels, 1m13.7s, 93.63mph. **Handicap results:** 1, Peter Preston (Austin Healey Sprite); 2, Atkins; 3, Skeels; 4, Roger Joice (Frazer Nash); 5, Williams; 6, Chaplin.

ROUEN (F)

Jun 13 French Production Championship, round 9 15 laps — 52.82 miles

1, Claude Ballot-Léna (2.8 BMW 528i), 34m 55.1s, 91.39mph;
2, Marc Sourd (2.0 Audi 80), 34m 03.7s;
3, Jean-Pierre Beltoise (2.2 Peugeot 505), 34m 03.8s;
4, René Metge (3.5 Rover 3500 V8), 34m 16.6s;
5, Guy Frequein (2.2 Peugeot 505), 34m 32.6s;
6, Gilles Duqueine (2.8 BMW 528i), 34m 35.7s;
7, Jacques Panciatichi (2.0 Audi 80), 34m 42.8s;
8, Dominique Fornage (2.3 BMW 323i), 34m 50.4s;
9, Gérard Bleyne (2.8 BMW 528i), 34m 51.2s;
10, Pierre De Thoisy (2.0 Renault Fuego), 34m 53.6s; etc.

Over 2500cc: 1, Ballot-Léna; 2, Metge; 3, Duqueine. **Fastest lap:** Jean-Pierre Malcher (2.8 BMW 528i), 2m 13.08s, 93.17mph (record). **Up to 2500cc:** 1, Sourd; 2, Beltoise; 3, Frequein. **Fastest lap:** Alain Cudini (2.3 BMW 323i), 2m 11.89s, 94.01mph (record).

Championship points: 1, Metge, 149; 2, Xavier Lapeyre (BMW 323i), 144; 3, Dany Snobeck (Alfa Romeo GTV6), 124; 4, Beltoise, 112; 5, Cudini, 91; 6, Malcher, 90; etc. **Next round:** June 27, Charade.

JYLLANDSRING S2000

Thorkild talking

Danish disc jockey Thorkild Thyrring won round 2 of the Euroseries Sports 2000 Championship at his local Jyllandsring circuit on June 13, thereby taking over the series lead from Swede Hans Edvinsson, who spun off on the first lap after contact with Thyrring's Tiga.

For the rest of the race, Edvinsson worked his way through the field, taking fourth place at the finish behind Kurt Thiim in a Tiga and the Lola T590 of Dutchman Hans Ernst. Fellow countryman Henny Vollenberg ran second in his Tiga but then crashed after his throttle stuck open. Next round of the series is at Zandvoort, supporting the Dutch Grand Prix, on July 3.

JYLLANDSRING (DK)

Jun 13 Euroseries Sports 2000 Championship, round 2

1, Thorkild Thyrring (Tiga SC81), 23m 38.76s;
2, Kurt Thiim (Tiga), 23m 50.42s;
3, Hans Ernst (Lola T590), 24m 04.83s;
4, Hans Edvinsson (Lola T590), 24m 10.81s;
5, Charles Zwolsman (Lola T590), 24m 22.35s; etc.

SNETTERTON continued

On the rostrum the leading drivers all expressed their enjoyment of this unique event; without doubt it and the HSCC visit would be a welcome annual addition to the Snetterton calendar.

The remaining races never emerged from the shadow of the long distance event. In the MGCC T Series championship race, Glyn Guisti established himself at the top of the points table with a win in his TB which he kept just clear of an intriguing duel between Dave Saunders (TC) and George Edney (TB). Tony Jenkins (TA), who shared the championship lead before the race, was narrowly defeated by the TC of Brian Sayers in the roadgoing class.

The HSCC's Post-Historic road sports championship qualifier provided a comfortable victory for John Atkins (AC Cobra) from a distant Tim Sisson, out again in the Jaguar E. Highlight of the race, and closest scrap of the day, was the dispute for third overall and class C between Tony Clinkard (Ginetta G4) and Keith Ashby's Lotus Elan. After much place changing, Ashby held onto the place.

A start-line shunt resulted in the field for the Willhire invitation race being red-flagged to a halt at the end of the first lap; happily neither Ken Rogers or David Springett were injured and damage to the cars, Cooper Jaguar and Lotus 11, appeared slight. At the re-start Mike Littlewood romped away from the rest in his Ausper F3 to win very convincingly from Peter Dorricott who drove his Brabham BT15 up through the field following a delayed start.

Lotus 23s scored a convincing 1-2-3 in the Seldon Classic Sports car round. John Brindley, one got the impression, won rather more easily than his 1.1s advantage over Alan Minshaw suggested. Patricia Dawson completed the formation, passing six of her fellow competitors on the way.

It was John Brindley again in the Gates Varley Batteries Historic Junior championship race, this time in a Lotus 22. John snatched the lead from Mike Littlewood just after half distance although initially it seemed that the Ausper was heading for its second win of the day. Fourth behind Malcolm Ricketts (Lotus 22) was Willhire director Roger Williams (Cooper), who competed in four of the events at the meeting which bore his company's name.

A confusing handicap race closed the meeting. On the road Reg Skeels led by a large distance in his Taydec from another rare sports car, the Piper GTR of Chris Beauvoisin. When the results were issued it was learnt that Peter Preston (in last place with his Sprite) had improved most on his target time and had won on handicap from John Atkins in the Cobra and Skeels.

ANDY LEEDER

Brindley — double winner



MALLORY PARK

Hardman to beat

Nine races were ably-organised by the BARC at Mallory last Sunday, and in idyllic weather, a fair-sized crowd saw some excellent racing.

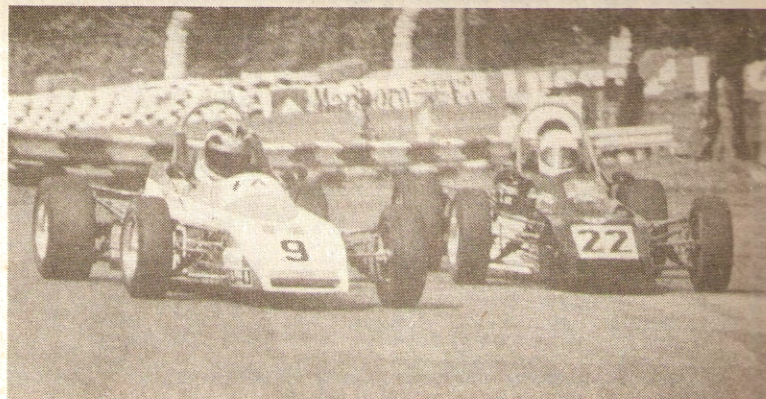
A rather pedestrian round of the MG Car Club's MGA Challenge opened the programme, with only eight starters coming under orders. Pole position driver, Roy McCarthy went into an immediate lead and, despite pressure from Eric Hoult, looked fairly comfortable. But, rounding the hairpin for the fifth time, McCarthy's car went off song and he was punted by the closely-attending Hoult. Little damage was done to either car but Hoult over-took the champion's ailing car and went away to a clear win. The only other positional change came a couple of laps later when John Halton eased by John Skinner to go second in the standard class, albeit well down on Derek Baker's tidy class winner.

In contrast the sixth round of the 'Champion of Mallory' FF1600 series which followed was superb — despite the absence of the entire front row of the grid! Bjorn Langrekken and Alan Holloway in Van Diemens, split by Mark Peters's Lola T640, should have been up front but had obviously used the session for extra practice. Series leader Don Hardman (Royale RP26) made a good getaway from 'pole' but narrowly avoided being taken out when Hinckley-based Australian Chris Farrell (Royale RP31M) spun dramatically at Gerards on lap 1. In fact, during the course of the spin, Farrell sliced off the series leader's side pod and badly bent a radius rod on the Royale. Chris Fox (Royale RP29) followed Hardman past Farrell's accident to put some early pressure on the local leader — but on lap 3 a hard-charging Rod Gretton (Royale RP31) blasted into second spot on Stebbe Straight. From half-distance, Gretton began to close on Hardman's ill-handling RP26 until, with four laps to go, he was right with the leader. Hardman held on to the flag, however, and as the two leaders tripped over each other, third-place Chris Fox again closed on the pair to finish a mere 0.5s adrift.

Rob Cox-Allison (Caterham 7) had another of his customary flag-to-flag wins in the 12-lap STP Modified Sports Car Championship round, well ahead of Class C winner, John Digby (Ginetta G4) who was second throughout. Predictably third — on the grid and in the race — was Costas Los (Fiat X1/9) who maintained a comfortable cushion between himself and the class D winner, Brian Kippax (Davrian Mk 7) for the whole of the race.

The 10-lap Classic Saloon Car Challenge looked, on paper, as if it would prove a walkover for pole man, George Page (Jaguar Mk 1) who was almost 1.5secs quicker than Andrew Moore-Hinton in practice. But Page made a big mistake at the Lake Esses on Lap 1 and spun down to last place. Spectacular though the spin was, the Jaguar was undamaged and Page's superb drive through the field to third was the highlight of an otherwise rather processional race. Andrew Moore-Hinton led throughout, his Mk 1 Jaguar keeping well ahead of Anthony Raine's amazing little A35 an easy winner of the small class.

