Autosport

Free inside
INTERNATIONAL
RACING CALENDAR

A Haymarket publication

January 21, 1982 50p



NASCAR reviewed

South African GP prospects □ Raul Boesel interview
Jaguar's endurance return □ Monte and Paris–Dakar news

Autosport

January 21, 1982 Vol 86 No 3

FRONT COVER

The speed and muscle of NASCAR stockers is captured as the camera focusses on Bobby Allison's Harry Ranier run-Buick amid the pack on the warm-up lap. Seasonal Survey: page 29. Photo: Daytona International Speedway.

NEXT WEEK

Most of the Grand Prix teams have already been testing for a week in preparation for the South African GP: we report the race in full — In colour: Alex Hawkridge, boss of the Toleman GP team, is interviewed — Full report from Monte Carlo — 1982 Rally calendar — Part 2 of our Off-Track seasonal survey — Plus all our usual news and features*

*These items correct at time of going to press.

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Technical Editor	John Bolster
Grand Prix Racing	Nigel Roebuck
Rallies Editor	Peter Foubister
National News	Marcus Pye
International News	Ian Phillips
National Rallies	Keith Oswin
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North	Chris Mason, Paul Boothroyd
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Scotland	Bill Henderson
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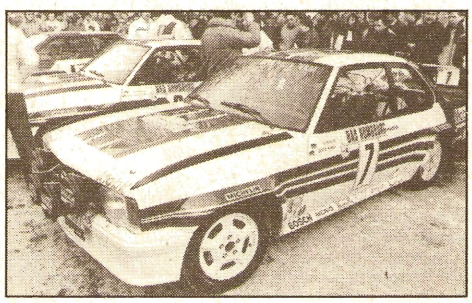
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Does the new Group C car from Bob Tullius's Group 44 team herald a return by Jaguar to endurance racing? Not immediately, perhaps but this handsome sports car will one day carry the Jaguar name back to Le Mans. Steve Nickless reports on the car's development.

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While Britain endures the thick of winter, the Grand Prix teams have escaped to South Africa for the first race of the new season at Kyalami. Testing times indicate that this is going to be a race for the turbos, with the Brabham-BMWs expected to join Renault and Ferrari at the front of the grid. Nigel Roebuck puts you in the picture.

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The form book has had to be discarded for the first event in the World Rally Championship. Against all expectation, the Audi Quattros have not dominated, finding themeselves humbled in the first half of the rally by the Opel Asconas of Walter Rohrl and Jochi Kleint. Peter Foubister sends an interim report.

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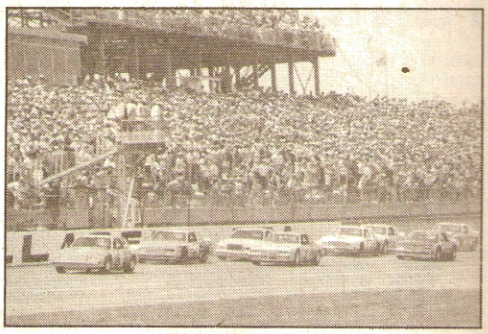
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This ambitious scheme to provide financial support through public subscription for young British drivers gave handsome backing to Marlboro British Formula 3 Champion Jonathan Palmer and one of his rivals, David Leslie, in 1981. Mark Hughes finds out how the idea germinated, and reports on the campaign's success in its first year.

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Another young Brazilian makes his Grand Prix debut this weekend, having risen rapidly from Formula Ford and Formula 3 in little more than a year. Ian Phillips talked to him on the day he left for South Africa.

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Surer injured in Arrows shunt

The hopes and ambitions of the Arrows Grand Prix team were sadly dented last Friday afternoon when Marc Surer suffered two broken feet after crashing the brand new Arrows A4 during unofficial testing at Kyalami.

Surer's signing as number one for Arrows was seen as his big chance to make a name for himself in F1 after two years of valiant struggling with the small teams. The circumstances surrounding the accident are not entirely clear but it is thought that a rear rocker arm broke as Surer was going into the infamous Leeukop corner. The car went straight on into the barrier and the luckless Swiss was trapped in the car. Didier Pironi, who was testing his Ferrari at the same time, stopped at the scene and extricated Surer, who was immediately taken to hospital in Johannesburg where he was found to have broken both feet.

"It looks like Marc will be out for some months," said Arrows boss Jack Oliver, "He is flying back to Switzerland on Wednesday and we'll probably have a better idea of how long he will be out when he's seen the specialist there."

Kyalami is an unlucky circuit for Surer



Surer — out for four months.

— he broke both ankles while testing the ATS there two years ago.

The new Dave Wass-designed Arrows A4 was a complete write-off, but two further new chassis were already on their way to South Africa at the time of Surer's accident.

Henton has to wait as Tambay joins Arrows



Henton — rejected.

There was a certain amount of confusion over the weekend surrounding the replacement for the injured Marc Surer in the Arrows team. Early on Saturday morning Jack Oliver contacted Brian Henton, who naturally jumped at the chance. "This is the chance I've been waiting for. Now the talking stops and I've got to come up with the goods," said an ecstatic Henton. Twelve hours later, after being besieged by the media, the euphoria was replaced by total dejection: "Jack Oliver's just been on the phone to tell me he's had a telex from Ragno saying they want Patrick Tambay in the car", imparted the thoroughly disappointed Henton.

"It is a little embarrassing," said Oliver on Monday, "we wanted Brian out there quickly to test on Monday and Tuesday, and I told him it was likely that he would drive it in the race, but I didn't confirm it. I then had a telex from our sponsors, Ragno, saying they would prefer Tambay. He was on holiday in Hawaii, and it was only by pure fluke that I was able to get in touch with him. He will definitely be driving for us in place of Marc."

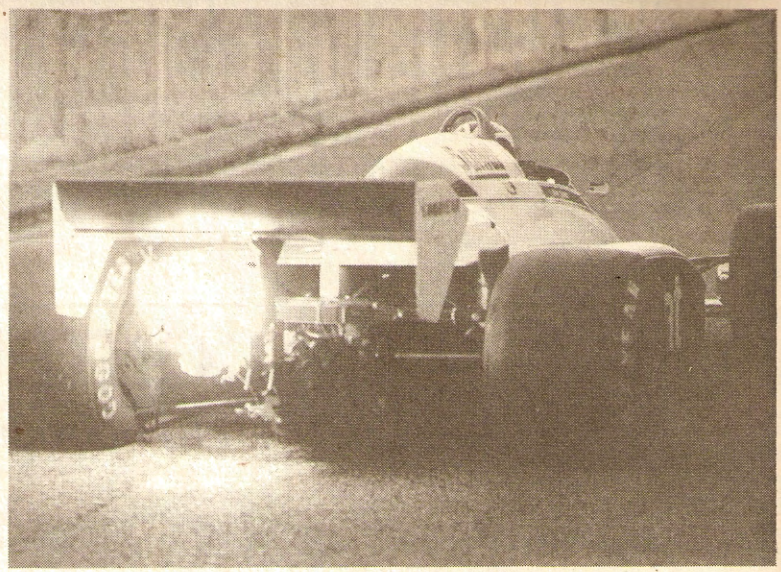
Meanwhile Henton will be going to Kyalami purely as a spectator to see what chances there are of securing a seat for the rest of the year. "Don't count me out", he said. "I think I've found a sponsor prepared to help me get into a good team and I know there are still one or two seats that are far from settled."

Jaguar GTP is not a works car

Our colleagues in Fleet Street excelled themselves again on Monday of this week by excitedly announcing Jaguar's official return to Le Mans this year. It was not the scoop of the year, just another instance of two and two making five.

The official story is that Bob Tullius, the American who has successfully campaigned Jaguars in America for a number of years, has built an IMSA GTP Jaguar (see page 10 for full description) and has indicated that, based on its performances in the first three races, he might be interested in bringing the car to Europe for Silverstone and Le Mans.

Tullius has solicited support from the American Jaguar-Rover-Triumph BL subsidiary for his IMSA programme, which will begin at Sebring on March 19/20, but that is the extent of any official Leyland involvement. Naturally John Davenport's BL Competitions department is keeping a watching eye on the project but the possibility of a works Jaguar at Le Mans is *not* on.



The sensation of Kyalami has been Nelson Piquet's Brabham-BMW.

Prost shatters Kyalami F1 record

On the strength of testing times at Kyalami during the last week or so, it seems safe to predict that Formula 1 speeds will take a massive jump this year.

The lap record at Kyalami, you should remember, is 1m 13.15s, set by René Arnoux's Renault in 1980. Pole position went to Jean-Pierre Jabouille's Renault, at 1m 10.00s.

On Monday, Alain Prost took the very latest Renault RE30B round in the shattering time of 1m 05.83s! This is an average of 139.45mph, compared with the official record lap average of 125.49. And this, bear in mind, was set long before the start of qualifying for the South African Grand Pix (which begins today, Thursday).

From the very start of testing last week, it was clear that lap times would bear no relation to those of previous years. The entire track has been resurfaced since the 1981 non-championship race, and is reportedly far less bumpy than it was.

Dominating the proceedings throughout last week was Nelson Piquet. On the first morning of testing (Tuesday), the World Champion lapped the Brabham-BMW BT50 in 1m 09.80s, and by Thursday he had worked his way down to 1m 06.74s. And on that lap he went through the speed trap at 200.08mph!

"That car is just incredible in a straight line," said Jeff Hazell, of the Williams team. "On one lap Reutemann came out of Leeukop, the corner before the main straight, right on Piquet's tail. By the time they got down to Crowthorne, at the end of the straight, the Brabham was nearly three seconds ahead. By the time the cars get to the pits, the Cosworths are flat out — and the Brabham is still accelerating strongly!" Through the speed trap, he added, the BMW-powered car was 29mph (yes, twenty-nine miles per hour) quicker than the Williams-Cosworth!