Man-of-the-moment in Clubman's Class A racing must be Royston's Will Hoy in his immaculate Reid Wines Mallock Mk 20B. After practice prob-



Sean Walker and Jeff Ward, as ever, side-by-side in the F Talbot race.

lems had put him right at the back of the small grid — almost Seces off the pace — his race performance was incredible. Paul Gibson (Cheetah 82C) made the early running from the middle of the front row, hounded by Jim Yardley's Beagle. Three laps into the race, Yardley took control at the same time as Hoy picked-off another contestant to go third. It then took Hoy a couple more laps to dispose of Gibson and to go second on lap 7, putting two wheels on the Stebbe Straight grass in the process. Yardly fought tooth and nail for a further three circuits before Hoy toured round him on the sweeping Gerards bend to win by over one second, establishing the fastest lap and going top of the BARC Clubmans A Championship.

Tony Dickinson's Mallory gremlins are alive and active. For the second successive race, the Boston Skoda pilot retired from a Mallory Wendy Wools Special Saloon race at approximately half-distance with mechanical problems. And for the second successive time Peter Baldwin (Mini) was sitting in second spot

and able to take full advantage of Dickinson's misfortune! Dickinson was the only Class A subscriber in an otherwise well-supported tenth round of the Wendy Wools Special Saloon Car Championship and was comfortably on pole, a clear second quicker than Baldwin's Class B Mini. Third quickest was late entry Tom Powell in another Skoda 130RS. The cars took off in grid order; except that, in Class C, Viv Wallace cheated and temporarily got his Wolsey Hornet ahead of Ginger Marshall's Reliant Kitten. Marshall got by Wallace on lap three after which the only dice involved series leader Barry Reece (Isis Californian) and Mike Law (Sunbeam Stiletto) which Law's bigger car eventually won, leaving Reece to collect the small class win and maximum points yet again. On his way to overall victory, Baldwin's all-conquering Mini lowered its own Class B lap record by a further 0.2secs, while Reece knocked a staggering 0.8secs off his previous best time.

The 15-lap Townsend Thoresen FF1600 race was predictable, proces-

MALLORY PARK (GB), Jun 20, BARC

MGCC/MGA Challenge (10 laps) — Overall: 1, Eric Hoult (MGA), 10m 04.2s, 80.43mph; 2, Nick Parrott (MGA), 10m 40.9s; 3, Keith MacLeod (MGA), 10m 54.7s; 4, Derek Baker (MGA), 10m 58.6s. **Modified cars:** 1, Hoult; 2, Parrott; 3, MacLeod; **Fastest lap:** Hoult, 58.0s, 83.79mph. **Standard cars:** 1, Barker, 73.79mph; 2, J. Halton (MGA); 3, John Skinner (MGA). **Fastest lap:** Baker, 1m 04.4s, 75.46mph.

Champion of Mallory FF 1600 Championship race (10 laps): 1, Don Hardman (Royale-Nelson RP26), 8m 44.7s, 92.62mph; 2, Rod Gretton (Royale-Nelson RP31M), 8m 44.8s; 3, Chris Fox (Royale-Auriga RP29), 8m 45.3s; 4, Stephen Allen (Reynard-Nelson FF82), 8m 45.8s; 5, Kevin Warner (Sark-Engine Shop 2C), 8m 46.1s; 6, Michael Dicken (Van Diemen-Minister RF80), 8m 46.3s. **Fastest lap:** Dicken, 50.7s, 95.85mph.

STP Modified Sports Car Championship race (10 laps) — Overall: 1, Rob Cox-Allison (Caterham 7) 8m 21.1s, 96.98mph; 2, John Digby (Ginetta G4), 8m 40.2s; 3, Costas Los (Fiat X1/9), 8m 45.6s; 4, Brian Kippax (Davrian Mk7), 8m 49.9s. **1501-2000cc:** 1, Cox-Allison; 2, Arthur Kellitt (Ginetta G4), 8m 40.7s (8 laps); No other finishers. **Fastest lap:** Cox-Allison, 49.0s, 99.18mph; **1151-1500cc:** 1, Digby 93.42mph; 2, Los; 3, Garry Wilson (Lenham Le Mans). **Fastest lap:** Digby, 50.8s, 95.66mph; **Up to 1150cc:** 1, Kippax 91.71mph; 2, Pat Longhurst (Davrian Mk6); 3, Danny Arundel (Davrian Mk7). **Fastest lap:** Longhurst, 51.8s, 93.82mph.

Classic Saloon Car Challenge Race (10 laps) — Overall: 1, Andrew Moore-Hinton (Jaguar Mk1), 10m 43.3s, 75.54mph; 2, Antony Raine (Austin A35), 10m 52.0s, 3, George Page (Jaguar Mk1), 10m 55.4s; 4, Tony Moore (Jaguar Mk1) 10m 58.9s; **Over 2701cc:** 1, Henry Crowther (Jaguar Mk111), 72.65mph; No other starters. **Fastest lap:** Crowther, 1m 07.5s, 73.97mph. **1900-2700cc:** 1, Moore-Hinton; 2, Page; 3, Moore. **Fastest lap:** Page, 1m 02.2s, 78.13mph. **1252-1901cc:** 1, Paul Harrison (Borgward Isabella) 70.62mph; 2, I. Roberts (MG Magnette ZB); No other starters. **Fastest lap:** Harrison, 1m 06.9s, 72.64mph. **Up to 1251cc:** 1, Raine 74.53mph; 2, Bill Hewitt (Austin A35); 3, Glen Maskell (Austin A35). **Fastest lap:** Raine, 1m 04.2s, 75.70mph.

BARC Clubmans A Championship race (12 laps): 1, Will Hoy (Mallock U2-Chamberlain Mk20B), 9m 17.2s, 104.66mph; 2, Jim Yardley (Beagle-Morgan Mk1VB), 9m 18.1s; 3, Paul Gibson (Cheetah-Titan 82C), 9m 18.5s; 4, Jon Britton (Mallock U2-Nicholson McLaren Mk23B), 9m 41.0s; 5, Hugh Chamberlain (Mallock U2-Chamberlain Mk20), 11 laps; 6, Chris Hart (Diamond-Chamberlain DCMB), 11 laps. **Fastest lap:** Hoy, 45.2, 107.52mph.

Wendy Wools Special Saloon Championship race (10 laps) — Overall: 1, Peter Baldwin (Mini), 8m 35.9s, 94.20mph; 2, Tom Powell (Skoda 130RS), 8m 42.0s; 3, Ginger Marshall (Reliant Kitten), 8m 44.2s; 4, Viv Wallace (Hornet), 8m 55.3s. **1301-3500cc:** 1, Powell 93.10mph; 2, Tony Dickinson (Skoda 130RS). **Fastest lap:** Dickinson, 49.3s, 98.58mph. **1001-1300cc:** 1, Baldwin; 2, Greg Masters (Austin Cooper S); 3, Pete Bray (Mini). **Fastest lap:** Baldwin, 49.5s, 98.18mph; **851-1000cc:** 1, Marshall; 2, Wallace; 3, Michael Law (Sunbeam Stiletto). **Fastest lap:** Marshall, 50.6s, 96.04mph. **Up to 850cc:** 1, Barry Reece (Isis Californian), 89.96mph; 2, Bill Richards (Mini); No other starters. **Fastest lap:** Reece 52.6s, 92.39mph.

Townsend Thoresen FF1600 Championship race (10 laps): 1, Mauricio Gugelmin (Van Diemen-Auriga RF82), 12m 36.8s, 96.32mph; 2, Julian Bailey (Lola-Minister T640), 12m 38.4s; 3, Rick Morris (Royale-Auriga RP31M), 12m 38.7s; 4, Mark Peters (Lola-Auriga T640), 12m 39.2s; 5, Bjorn Langrekken (Van Diemen-Auriga RF82), 12m 44.7s; 6, Alan Holloway (Van Diemen-Auriga RF82), 12m 45.5s. **Fastest lap:** Bailey, 49.5s, 98.18mph.

Monroe Production Saloon Championship race (10 laps) — Overall and 2301-3000cc: 1, Gerry Marshall (Ford Capri), 9m 53.5s, 81.88mph; 2, Graham Scarborough (Ford Capri), 9m 53.5s; 3, Tony Lanfranchi (Opel Monza), 9m 55.1s; 4, Mike Bennion (Saab Turbo), 10m .007s. **Fastest lap:** Scarborough and Lanfranchi, 58.2s, 83.50mph. **1601-2300cc:** 1, Martin Williams (Toyota Celica), 79.03mph; 2, Peter Walters (Triumph Dolomite Sprint); 3, John Rice (Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m 00.4s, 80.46mph. **Up to 1600cc:** 1, Timothy Driver (Honda Civic), 70.58mph; no other starters. **Fastest lap:** Driver, 1m 06.7s, 72.86mph.

Formula Talbot Challenge race (10 laps): 1, Sean Walker (Sparton-Greetham FT81), 8m 05.9s, 100.02mph; 2, Jeff Ward (Sparton-Greetham FT80), 8m 05.9s; 3, Tim Barry (Wimburst-Rowland L781), 8m 25.6s; 4, Tony Kenworthy (Sparton-Rowland UDT80), 8m 30.5s; no other finishers. **Fastest lap:** Ward 47.5s 102.31mph.

sonal and not nearly as exciting as the first Ford event. Mauricio Gugelmin, in the 'works' Van Diemen RF82 made the best start from the middle of the front row to take an immediate lead he retained to the flag and never looked like losing. The race did hot up slightly at middle distance, with Julian Bailey (Lola T640) putting in a brief challenge for the lead before making a slight mistake on lap 10 and dropping to third behind Rick Morris (Royale RP31M). This took the pressure from the leader, although the first three, and the Lola of Mark Peters, were not too widely separated. On the last lap, Bailey just re-took second place but was too late to mount another challenge on the Brazilian, who won by 1.6secs.

Monroe Prodsaloons were next — and very much worth waiting for! On pole was Graham Scarborough's Ford Capri with the similar 2.8 Injection car of Gerry Marshall alongside. Norris Miles's Alfa Romeo GTV 6 was next up, just relegating Tony Lanfranchi's Opel Monza to the second row. At the flag big Gerry made a superb start to head the equally fast-starting black Alfa, which unfortunately retired a couple of laps later. Despite this the race for the lead was fantastic, with rarely more than half-a-car separating the leaders. In fact, on the final circuit, Scarborough just got to the Lake Esses before Marshall but, when the cars re-appeared from the hairpin, they were side by side with Gerry, on the outside, just getting the verdict.

Formula Talbotts ended the day, and although only five were entered, of which one retired after a Stebbe Straight shunt, the lead battle was intense. Series leader, Jeff Ward (Spartan FT80) was on pole with Sean Walker's FT81 alongside. Walker made the best start, and for several laps Ward inspected his progress round the circuit before making his move at the Esses on the sixth lap. The move came off and positions were reversed for the second half of the race. But on the final circuit, Walker tried the same move as the local driver and inched through to a last lap lead he just maintained to win by less than half-a-car; a thrilling end to a good day's racing in ideal conditions.

GEOFF JOHNSON

AINTREE

Peacock struts in

For their fifth race meeting of the season the 750 Motor Club made their first visit of 1982 to Aintree last Saturday. The Liverpool circuit was the venue for the usual crop of 750 MC championships with points being at stake in the Garelli Sports car series, Reliant 750 Formula, Formula Vee and FF1600 — where 'locals' far outnumbered the visitors.

On the dot of 2 pm the first competitors came out of the paddock to compete in a race for various modern cars in a Combined One Make Car Club race, over ten laps, run concurrently with an Austin 7 event — results were to be on scratch and handicap. As to be expected the modern cars made up the front rows of the grid and filled the first five places overall, with Tom Hind's Morgan +8 leading all the way from John Welburn (Triumph TR2) who was a couple of seconds adrift at the finish. Third and fourth places were disputed between K. Hallett (E Type) and John Liddle (Alfa-sud); Liddle just being beaten by a few tenths. Amongst the Austin 7 contingent the lead was contested fiercely by Kevin Martin and Don Rawson, the Sports Special of Rawson having the edge in the

Aintree (GB), Jun 19, 750 MC

Combined One Make Car Club and Austin 7 Handicap race (10 laps) — overall and COMCC: 1, Tom Hinds (3.5 Morgan +8), 11m 20.6s, 86.74mph; 2, John Welburn (2.2 Triumph TR2), 12m 22.5s; 3, K. Hallett (4.2 Jaguar E Type), 9laps; 4, John Liddle (1.3 Alfa Sud T1). **Fastest lap:** Hinds, 1m 06.5s, 88.75mph. **Austin 7:** 1, Kevin Martin (747 Austin 7), 67.83mph; 2, Don Rawson (Austin 7 Sports Special); 3, Dave Tedham (747 Austin 7). **Fastest lap:** Martin, 1m 24.4s, 69.95mph. **Handicap:** 1, Alan McBeath (Austin 7 Special); 2, Richard Ellingham (1.5 Ginetta G4); 3, Martin; 4, Liddel.

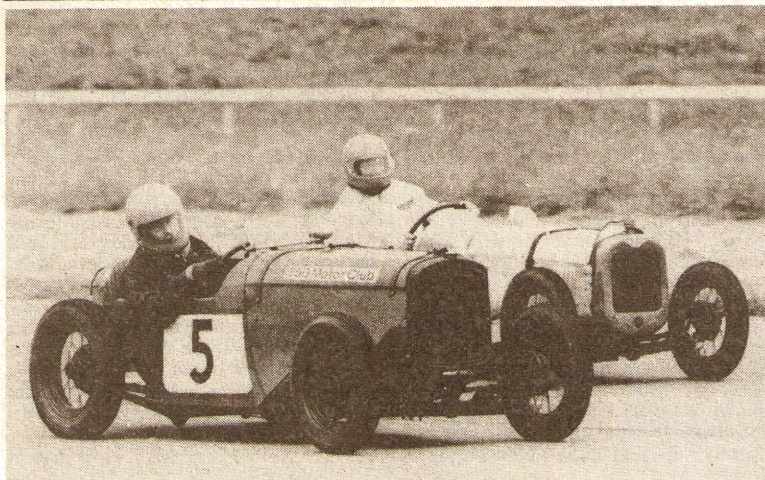
Autocavan Formula Vee Championship race (12 laps): 1, Chris Taylor (Volkspeed V81), 13m 42.3s, 86.16mph; 2, Brian Collins (Scarab Mk2), 13m 56.8s; 3, Mike Bott (Scarab Rolt Mk2), 14m 34.9s; 4, John Mitchell (Austro Mk2), 14m 35.5s; 5, David Bell (Ding Dong Special), 11 laps; 6, Pam Rolt (Scarab Rolt). **Fastest lap:** Taylor, 1m 06.5s, 88.78mph.

750 MC FF1600 Challenge race (12 laps): 1, Richard Peacock (Crosslé-Aldon 50F), 12m 37.8s, 93.49mph; 2, Andy Middlehurst (Van Diemen-Minister RF82), 12m 38.1s; 3, Tony Allinson (Van Diemen-GBM RF81), 12m 40.2s; 4, Tim Sugden (Royale-Scholar RP26), 12m 40.4s; 5, David Mellor (Crosslé-Aldon 45F), 12m 40.7s; 6, Martin Allinson (Van Diemen-GBM RF81), 12m 52.7s. **Fastest lap:** Peacock and Tony Allinson, 1m 02.0s, 95.23mph.

Garelli/Sportsworld Clothing Trophy Race for roadgoing sports cars (12 laps) — overall: 1, Fred Campbell (3.5 Morgan +8), 14m 40.8s, 80.44mph; 2, Peter Garrod (1.6 Lotus Europa Special), 14m 41.1s; 3, Richard Casswell (1.6 Morgan 4/4), 15m 14.9s; 4, Reg Dixon (1.0 Ginetta G15), 15m 32.4s. **1601cc and over:** 1, Campbell; 2, Trevor Grist (2.4 Porsche 911S); 3, Richard Whitehead (2.1 Triumph TR4A). **Fastest lap:** Campbell, 1m 11.3s, 82.81mph. **1301-1600cc:** 1, Garrod, 80.41mph; 2, Casswell; 3, J. J. Wrightson (1.6 Lotus Elan Sprint). **Fastest lap:** Garrod, 1m 12.2s, 81.77mph. **Up to 1300cc:** 1, Reg Dixon (1.0 Ginetta G15), 75.98mph; 2, Roger Bowden (1.0 Ginetta G15); 3, Garry Stone (1.3 MG Midget). **Fastest lap:** Dixon, 1m 15.3s, 78.41mph.

Reliant 750 Formula Championship race (12 laps): 1, Gary Randall (Wessex Hague 76), 14m 28.4s, 81.58mph; 2, Dick Harvey (Darvi Mk5), 14m 49.5s; 3, Peter Woodcock (Centaur Mk16), 14m 50.1s; 4, John Giles (JGS Mk6B), 15m 24.0s; 5, Jonathan Salem (Hague 82), 11 laps; 6, James Pratt (Reliant TW80). **Fastest lap:** Randall, 1m 09.8s, 84.58mph.