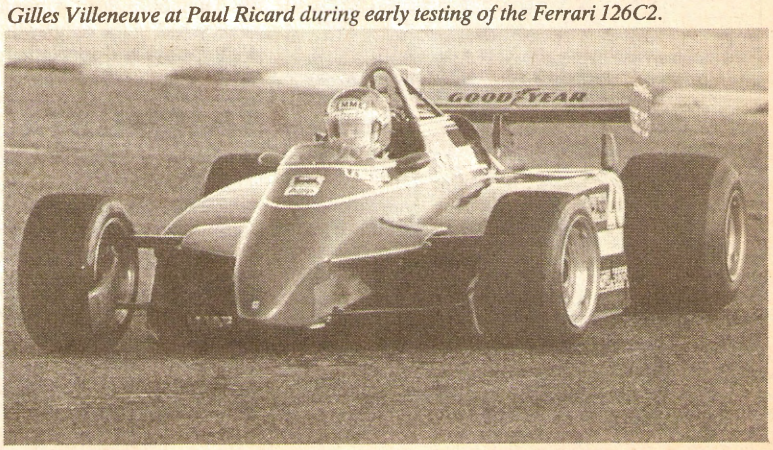
After setting his time, a delighted Piquet handed the car over to Riccardo Patrese, and left for a quiet weekend in Eastern Transvaal. Gordon Murray, however, was less euphoric: "Pole position will be around the mid-fives," he said. "We've still got quite a bit of work to do on the car."

The track resurfacing undoubtedly accounted for some of the amazing rise in lap speeds. "The circuit is much better than it used to be," commented Piquet. "It is still a bit bumpy in places, but then, with the cars of today, so are all the tracks . . ."

For the other teams, the most disturbing aspect of the World Champion's week was not the pace of the BMW turbo 4-cylinder engine (which was not unexpected), but its reliability. In the hands of Patrese, it finally blew up on Friday, thanks to a jammed wastegate, but by then it had covered 370 miles.

"I reckon," said Gordon Murray,

Gilles Villeneuve at Paul Ricard during early testing of the Ferrari 126C2.



"that we can get into the upper fives during qualifying, but we'll just have to wait and see what Renault and Ferrari are up to in the next few days. The new Ferrari sounds a bit ominous — if the reports from Europe are accurate — and Pironi is not that much slower than us in their interim car."

By the beginning of this week, however, it was clear that the immediate threat came from Renault. While Brabham spent Monday building up two brand-new, revised, BT50 cars, Alain Prost and René Arnoux had their first runs at Kyalami with the new RE30B cars. Prost (who had lapped the older RE30 in 1m 07.20s last week), soon had the new car down to the mid-sixes, and in the afternoon he left everyone gasping with a remarkable 1m 05.83s.

This was more than gratifying for the French team, which was not without its dramas last week. On the Wednesday, Prost had a turbo go, and shortly afterwards Arnoux's engine seized after the failure of an oil pump. René's best time so far, set last week with the older car, is 1m 07.28s.

The Brabham team remains convinced, however, that its main opposition in the race will come from Ferrari. Last week, while Gilles Villeneuve tested the new 126C2 at Paul Ricard, Didier Pironi was at Kyalami with the 'interim' Ferrari, this having the old monocoque, but new suspension and bodywork. This concoction he lapped in an encouraging 1m 07.86s.

"The changes have made an amazing difference to the car," reported Didier. "It's like a completely new car — suddenly it feels competitive. I just cannot wait to drive the new car here."

By Monday of this week, Villeneuve had arrived, and so, too, had two of the new C2 cars. Neither was fitted with 'Kyalami ratios', but both were impressively quick out of the box, Didier lapping in 1m 07.30s, Gilles in 1m 07.58s.

For the non-turbo teams, then, Kyalami is a depressing prospect. On sheer speed, the turbos are on their own, to a degree even greater than expected, and it could well be that the South African Grand Prix will take the form of a split race, with the turbos effectively in a different event.

The man who may well lead the normally-aspirated brigade is the man who really stole the limelight on Monday. The McLaren team ran for the first time on Monday, and Niki Lauda put in a brilliant 1m 08.90s, faster than any non-turbo time yet set. Observers report that the great Austrian looked exactly like the Lauda of old, calm, precise, neat and very quick. "Perhaps it will take Niki a few races to learn to *race* again," said one, "but, from his driving, it was as if he'd never been away."

Lauda and the MP4B thus managed to pip Carlos Reutemann's Williams for 'best in class.' The Argentine, in a racing car again for the first time since the Las Vegas Grand Prix, was in sparkling form last week, working his FWO7C down to 1m 9.00s. But Carlos was very despondent about the turbo times: "I simply don't know what we are going to do. I don't see myself being much quicker than that, and I really do not know what can be done to the car."

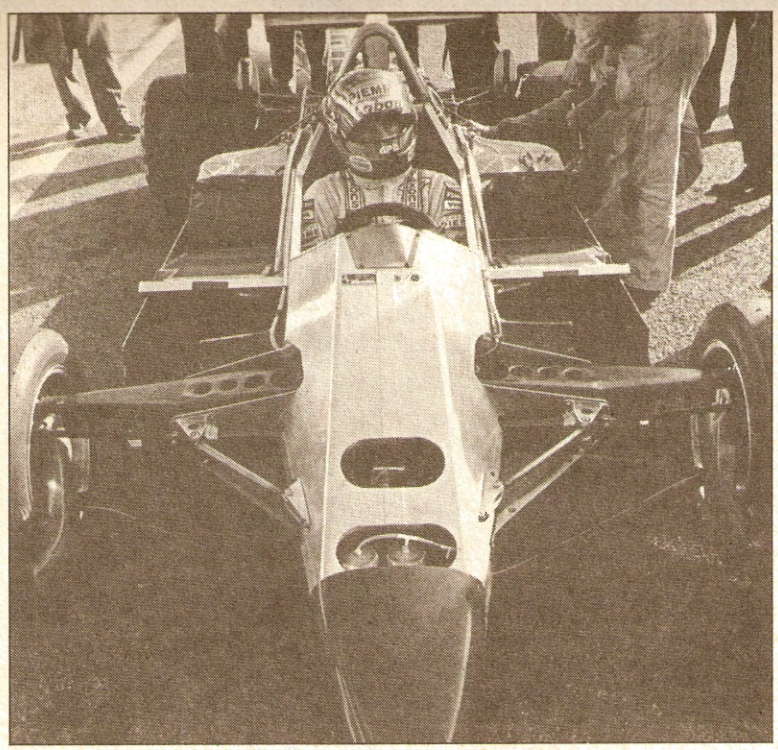
"Put a turbo on it," quipped an eavesdropping Piquet . . .

In the course of last week, both Marc Surer (Arrows A4) and Jochen Mass (March 821) had heavy accidents, with the Swiss suffering serious injuries to his feet, the German escaping unhurt (see separate stories).

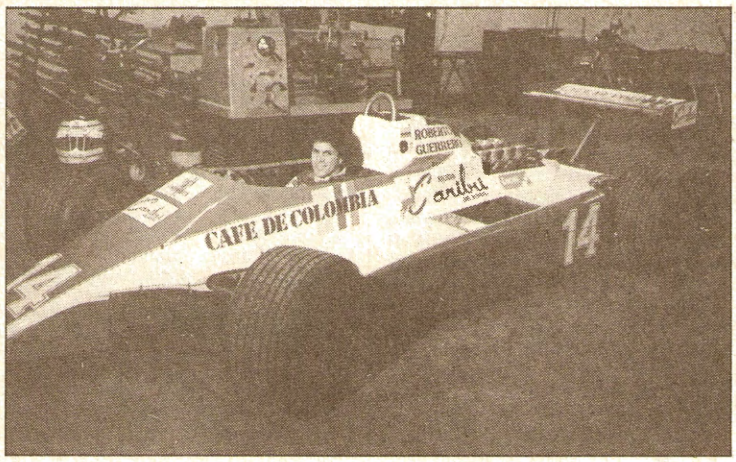
Other times recorded during last week and Monday of this week were by Michele Alboreto's Tyrrell 011 (1m 09.80s), Keke Rosberg's Williams FWO7C (1m 09.86s), Elio de Angelis's Lotus 87B (1m 10.27s), Bruno Giacomelli's Alfa Romeo 181 (1m 10.30s), Jacques Laffite's Talbot-Ligier JS17B (1m 10.59s), John Watson's McLaren MP4B (1m 10.67s), Eddie Cheever's Talbot-Ligier JS17B (1m 11.10s), Manfred Winkelhock's ATS D5 (1m 11.26s), Nigel Mansell's Lotus 87B and Andrea de Cesaris's Alfa Romeo 181 (1m 11.30s), Eliseo Salazar's ATS D5 (1m 11.40s), Mauro Baldi's Arrows A4 (1m 12.38s), Derek Warwick's Toleman-Hart TG181 (1m 12.58s), Teo Fabi's Toleman-Hart TG181 (1m 12.74s), Raul Boesel's March 821 (1m 13.38s), Surer (1m 14.06s), Chico Serra's Fittipaldi F8D (1m 14.45s) and Mass (1m 14.54s).

Heavy rain has fallen in the Kyalami area every afternoon for the past few weeks, and locals suggest that this could be a major factor in the race. If the weather pattern remains unchanged, and if it rains on schedule, the race will have reached approximately the 60-lap mark. The rain has been arriving suddenly and very ferociously, and could well mean a premature chequered flag, rather than merely forcing a stop for wets.

Whatever the weather, it looks like being a highly dramatic race . . .