Garelli/Sportsworld Clothing Trophy Race for modified sports cars (and saloons), (12 laps) — overall: 1, Robert Speak (1.8 Lotus Elan), 12m 52.8s, 91.68mph; 2, Andrew Wareing (1.8 Lotus Elan), 13m 15.7s; 3, Terry Carthy (1.1 Clan Crusader), 13m 30.2s; 4, Gordon Bell (1.0 Davrain), 11 laps. **1501cc and over:** 1, Speak; 2, Wareing; 3, Arthur Kellitt (1.6 Ginetta G4). **Fastest lap:** Speak, 1m 01.5s, 96.00mph. **Up to 1500cc:** 1, Carthy, 87.45mph; 2, Bell; 3, John Helme (1.4 MG Midget). **Fastest lap:** Carthy, 1m 06.9s, 88.25mph. **Special Saloons:** 1, John Myerscough (1.6 Ford Escort), 82.75mph; 2, Jim Radcliffe (1.3 Ford Escort); No other starters. **Fastest lap:** Myerscough 1m 08.5s, 86.19mph.



Dave Tedham and Alan McBeath battle it out during the Austin 7 Handicap race.

first half of the race and Martin coming through around mid-distance to take and hold a tenuous lead across the finishing line.

Chris Taylor came to Aintree leading the Formula Vee Championship in his Volkspeed V81 and a fairly easy win made him even more secure. Taylor eased away from the start to leave second place to be fought over by Brian Collins (Scarab) and Gordon Rae (Rae Vee), although John Raffo (Raffo Mk8) mixed in until he retired after four laps. Collins held off Rae despite pressure until lap nine when Rae pulled into the pits; from then on Collins was never under threat. Third at the finish was Mike Bott (Scarab Rolt) just safely in front of fourth placed John Mitchell (Austro Mk2).

A clean start to the FF1600 race saw Andy Middlehurst (Van Diemen RF82) get away best from Richard Peacock (Crosslé 50F) and Tim Sugden (Royale RP26) with Tony Allinson (Van Diemen RF81) and David Mellor (Crosslé 45F) close behind. Middlehurst led across the line for nine laps with Peacock tucked close in behind the Crosslé, losing out at the end of the Railway Straight through a braking problem. Then on lap 9 Peacock got past the Van Diemen and was just able to cross the line ahead on each remaining lap, including the all important last one to take the flag. Tim Sugden held off Tony Allinson in fine style while Mellor was safe in fifth ahead of Martin Allinson (Van Diemen RF81), who took

a couple of laps to get in the swing of things after a practice accident. On the final lap, at the end of the Straight the battle between Sugden, Allinson (T) and Mellor came to lap some backmarkers and Sugden unluckily fell foul of one — the RP 26 spun a couple of times and lost the nosecone — which allowed Allinson to pounce and take third place by two tenths from a recovered Sugden with Mellor just behind in fifth and Allinson (M) sixth.

CADWELL PARK (GB), Jun 20, BARC

Formula 1300 Championship race (10 laps): 1, Graham Gant (WEV 2B), 13m 13.29s, 81.69mph; 2, Tony Batten (Battens), 13m 33.70s; 3, Martyn Lane (Mallock U2 Mk16), 13m 44.52s; 4, Paul Overton (Mallock U2 Mk11/14), 13m 45.02s; 5, Godfrey Faux (Mallock U2 Mk18CW), 13m 45.80s; 6, Terry Pridmore (Messer 3), 14m 19.34s. **Fastest lap:** Gant, 1m 37.13s, 83.39mph (record).

Muraspec Formula 4 Championship race (10 laps): 1, Brian Turner (1.3 BTC/Ford 004), 15m 34.10s, 86.71mph; 2, Rob Moores (1.3 Chevron-Rolt/Ford B38), 16m 00.66s; 3, Paul Tickner (1.3 March-Allan/Ford 713), 16m 16.04s; 4, Tony Hancock (1.3 Delta-Ford T814), 16m 35.44s; no other finishers. **Fastest lap:** Turner, 1m 31.31s, 88.71mph (record).

Daily Mirror Ford Fiesta Challenge race (10 laps): 1, Graham Churchill, 19m 04.42s, 70.78mph; 2, Dave Loudoun, 19m 08.21s; 3, Lionel Abbott, 19m 10.78s; 4, Martin Sharpe, 19m 17.62s; 5, Jim Edwards, 19m 21.39s; 6, Rob Lodge, 19m 30.26s. **Fastest lap:** Abbott, 1m 52.37s, 72.08mph (record).

Oceanair Clubmans Championship race (10 laps): 1, Peter Clark (Mallock U2-Close Mk18), 16m 39.23s, 81.06mph; 2, Dave Orchard (Centaur-Chamberlain Mk14X), 16m 46.41s; 3, Michael Luck (Mallock U2-CES Mk21), 17m 31.27s; 4, John Watson (Mallock U2-Minister Mk16BW), 17m 35.41s; 5, Royston Bing (Mallock U2-Chamberlain Mk20B), 9 laps; 6, Philip Wilkinson (Mallock U2-Chamberlain Mk16BW), 9 laps. **Fastest lap:** Clark, 1m 37.56s, 83.03mph.

National Mini Se7en Challenge race (10 laps): 1, Gerald Dale, 19m 44.65s, 68.37mph; 2, Peter Allen, 19m 50.02s; 3, Graham Woskett, 19m 56.82s; 4, Nigel Gaymer, 19m 57.67s; 5, Derek Miller, 19m 57.85s; 6, Gordon Levett, 19m 58.55s. **Fastest lap:** Woskett, 1m 56.94s, 69.27mph.

P&O Ferries Formula Ford 1600 Championship race (10 laps): 1, Gianfranco Cane (Van Diemen-Auriga RF82), 16m 23.58s, 82.35mph; 2, John Booth (Van Diemen-Auriga RF82), 16m 31.56s; 3, Kevin Haddock (Spartan-Scholar FF82), 16m 32.30s; 4, Beat Jans (Van Diemen-Minister RF82), 16m 41.43s; 5, Miguel Angel Lopez (Van Diemen-Aldon RF82), 16m 44.47s; 6, Michael Spivey (Royale-Nelson RP29), 16m 53.21s. **Fastest lap:** Haddock, 1m 37.06s, 83.45mph.

CADWELL PARK continued

and Hall came together in a controversial incident along Park Straight (yes, on the straight!) and Hall was through into second. Adams retired shortly afterwards with a badly damaged door on his Fiesta, leaving Loudoun in third place, a little way clear of another battle for fourth that saw Abbott pull away from Martin Sharpe when the latter suffered a puncture on the last lap. Up at the front, Hall again showed the speed of his Aldon-prepared, Lloyds of Stafford car by closing rapidly on Churchill and then slipping almost effortlessly through on the penultimate lap. There were many bickerings after the race about 'foul play', one of which was turned into a protest by Adams and resulted in the exclusion from the results of Rob Hall for "dangerous driving." Thus, Churchill claimed a deserved maximum points after a very impressive run.

The Oceanair Clubmans race boasted only nine starters, but four of these spent the first few laps in very close company, Peter Clark having made the best start to head Martin Wood (both in Mallocks), Dave Orchard (Centaur) and Michael Luck (Mallock). On lap 3, Wood made a slight error at the exit of Charlie's, dropping to the tail of this group, and this enabled Clark to eke out a slight advantage. Three laps later, Wood tried to make up one place at Mansfield, swooping inside Luck, but had the door firmly shut in his face and both men spun. Wood, the series leader, was out on the spot but Luck continued to claim a distant third place behind Clark and Orchard.

Gerald Dale gave notice of intentions by claiming pole position for the Mini Se7en race, a full 0.7s faster than his rivals, and he duly broke away in the race, guiding his Funneltune Mini to a very impressive victory and thereby taking a clear lead in the championship. The battle for second place, however, was superb. About ten cars jostled for position during most of the 10 laps; before Peter Allen managed to detach himself in the closing stages. Gordon Levett headed the rest of the way, although Graham Woskett forced his way by at Mansfield on the final lap, to be followed through by Nigel Gaymer and Derek Miller. The unlucky Levett could salvage only sixth place at the finish, just ahead of Chris Gould, Dick Robinson and Jeremy Claydon after a fine race. It must be said, too, that the Mini-men's close racing was conducted in considerably better humour than was evident in the earlier Fiesta race...

A good day's racing was brought to a close with a round of the organising club's P & O Ferries Ff1600 Championship. Anxious to make up for a bad week, franco Cané took off superbly from pole position in his works-run Van Diemen and proceeded to dominate the 10-lapper. Cané never eased off, either, the Mexican's RF82 constantly clipping grass verges and kerbs on his way to victory. There should have been quite a battle behind but Gary Evans (Van Diemen) was punted off at Park on the first lap and then David Button (PRS) tried a silly manoeuvre at the Mountain on lap 2, riding right over the top of David Hunt's Van Diemen (and leaving a large chunk of rubber on David's helmet!) and forcing both cars out. Fortunately, neither driver was hurt. Thus, it was left for John Booth to take second in his new Crompton Lighting Van Diemen, although Kevin Haddock shadowed him every inch of the way in his Sparton and also had the consolation of setting fastest lap: a good effort.

JEREMY SHAW



The superb Mini Seven battle at Cadwell with Gordon Levett leading it.

LYDDEN HILL

Reveller Richardson

Long distance traveller Colin Richardson made it two Libre victories in a row at Sunday's Lydden Festival of Motorsport.

Recovering from an early indiscretion, the man from Peebles fought to get his March 77B back on terms with Mike Baker's March 793. On lap 10, Richardson dived for the inside at Devils Elbow but Baker was equally determined, and while Richardson lost his nosecone, Baker suffered a nearside rear puncture and finished the race almost at walking pace having been passed by Tony Howard's Lola T580 too.

Gary Charlwood enjoyed a rare taste of victory in his Jaguar V8 powered Ford

Capri, taking the lead from the faltering Viva of Mark Forshaw and powering clear of the battle for second spot. Peter Daniels three-wheeled his union flag bedecked Mini to a class winning second overall, while Brian Wright (1.3 Vauxhall Viva) and Bob Kirk (1.3 Mini Ford) disputed third place. Forshaw retired at half distance and fifth home was the 1-litre Mini of Howard Oliver.

Another relatively easy winner was Colin Stancombe, who scored another success in the Lydden FF1600 Championship for the Marchant and Cox trophies. Steve Brown kept his Morley Motors Sark 2 in close company until they came up on some slow backmarkers, and in the delay Brown lost several yards. Dennis Humphries scrapped furiously and eventually outdid Dave Payne (Van Diemen RF80) at the hairpin, while Len Marchant (Brabham BT21/28) also found a way past at the same spot a couple of tours later.

PAUL HARMER

LYDDEN HILL (GB), Jun 20, Astra MC

Formule Libre (12 laps): 1, Colin Richardson (1.6 March-Ford 77B), 8m 46.8s, 82.00mph; 2, Tony Howard (2.0 Lola-Ford T580); 3, Mike Baker (2.0 March-Toyota 793); 4, Paul Sleeman (1.6 March-Hodson 713S); 5, Ray Freelove (2.0 Reynard-Ford SF80); 6, Dave Connor (1.6 Royale-Ford RP26).

Special Saloons (12 laps): 1, Gary Charlwood (5.3 Ford Capri-Jaguar V8), 10m 02.4s, 71.71mph; 2, Pete Daniels (1.3 BL Mini Cooper S); 3, Brian Wright (1.3 Vauxhall Viva); 4, Bob Kirk (1.3 BL Mini-Ford BDA); 5, Howard Oliver (1.0 BL Mini Cooper); 6, Eddie Woods (1.0 Hillman Imp).

Marchant & Cox FF1600 (12 laps): 1, Colin Stancombe (Royale-CS RP26), 9m 21.0s, 77.01mph; Steve Brown (Sark-Minister 2); 3, Dennis Humphries (Jamun-Minister T3); 4, Len Marchant (Brabham-Minister BT21/28); 5, Dave Payne (Van Diemen-Auriga RF80); 6, Alfonso Piccoli (Lola-Ford T540).

Pace British 2000 Championship

After 11 of 24 rounds:

1, Ayrton Senna da Silva (Van Diemen), 217pts; 2, Calvin Fish (Royale/Van Diemen), 143; 3, Kenny Andrews (Van Diemen), 89; 4, Russell Spence (Van Diemen), 84; 5, Victor Rosso (Van Diemen), 63; 6, Tim Davies (Reynard/Royale), 49; etc. **Next round:** Jun 26, Oulton Park.

British Sports 2000 Championship

After 10 of 20 rounds:

1, Richard Eyre (Tiga), 183; 2, Mike Taylor (Royale), 134; 3, Jeremy Rossiter (Royale) and Dave Sutherland (Royale), 86; 5, Richard Morgan (Tiga), 72; 6, John Morrison (March), 69; etc. **Next round:** Jul 24, Oulton Park.

Townsend Thoresen FF1600 Championship

After nine of 15 rounds:

1, Julian Bailey (Lola), 107; 2, Rick Morris (Royale), 106; 3, Mauricio Gugelmin (Van Diemen), 105; 4, Alan Holloway (Van Diemen), 64; 5, Andrew Gilbert-Scott (Reynard), 61; 6, Bjorn Langrekken (Van Diemen), 49; etc. **Next round:** Jul 4, Donington Park.

P&O Ferries FF1600 Championship

After eight of 24 rounds:

1, Gianfranco Cané (Van Diemen), 50; 2, David Hunt (Van Diemen), 31; 3, Mauricio Gugelmin (Van Diemen), 20; 4, David Button (PRS), 17; 5, Kevin Haddock (Sparton), 14; 6, Beat Jans (Van Diemen), 13; etc. **Next round:** Jun 27, Silverstone.

Daily Mirror Ford Fiesta Challenge

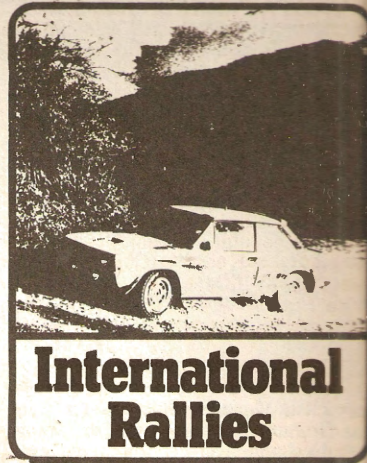
After five of 14 rounds:

1, Rob Hall, 42; 2, Charles Tippet, 41; 3, Dave Loudoun, 30; 4, Lionel Abbott, 26; 5, Jim Edwards, 25; 6, Stuart Cole, 23; etc. **Next round:** Jun 26, Oulton Park.

BARC Clubmans A Championship

After four of 10 rounds:

1, Will Hoy (Mallock U2), 19; 2, Richard Groombridge (Ellova-Gryphon), 16; 3, Dave Orbell (Mallock U2), Colin Fisher (Mallock U2), Jim Yardley (Beagle) and Jon Britton (Mallock U2), 10; etc. **Next round:** Jul 4, Snetterton.



International Rallies

SUSQUEHANNOCK TRAILS

Quattro's fourth

John Buffum continues the amazing superiority of his awesome Audi Quattro. Buffum and co-driver Doug Shepherd completely dominated the competition at the 250 mile Susquehannock Trails Pro Rally in this quarter northern Pennsylvania resort community, leading from the opening stage and finishing an incredible 23mins ahead of the next car.

It was the fourth consecutive win for the Quattro team and moved Buffum, Shepherd, and Audi into the lead in the points standings.

Behind the winners, an incredible race was going on. Rod Miller, the current US Champion, set out to push the Quattro until the first of several punctures cost him 2½mins on the seventh stage. He eventually withdrew from the event and immediately hopped a plane back to New Zealand to continue his practice for Motogard.

Canadian Champion Randy Black in his Team Canada Datsun 510 won the battle for third over Jon Woodner in his Datsun 510.

Notable non-finishers were Jon Davis whose Escort developed carburetor trouble on the first stage, Guy Light whose Oldsmobile Firenze lost its clutch and Gene Henderson whose AMC Eagle developed terminal electric problems.

TIM CLINE



Black's second-placed Datsun.

SUSQUEHANNOCK TRAILS PRO-RALLY (USA) Jun 12/13

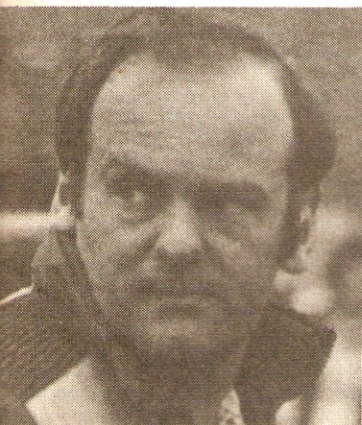
- 1, John Buffum/Doug Shepherd (Audi Quattro), 164.44m;
- 2, Randy Black/Tom Burgess (Datsun 510), 187.86m;
- 3, Jon Woodner/Jim Roller (Datsun 510), 188.68m;
- 4, Steve Nowicki/Brian Berg (Plymouth Arrow), 189.85m;
- 5, Sandy Liversidge/Linda Wilcox (Saab 99), 193.19m;
- 6, Larry Schmidt/Joe Andreini (Dodge Colt), 193.91m; etc.

KVASTADANSEN

Stig's ninth

Stig Blomqvist won his ninth Swedish Championship at the weekend when he won the penultimate round of the 1982 series in south east Sweden, driving his works Audi Quattro.

In the later stages of the Kvastadansen Rally he was slowed by a puncture and the car stopped for about 20secs which meant that Per Inge Walfridsson, in his customer Renault 5 Turbo took a brief lead. The 1sec lead before the last stage was eliminated however when the car rolled on the final test and he lost 2½mins



Blomqvist — ninth title.

to the leaders. The car finished the stage with a 10cm gap between the steering wheel and the rooftop! He still finished ninth overall, although others had retired in the 300km, 12 stage event, which included 120kms of stages.