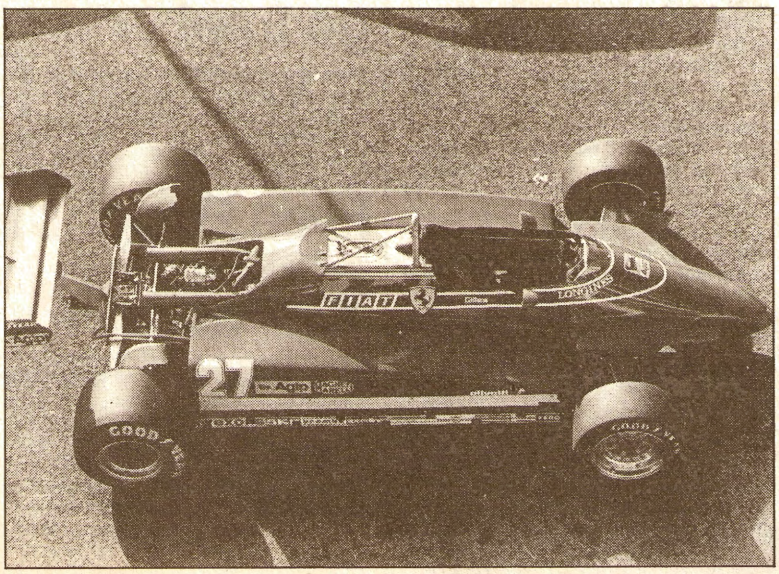
Villeneuve seated in the new Harvey Postlethwaite designed Ferrari.



Guerrero's F1 debut

Colombian Formula 2 star Roberto Guerrero will make his F1 debut at Kyalami this weekend in Morris Nunn's Ensign. The car is the same exactly as raced last year, but a new car is expected for the South American races.

The sleek lines of Villeneuve's Ferrari.



TUESDAY'S TIMES

Alain Prost	1:05.71
Nelson Piquet	1:06.27
Gilles Villeneuve	1:06.65
Riccardo Patrese	1:07.16
René Arnoux	1:07.18
Didier Pironi	1:07.59
Niki Lauda	1:08.97
Elio de Angelis	1:09.50
John Watson	1:09.62
Nigel Mansell	1:10.15
Bruno Giacomelli	1:10.20
Michele Alboreto	1:10.29
Andres de Cesaris	1:10.30
Jacques Laffite	1:10.36
Raul Boesel	1:10.54
Eddie Cheever	1:10.93
Eliseo Salazar	1:11.29
Manfred Winkelhock	1:11.80
Derek Warwick	1:11.80
Teo Fabi	1:11.90
Jochen Mass	1:12.03
Jean-Pierre Jarier	1:13.60
Chico Serra	1:13.78
Mauro Baldi	1:13.81
Derek Daly	1:14.22
Roberto Guerrero	1:14.79
Riccardo Paletti	1:17.40

Patrese — turbo equipped.

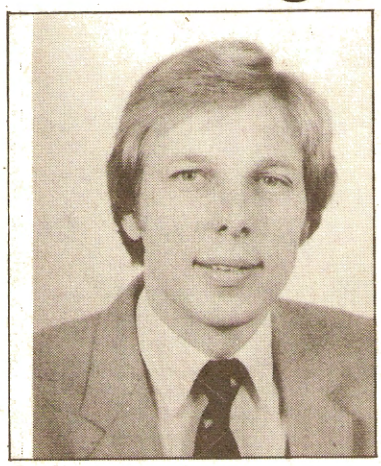


Goodwood is racing again!

The many thousands of racing and rally enthusiasts who travel overseas every year to see the top events will have another brochure to read when planning their 1982 tour or holiday.

Goodwood Travel Ltd., of Canterbury, have just published their first programme, and, although the name is new, the men behind it have many years experience in motor sport travel. Jan Knott and Colin Mitchell have spent ten and fifteen years respectively in the travel industry. Whilst Jan has nearly always been involved in the planning and operation of tours and holidays to overseas races and rallies, Colin's career has been on the aviation side of the business, with his spare time devoted to courier work on tours to most of the European races.

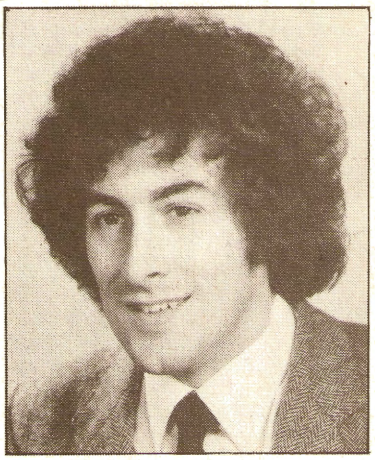
Joining Jan and Colin as rally consultant and courier is Richard West. Well-known in rally circles, Richard runs his own advertising agency and specialises in public relations, promotions and sponsor liaison in this area. He previously worked on "Rally Sport" magazine and also competed as driver or navigator



Jan Knott

in a number of national championships.