The tests were mostly covered with loose gravel and so the opening cars proved slow and the later Group A cars had a better surface. They quickly found themselves fighting for top places as several fancied runners hit trouble.

Ingvar Carlsson retired with rear axle failure in his BMW while Leif Asterhag crashed his Toyota Celica and retired with broken steering. The car will be repaired quickly, in time for Jean Pierre Nicolas to drive on the Mille Pistes.

Others who survived to the end included Soren Nilsson who lost time with a puncture on his Team Datsun Europe car. Bror Danielsson had fuel injection fitted to his ex-Maslen Escort RS, but he slowed when it failed.

In the standard Group A class, Kalle Grundel retired his Volkswagen Golf GTi when the gearbox broke, and Roger Ericsson retired his Opel Ascona with a blown engine, leaving Ola Stromberg to take his Saab Turbo to an impressive third place overall, the maximum points in the championship class. In the standard Group B class, Arne Allanson became champion when his Toyota Starlet again won the class.

PER LIDSTROM

KVASTADANSEN (S) Jun 19

- 1, Stig Blomqvist (Audi Quattro), 1h 17m 52s;
- 2, Bjorn Johansson (Opel Ascona 400), 1h 18m 13s;
- 3, Ola Stromberg (Saab 99 Turbo), 1h 18m 30s;
- 4, Eric Johansson (Saab 99 Turbo), 1h 18m 55s;
- 5, Gunnar Petersson (Ford Escort RS2000), 1h 19m 04s;
- 6, Torsten Andersson (Opel Kadett GTE), 1h 19m 44s.



National Rallies

CAMBRIAN NEWS RALLY

Hutchinson has it taped

Mike Hutchinson/Nigel Harris took their TDK Tapes Escort RS2000 to their fourth consecutive *Motoring News/BTRDA* win on Aberystwyth and District MC's Cambrian Trophy rally, finishing 3½mins ahead of the Fordthorne of Tredegar Escort RS of Peter Vaughan and Peter Watson.

Last year's winners, Derek Carless and Peter Forrester came home in third place after having lost some time on the long third (of 11) selectives with a wrong slot.

The EARS Escort RS2000 of Mike Pattison and Dave Taylor recorded their first Cambrian News finish in fourth place. Pattison's return to the top being aided by investing in spectacles after finally admitting that his eyesight had deteriorated.

At the first petrol halt the Escort RS of Mick Briant led on 4m 42s with both Vaughan and Hutchinson on 5m 12s, but the twice former winner had to retire his car with clutch troubles at the start of the fifth selective. Also to retire were Bill Gwynne and Dave Richards in the Mk 3 Escort RS2000, entered by T&B Motors, when the clutch release bearing failed; Neil Jones and Paul Watkins retired their Triumph TR8 after an off on the third selective and Geoff Birkett/Dave Orrick blew the engine of their Ascona 400 on the final selective.

Class two winners were Graham Hicks/Kevin Evans in 17th place and Class 3 was won by Phil Evens/Peter Milligan in an Escort 1300.

Hutchinson extends his series lead as a result with 60 points from Terry Benson (48) and Derek Carless (39), while in the Welsh Division 1 table Peter Vaughan move ahead of his rivals to lead with 30 points.

PETER GRIFFITHS

CAMBRIAN NEWS RALLY Jun 19/20 Motoring News/BTRDA Championship, round 4

- 1, Mike Hutchinson/Nigel Harris (Ford Escort RS2000), 22m 33s;
- 2, Peter Vaughan/Peter Watts (Ford Escort RS), 26m 08s;
- 3, Derek Carless/Peter Forrester (Ford Escort RS), 26m 30s;
- 4, Mike Pattison/Dave Taylor (Ford Escort RS2000), 26m 47s;
- 5, Roger Moran/Tony Beddows (Ford Escort RS2000), 27m 55s;
- 6, Terry Benson/Derek Fryer (Vauxhall Chevette HS), 28m 19s;

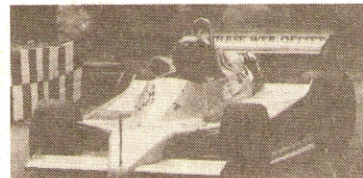


Off-Track

DOUNE HILLCLIMB

Climbing Doune

Despite a dull, overcast day with virtually no wind at Doune on Sunday, the threat of rain fortunately came to naught, treating a reasonable attendance to some excellent hill climbing, delayed, on occasion, by several incidents which fortunately were not serious as far as the drivers were concerned. In the classes conditions were conducive to several new records. In the Top Ten, James Thomson's hill record took a knock when Martin Bolsover in 39.65s threw down the gauntlet to Martyn Griffiths who ably responded with a phenomenal 39.42s.



Griffiths — BTD at Doune.

David Watson made his journey from Berkhamsted well worthwhile, taking his immaculate Maguire Imp into a healthy class lead, adding to his Championship points. Class 2 was the province of Eric Munnoch in 47.38s with his Rover V8-engined Imp, in the absence of the Davrian Stiletto of Barrogil Angus, and despite a strong challenge from the Chevette HS of Tim Thomson.

The GT and Modsports provided Harry Simpson with the opportunity to batter down his own class record by over one second in the Edinburgh Aluminium Davrian, leaving Ricky Gauld a breathless second.

The over 1600cc class found Andy Simm in his manageable 1.8 Morgan hold his lead over the thunderous V8 TVR Tuscan, piloted by the brave Paul Tankard, as consistent John Istead's Datsun 240Z fought off the black Targa Porsche of John Lowe, which savaged a

DOUNE HILLCLIMB (GB), JUNE 20 Pace Petroleum British Hillclimb Championship, Round 7

BTD: Martyn Griffiths (2.5 Pilbeam MP53-01), 39.42s (new hill record).
British Hillclimb Championship Top Ten Run-off: 1, Martyn Griffiths, 39.42s; 2, Martin Bolsover (2.5 Pilbeam MP51), 39.65s; 3, Chris Cramer (2.5 Toleman TG280H), 40.24s; 4, Dave Harris (2.5 Pilbeam MP50), 40.31s; 5, Alister Douglas-Osborne (3.7 Pilbeam MP47), 40.39s; 6, Mark Williams (2.5 Pilbeam MP41), 40.53s; 7, Max Harvey (2.5 Pilbeam MP53), 40.89s; 8, Roy Lane (2.3 Pilbeam MP50), 41.52s; 9, Norrie Galbraith (2.3 March 782), 41.74s; 10, Bill Lord (2.0 Chevron B42), 43.16s.

Class Winners: David Watson (1.2 Maguire Imp), 51.20s; Eric Munnoch (3.5 Imp), 47.38s; Harry Simpson (1.0 Davrian Mk8), 48.11s (record); Andy Simm (1.8 Morgan 4/4), 51.08s; Kenny Allen (1.7 Mallock), 43.57s; Charles Wardle (1.6 Mallock U2 Mk21), 43.61s; Richard Jones (2.2 Mallock U2), 43.61s (record); Eryl Davies (1.1 Anson SA1), 48.02s; Tom McMillan (1.6 Modus M4), 44.35s; Chris Cramer, 39.92 (record); Neil Bennet (3.9 Batten Sp), 61.32s; Hamish Reid (1.3 Mini Cooper 'S'), 57.10s; Graham Kinghorn (2.0 Escort RS2000), 54.63 (record); Harry Easton (1.0 Clan Crusader), 54.79s; Robin Gray (1.6 Lotus 7), 52.79s (record); James Willis (1.6 Morgan 4/4), 57.72s.

corner on its first foray at the hill.

Kenny Allen, on his home ground, relished his narrow victory, quelling the shared Mallock 24 of Ian Craddock and Richard Mallock, the latter getting within one hundredth of Allen's time. Charles Wardle needed his second climb of 43.61s to pip Edinburgh's Bill Wood, 44.02s, leaving Alex Graham to pick up third — all Mallock mounted. The fleet 2.2 Mallock of Richard Jones annexed the over 1600cc group, despite his motor having a fit of temperament before the line — he shot off and surged to a new class record, 43.05s.

Eryl Davies' Anson 48.02s held sway over a couple of local Terrapins, Donald Brown's version turning the tables on that of Brian McLuckie, while Tom McMillan was forced to slot in a 44.35s, keeping his Modus M4 in front of the March of Brian Fraser.

The unlimited racing car class, led off by the hill record holding car of Jim Thomson, could not match the pace of Martin Bolsover, 40.58s, who held second to the 40.47s by the Toleman of Chris Cramer. Alister Douglas-Osborne used his 3.7 litres to claim third in 40.71s, on the first climbs, from Martyn Griffiths' 40.88s. The stage looked set for an attack on the hill record, however only Cramer, in 39.92s, broke the 40s barrier with Bolsover losing the car on East Brae, parking it on a bank, allowing Griffiths into second in 40.27s, and Dave Harris signifying his intentions in 40.46s, fractionally beating Douglas-Osborne (40.51s).

The large road class provided a breathing space, Graham Kinghorn, Escort RS2000, and the Sunbeam of Chris Cramer. Alister Douglas-Osborne used his 3.7 litres to claim third in 40.71s, on the first climbs, from Martyn Griffiths' 40.88s. The stage looked set for an attack on the hill record, however only Cramer, in 39.92s, broke the 40s barrier with Bolsover losing the car on East Brae, parking it on a bank, allowing Griffiths into second in 40.27s, and Dave Harris signifying his intentions in 40.46s, fractionally beating Douglas-Osborne (40.51s).

The home interest ran high with Bill Lord (Chevron B42) and Norrie Galbraith (March 782) attaining the Top Ten, but only the latter improved to 41.74s, while up front, Martin Bolsover showed no ill effects from his earlier incident, with a tidy 40.49s which was eclipsed by Griffiths in 39.80s. Cramer had no reply, his 40.65s being already behind Douglas-Osborne and Dave Harris.

Second climbs witnessed Bolsover at his very best; despite going on the marbles at East Brae, he posted a new hill record in 39.65s, which looked good, until Griffiths' yellow Pilbeam exploded from the Tunnel, hurtled across the meadow, attacked the Brae and the Esses perfectly, leaving a hoarse Robin Boucher to announce 39.42s after a sparkling controlled performance, exactly when needed. Cramer replied with a somewhat (for him) unfidy climb in 40.24s, but good for third place points.

BILL HENDERSON

Bolsover bowls 'em over

With a new track surface, the top contenders in five championships on the entry list and scorching summer weather, the talk at the track preparation sessions the weekend before the Five Steps Fintray was about how much the track records and class records would fall.

The day was unfortunately marked with a number of eligibility wrangles affecting some of the special saloons and modsport competitors. The Imps of Richard Green and Bill Donald were moved from the special saloon classes as was the 3.5-litre Stiletto of Eric Munnoch. The controversy over Ron Cumming's Lotus Esprit, built to suit the Donington GT regulations, culminated in a protest at the end of the meeting, which was turned down by the stewards.

The small modsports class was the first of the records to fall, with circuit racers Harry Simpson and Ricky Gauld making a rare hillclimb appearance in their Davrian's.

A similar battle raged in the large modsports class with three drivers below the 4-year-old record set by John Fyda in the Lotus Elan. After the first runs it appeared that local driver Ron Cumming, no stranger to record-holding at Fintray, was about to return to the record book in his Lotus Esprit, then Paul Tankard's fearsome 4.7-litre TVR attacked the hill to top 1.58s off the old record with a time of 31.25s.

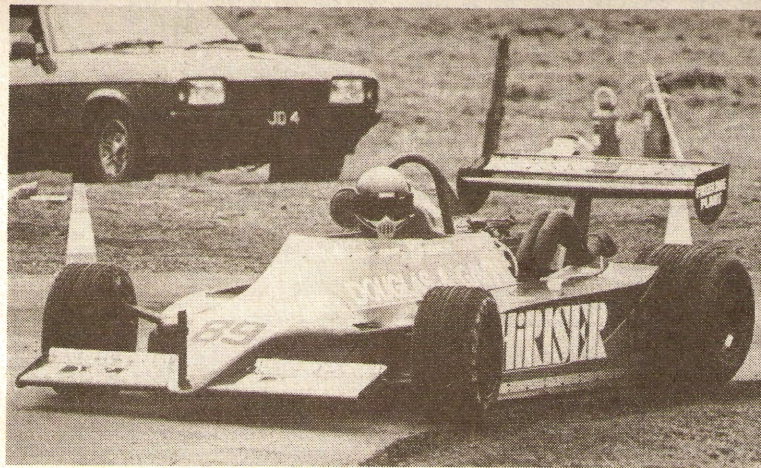
The Clubmans class promised action with Bill Wood making his first hillclimb appearance for a while, to challenge Alex Graham's similar Mallock and Kenny Allen's 1700cc Mallock Mk21. Here again the pace of the competition pushed three competitors below Nick Seymour's old record set in the Turbo Volnik. In the end it was Bill Wood's day with a new record of 29.02s.

As usual with Scottish Championship events there was a strong entry of road cars, many chasing points in the Road Car Championship, run within the Grampian Television Scottish Hill Climb Championship. The highlight here was the tussle between Richard Martin in the Talbot Sunbeam and George Smith in the ex-Neil Ross Escort. After attacking the banking at Ruin on his first practice run, George gathered his confidence to set a time of 35.70s on his first competition run — 0.24s below the record.

In the racing car classes, Brian Frazer in the March 78/2/3 was consistently improving during the day, missing the class record set by Martin Bolsover last year by just 0.14s.

It was Mark Williams, in the Pilbeam, who first announced that the track record was indeed in danger when he set a time of 27.69s on his first competition run — just half a second from the old record, and that on his first visit to Fintray. It was Martin Bolsover who first broke the record, carving a massive 0.79s off Chris Cramer's 1980 record. The former track record holder took the Toleman to the top in a time below the record he set in the March, but not low enough to get his name back on the track control bus.

Until the British Championship runs, it looked as though the record would stay at 26.35s. As Chris Cramer lined up at the start the crowd was waiting to see if he could take the record back, but as the light changed to green, the Toleman gearbox failed and the car was pushed



Crompton's Toleman was the class of the field at Curborough.

back to the paddock.

Martin Bolsover then set the new target at 26.49s. Surely, no-one could beat that, but Alister Douglas-Osborn's 3.7-litre Pilbeam replied on the second run with a 26.42s. Then Martin shot off the line, entering the first corner, Ruin, at 106mph to stop the clocks at 25.99s — an amazing 1.15s reduction on the old track record.

KEN McEWEN

CURBOROUGH SPRINT

Peter is OK

The Owen Motoring Club Graham Hill Trophy Sprint, held last weekend at Curborough, near Lichfield, was dominated by the Toleman of Godfrey Crompton. He shared the car with Peter Kaye, current record holder at Curborough, who was making a welcome return to the sport after a big accident two years ago. Kaye took FTD and the £100 Camden Hardchrome Award on his last run of the day, and Crompton then drove the car to take the Camden Top Ten Run-off award.

NICK POLLITT

CURBOROUGH (GB)

Jun 20 Graham Hill Trophy Sprint

FTD: Peter Kaye (Toleman TG280), 30.21s.
Top Ten Run-off: Godfrey Crompton (Toleman TG280), 30.58s.

Class winners: David Barber (Talbot Alpine), 44.79s; Tim Hough (Triumph Dolomite Sprint), 41.56s; Brian Machin (Triumph TR7), 42.73s; Michael Steele (Lotus 7), 38.72s; Eric Gaunt (Ford Escort 1300), 38.91s; Fred Ashley (Ford Escort BDA), 40.13s; Philip Buck (Lotus Elan), 39.40s; Andrew Wilkins (Hillman Imp), 37.52s; Tony Tewson (Hillman Imp), 34.93s; Kim Johnson (MG Midget), 36.03s; Bill Cole (Jaguar E Type), 35.92s; Terry Marsh (MGA), 44.90s; Ron Warr (Cooper Mk6), 37.89s; John Mulliner (Lander), 39.20s; Ray Rowan (Chevron B42), 31.07s; Alan Payne (Coogor RT1), 30.31s.

FINTRAY HILLCLIMB (GB), Jun 13

Pace Petroleum British Hillclimb Championship, round 8

BTD: Martin Bolsover (2.5 Pilbeam MP51), 26.35s (record).

Class winners: David Watson (1.2 Maguire Hartwell Imp), 32.17s; Brian Walker (2.0 Skoda Coupe), 31.54s; Harry Simpson (1.0 Davrian Mk7), 32.54s (record); Paul Tankard (4.7 TVR Tuscan), 31.25s (record); Bill Wood (1.6 Mallock), 29.02s (record); Allen Jones (1.7 Gryphon 7AC), 31.31s; Eryl Davis (1.0 Anson SA1), 31.10s (record); Brian Frazer (1.6 March 78 2/3), 28.90s; Chris Cramer (2.5 Toleman), 26.72s; Allan Gibson (1.0 Hillman Imp), 37.47s; Hamish Reid (1.3 Mini Clubman), 37.04s; George Smith (1.6 Ford Escort), 36.14s; Tommy McKay (1.6 Ford Escort), 35.22s; George Ritchie (1.0 Ginetta G15), 34.94s (record); John G. Davidson, Jnr. (1.6 Dutton B Type), 34.48s (record).