Their programme for 1982 is a balanced selection which has something for everyone. At one end of the scale the Petit Prix tours allow you to see a Grand Prix for as little as £24 while the



Colin Mitchell

Goodwood V.I.P. Club tours cost as much as £495. There are Goodwood Mini-Cruises, Video Cruises, Goodwood Jets, Enthusiasts Holidays, and Racing School tours. One thing they all have in common is value for money.

Racing School tours

Exclusive to Goodwood Travel, these tours enable racing enthusiasts to see the stars one day, then learn to race themselves the next. They include Mini-Cruise sailings on Olau-Line, a day at the Grand Prix and a special three-day beginners course at the Andre Pilette Racing School in Zolder. There are two of these tours — one to the Belgian Grand Prix and one to the German. Those who travel on the Belgian tour can, if they wish, take an advanced course on the German tour. The best pupil on the advanced course will be offered a race drive at Zolder with travelling expenses paid by Goodwood. The Belgian tour costs £198 and the German £225 with a special combined price for both tours of £395.

Enthusiast's Holidays

There are two special holidays which catch the eye in the Goodwood brochure. The first is a two-week holiday which combines the Monaco Grand Prix and the Nürburgring 1000km and includes a visit to the Mercedes Museum in Stuttgart, a wine tasting in Burgundy, a night in Paris and two nights on the Rhine. And, if, as is hoped, the incredible Schlumpf Museum is open in time, that too will be included. The remarkable price for this holiday is £275.

The second holiday visits the German and Austrian Grands Prix and also includes a visit to the Mercedes Museum. Another two-week holiday, three days of it are spent in the fabulous scenery of the Austrian Alps, and the price is £265.

Rally of the 1000 Lakes

One of the best value tours in Goodwood's Rally programme is the one week holiday to the Rally of the 1000 Lakes in Finland. Held in late August, the 1000 Lakes is arguably the only rally which offers such a breathtaking and spectacular combination of rallying and scenery. The Goodwood price of £299 includes jet flights on the scheduled services of Finnair to Jyvaskyla where the Rally is based, seven nights at the first-class Raati Hotel right in centre of Jyvaskyla, exclusive coach to see a number of the special stages, and the services of an experienced rally courier. Amazing when you consider that the ordinary return air fare alone is well over £400.

Where? When? How much?

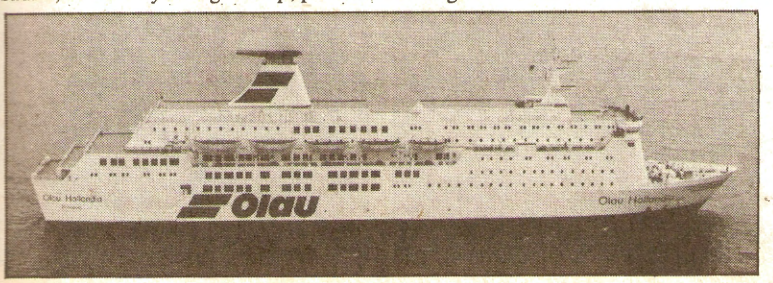
Grands Prix		
San Marino GP	April 25	from £83
Belgian GP	May 9	from £24
Monaco GP	May 23	from £93
Le Mans 24 Hours	June 19/20	from £30
British GP	July 18	from £25
French GP	July 25	from £83
German GP	August 8	from £26
Austrian GP	August 15	from £83
Swiss GP	August 29	from £29
Italian GP	September 12	from £83
Rallies		
Ypres 24 Hours	June 25/26	from £ 63
Belgian Rallycross	June 20	from £ 39
Dutch Rallycross	August 15	from £ 55
1000 Lakes Rally	August 27-29	from £299
Manx Trophy Rally	September 17/18	from £ 79

Goodwood Mini-Cruises and Video Cruises

To make the usually boring business of travelling more enjoyable Goodwood feature many Mini-Cruise and Video Cruise tours. Using the highly successful and luxurious service of Olau-Line from Sheerness to Vlissingen, these will provide comfortable couchette or cabin accommodation on board the "Olau Hollandia", launched in 1981, and her brand new sister ship "Olau Britannia". These 14,000 ton vessels are much more than just ferries. They offer a taste of cruise-liner sophistication unrivalled by any other cross-channel service. All cabins have shower and w.c., there's an excellent restaurant, a self-service cafeteria, spacious lounge bar with music for dancing, casino, heated pool and sauna, and a duty-free gift shop, pefumery and supermarket with an extensive choice at really low prices. With the latter in mind, Goodwood Travel include a £7 duty-free voucher in the price of every Mini-Cruise or Video Cruise.

Just £39 is all it costs for a tour, for example, to the Belgian Grand Prix or the Belgian Rallycross, which includes two overnight sailings with all the on-board entertainment, sleeping accommodation, luxury coach to and from the circuit, a £7 duty-free voucher and the services of an experienced courier. This must be the best value in motor sport!

When day sailings are used, Goodwood will be showing video films of past races and rallies, in the ship's Video Lounge.



Goodwood Jets — Race tickets included!