British Hill Climb Championship Top Ten Run-off: 1, Martin Bolsover (2.5 Pilbeam MP51), 25.99s (New hill record); 2, Alister Douglas-Osborn (3.7 Pilbeam MP47), 26.42s; 3, Martyn Griffiths (2.5 Pilbeam 53-01), 26.71s; 4, Mark Williams (2.5 Pilbeam MP51), 26.81s; 5, Roy Lane (2.4 Pilbeam MP50), 27.21s; 6, Max Harvey (2.5 Pilbeam 53-01), 27.24s; 7, Norrie Galbraith (2.3 March 782), 28.01s; 8, Bill Lord (2.0 Chevron B42), 28.45s; 9, Brian Frazer (1.6 March 78 2/3), 29.02s.

GURSTON DOWN

Minor Mann

The South-Western Centre of the BARC were in action at Gurston Down last Sunday for an enjoyable, clubbie meeting held in glorious conditions, that counted towards the hill's own, season-long championship. Following the opening round last month, Alan Lloyd (Mallock) led from Charles Barter (Delta), with Nic Mann (Morris Minor Turbo) in fourth place. All three won their classes last weekend, with the latter's amazing, super-charged 3.5-litre, Rover-engined Morris providing one of the highlights of the day.

The battle for FTD was just as exciting, Roger Willoughby leading after the first runs in his March-Buick, although John Meredith took his March 772 up almost 0.5secs faster than in the first runs and finally annexed the top award.

RICHARD SLEGG

GURSTON DOWN (GB)

Jun 20 Wadham-Stringer (Southampton) Ltd Speed Hillclimb

FTD: John Meredith (March 772), 31.28s.

Class winners: Martin Perry (Ford Escort), 42.08s; John Griffiths (Triumph Vitesse), 43.18s; Don Statton (Sunbeam Imp), 37.95s; Philip Couch (Mini Cooper S), 39.22s; Nic Mann (Morris Minor Turbo), 34.47s; Phil Gale (Ginetta G15), 43.47s; Paul Channon (AC Cobra), 38.07s; Julian Furniss (Triumph TR3), 42.56s; Dudley Sterry (MG J2 s/c), 43.64s; Murray Montgomery (Morgan Plus 4), 45.71s; Brian Chant (Alvis Speed 20), 45.04s; Donald Pither (Reliant Sabre 6), 41.10s; Nigel Garland (Porsche Carrera), 37.48s; Alan Lloyd (Mallock U2 Mk18), 33.19s; David Goggin (Mallock U2 Mk16), 37.33s; Basil Pitt (Mallock U2 Mk18), 33.53s; Charles Barter (Delta Hartwell T81), 35.00s; David Render (Lola), 33.41s; Roger Willoughby (March 712M), 31.54s.

KNOCKHILL RALLYCROSS

Over the border

Rallycross ventured north of the Border into Scotland last Sunday when the fourth round of the Lloyds & Scottish British Rallycross championship took place at the Knockhill race circuit, courtesy of the Lanarkshire Car Club Limited. Cumbrian driver Dennis Atkinson (Escort) proved to be the man to beat as he set BTD on his very first run, a good 5secs quicker than series leader Graham Hathaway on the long Knockhill circuit but at the end of the day it was to be reliability that would pay off and overall victory eventually went to Hathaway's Team Telecom Escort after a furious Superfinal. Into second place despite a distinct lack of brakes and always under pressure from third placed man, reigning champion Keith Ripp (Fiesta), came the Plasmore Escort of Tony Drummond whilst a very spirited drive by Trevor Reeves saw the Dove Group Metro coming home fourth overall. Despite a puncture, Colin Parry-Williams (Porsche) finished fifth and ahead of Mick Bolton (Escort), the latter now becoming a regular figure in the Superfinal results.

And Atkinson? — Well, despite sitting on pole position for the Superfinal after winning the class 2 final his Escort only travelled a few yards off the line before the gearbox broke and Dennis coasted back to the paddock. Also having a very good run was Yorkshire's Paul Eaton, his very rapid 1600cc Escort finishing second behind winner Keith Ripp in the class 1 "A" final and holding fifth place in the final race until a mistake at the end of lap 3 saw Eaton spin out of the running.

BILL MANTOVANI

KNOCKHILL (GB)

Jun 20 Lloyds & Scottish Rallycross Championship, round 4

Super Final: 1, Graham Hathaway (Escort); 2, Tony Drummond (Escort); 3, Keith Ripp (Fiesta); 4, Trevor Reeves (Metro); 5, Colin Parry-Williams (Porsche); 6, Mick Bolton (Escort); 7, Dennis Atkinson (Escort); 8, Paul Eaton (Escort).

DUTCH RALLYCROSS

Screaming Schanche

European champion Martin Schanche took a spectacular victory in the third round of the Dutch Rallycross championship at Valkenswaard on June 13 when he firmly defeated the Audi Quattro of local driver Jan de Rooy and the BMW of Dutch champion Piet Dam. Schanche was on peak form, his recent gearbox problems now behind him, and with two excellent runs that saw him easily set BTD at 3m 39.9s.

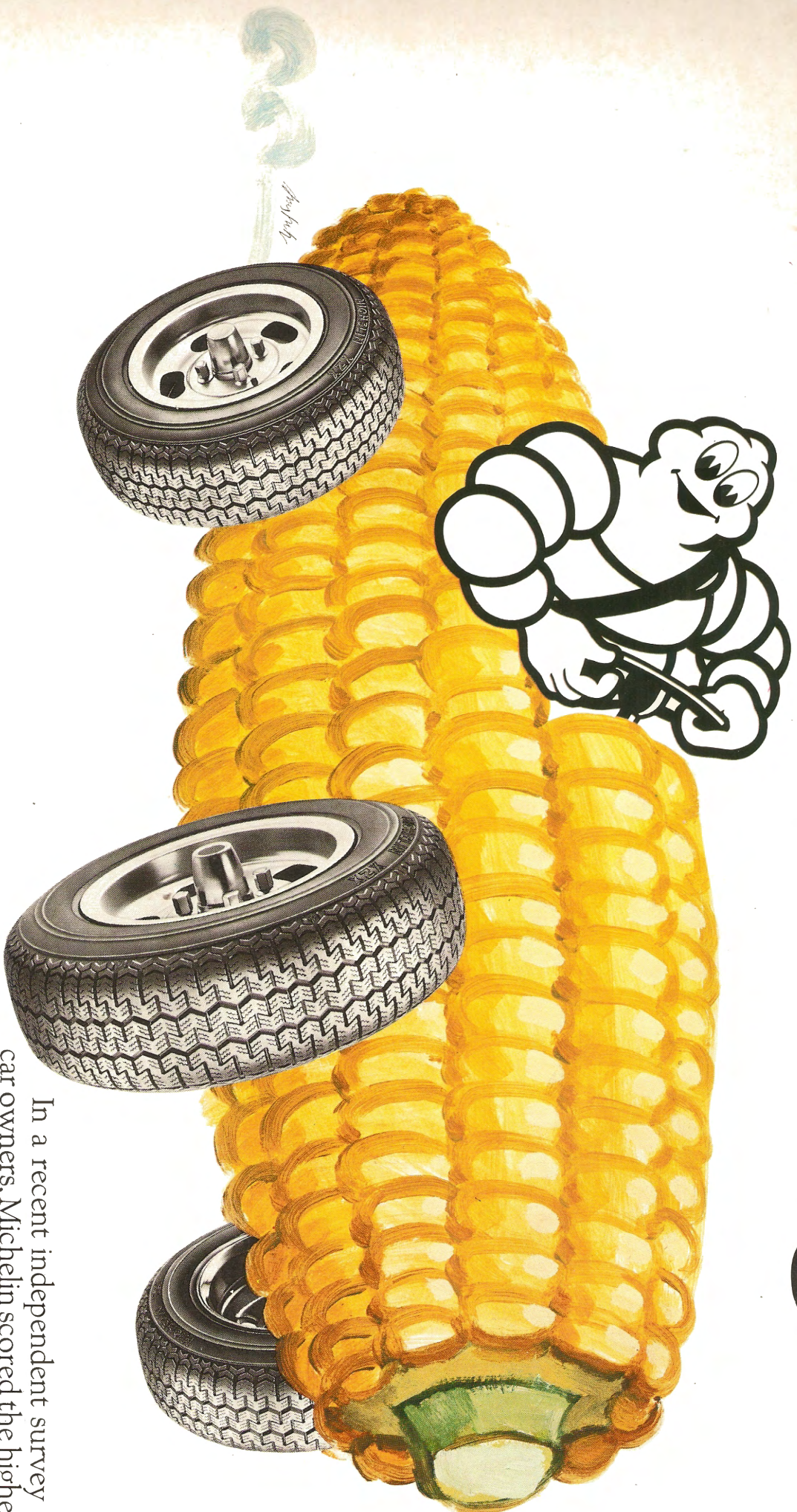
BILL MANTOVANI

VALKENSWAARD (NL)

Jun 13, Dutch Rallycross Championship, round 3

Superfinal: 1, Martin Schanche (Escort); 2, Jan de Rooy (Quattro); 3, Piet Dam (BMW); 4, Ed van Schie (Escort); 5, François Monten (Beetle).

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