Goodwood will be offering tours by air to many of the major events in 1982. These include San Marino, Monaco, Austria, and Italian Grand Prix and the Rally of the 1000 Lakes. They would, in any case be competitively priced, but the inclusion of a basic admission race ticket makes them exceptional value.

Goodwood V.I.P. Club

The ultimate in motor sport travel. Unashamed, pampered luxury throughout. Private aircraft to Monaco, Le Mans or Dijon; champagne all the way; gastronomic meals; complimentary race programmes and grandstand tickets. Expensive but very special — too good to describe in this short space. Read the Goodwood brochure to make your mouth water!

Go Cheaper; go free!

Everyone who books a Goodwood tour before February 27, 1982, will be entitled to a 5% discount on the tour price, and for clubs and groups of friends, there will be a free place for every ten travellers.

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Mass — lucky escape.

Mass in March shunt

Jochen Mass had a lucky escape while testing the new March Grand Prix car at Kyalami last Thursday. The popular German, making his F1 comeback after a year's absence, locked up going into Leeukop and damaged one side of the new Adrian Reynard-designed car.

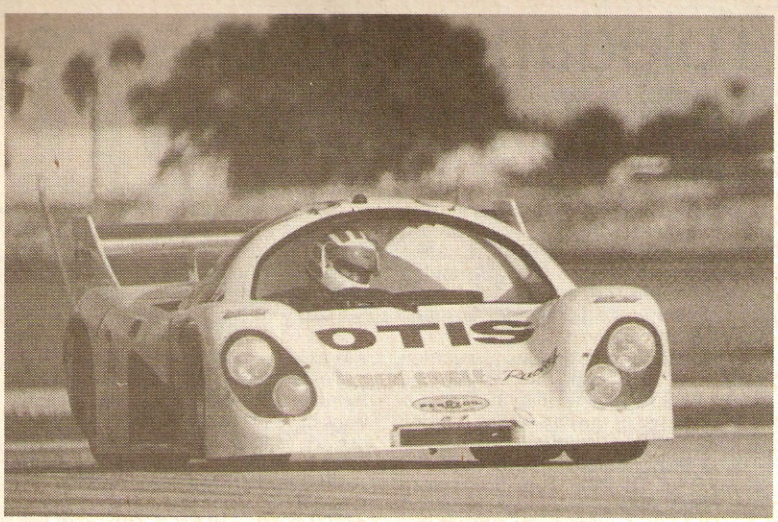
A spokesman from the March GP factory said on Monday that the left front corner was totally destroyed, and damage was also inflicted on the underwing, sidepod and rear suspension. The March had been running without brake ducts in the early tests, in the interests of finding some extra straightline speed, and Mass was apparently caught out by the more efficient brakes on the second lap of running with the ducts fitted. "It was a question of too much right foot and too little brain" said Mass afterwards. John Macdonald's team was short on spares for the new car until Saturday, but managed to patch it up well enough for both Mass and F1 newcomer Raul Boesel to be able to continue testing on Friday and Saturday.

March had been quite pleased with their testing programme until the accident, and were anxiously awaiting the arrival of some new Pirelli tyres at the beginning of this week. Apparently the teams running 13ins diameter Pirelli tyres (all their teams except Toleman who were on 15ins) were in trouble with blistering problems in the intense heat.

Good F3 prospects at GP

Formula 3 fans will be heartened by the news that MCD have scheduled two heats and a final for the prestigious Marlboro British F3 championship round supporting this year's Grand Prix at Brands Hatch. To ensure that racing takes place on each day there will be a qualifying heat on each of the two practice days with the final on main raceday morning.

The Formula 3 teams will also be allocated testing time on the Grand Prix circuit during the Formula 1 test days on June 24/25 (which will also be open to spectators).



The Golden Eagle Team's Rondeau will debut in the Daytona 24 Hours.

Customer Rondeau cars on sale

Jean Rondeau's 1982 endurance racing plans are now taking shape. After six Le Mans races with his own, locally built chassis, the French constructor took the decision last autumn to extend the horizons of his Champagné based team by building customer cars for sale in both Europe and the USA, by designing an entirely new Group C machine, and by running a team of two cars in most of the FIA World Endurance Championship events.

The first evidence of this is the Rondeau M382, which, after being tested briefly on Boxing Day on the Bugatti circuit at Le Mans, is now being race-developed in Florida. The M382 is a conventional, flat-bottom car based on the M379C of last year. However, it is longer than its predecessor and features revised bodywork constructed of Kevlar and carbonfibre, retaining the spaceframe chassis.

The M382 is Rondeau's first customer car, and the first model has been sold to the American Golden Eagle team run by Denny Kegel — the outfit which finished third overall in last year's Daytona 24 Hours with a Porsche 911. This model starts life with a Ford-Cosworth DFL power unit, and was delivered to Golden Eagle in early January. Driven by Bill Koll, Skeeter McKitterick and Jean Rondeau, it will make its debut in the Daytona 24 Hours on January 30, complete with the weight penalty which IMSA will inflict on all GTP entries powered by full-race engines.

The Golden Eagle team also intends to run its M382 at Le Mans in this form, but there are plans to convert the car to take a Chevrolet stock-block for other IMSA GTP events.

It is possible that the US team will replace its newly acquired M382 with Rondeau's main 1982 challenger, the M482. This is the totally new C-car, a full ground-effect design with a monocoque chassis and DFL power unit with the latest Hewland VG5-200 gearbox. The car is well advanced in Rondeau's small factory, and should be testing in February. Little is being released about the 482, although Keith Greene, who will again act as the works team manager, says that the car will look spectacularly different from the other C-cars which have already been announced.

Rondeau will run two works M482 entries in five or six European races this season, hopefully starting in the opening Drivers round at Brands Hatch on March 14. Britain's Gordon Spice will probably drive for the team at Brands, Silverstone and Le Mans, and Henri Pescarolo, Jean-Pierre Jaussaud and Jean Ragnotti have been mentioned as the other drivers as well as Rondeau himself. The works team will be sponsored by the lift manufacturers, Otis, and has switched from Goodyear to Dunlop rubber.

Two car works Anson F3 team

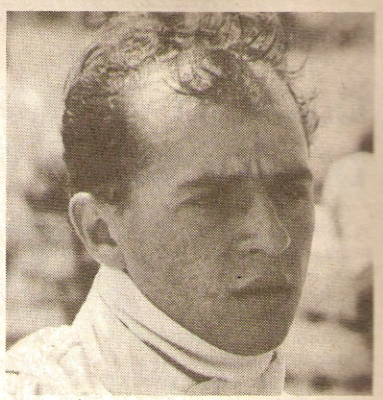
After a frustrating year with their exciting SA3C F3 car, which ended on a high note with Dave Coyne's excellent third place at the TV Thruxton meeting, Anson Cars this week confirmed that they will be running two works cars this year.

The Lichfield-based company, run by Gary Anderson and Bob Simpson, appears to have really landed on its feet with the signing of Richard Trott and Mike O'Brien to run the factory-based cars. The talented Trott has secured backing from Walshe Builders, while O'Brien has continued Luton Airport and Horizon Holidays backing.

Anderson said on Monday that they were laying down enough parts for five cars initially "There has been a lot of interest shown, and although we've not taken any deposits yet, we want to be ready to produce the cars very quickly if the need arises."

This year's car shows a few detail changes over the one used by Coyne at the end of last year. Revised body and side-pod changes have already been tested by Dave Scott, which make the car easier to balance, while the whole car has been generally tidied up and simplified.

Anderson said that they hoped to be able to run a third car for the very promising Coyne but, so far, he had been unable to raise any sponsorship for the project.



Moreno — golden boy.

Moreno's Midas touch

There was a great deal of secrecy around Roberto Moreno's Formula Pacific championship-leading Ralt team run by Gregg Siddle at Manfeild, New Zealand last weekend. And it had nothing to do with hiding the secrets of the Ralt RT4 which has dominated the Australasian Atlantic races. The team's new sponsors had paid up in gold bullion!

In fact it was an all gold operation at the weekend. Major backing for the final two races of the season had been arranged with KB beer under their Cold Gold label, and the rest from the Auckland Gold and Bullion Exchange who paid up in gold bars. "The price of gold is a bit on the low side at the moment, but if it picks up we'll be able to make enough money to do next year's series, as well", said Siddle, adding quietly, "If I don't get knocked on the head beforehand."

Pacific engine problems

Just as Roberto Moreno's Formula Pacific problems were alleviated through finding new sponsorship (see separate story) last weekend, so those for American driver Mike Rosen were merely beginning.

A regular runner with the impressive Lane Sports Atlantic and Super Vee teams in North America last season, Rosen shipped his Ralt RT4 over to New Zealand for the Aurora AFX International Series, in which his best result has been a fourth place at Bay Park two weeks ago. Last weekend at Manfeild, however, saw him lose two engines, the damage in each case being comprehensive. He has therefore been busy shopping for a new unit in a market where they are reportedly scarcer than hen's teeth.

Rosen made tentative arrangements to buy one of the four engines used by his compatriot John David Briggs in the same series, but Briggs has apparently since flown home without clinching the deal. The same applies to Australian challenger Charlie O'Brien, who ran so well at Pukekohe the previous weekend.

Foyt back in business

A.J. Foyt drove a race car again last week, his first time in the cockpit since that massive accident in last year's Michigan 500. At Daytona, he tested the Oldsmobile which he will drive in the Daytona 500 on February 14. The head and arm injuries suffered at Michigan are obviously no longer a problem: the great Texan lapped at well over 190mph, with no difficulty whatever.

Foyt says that his Olds will be driven, in the Busch Clash sprint event on the Sunday before the 500, by David Pearson. The former Wood Brothers superstar will also be available to 'drive relief' for AJ in the 500.

It seems that the 1982 season will be Foyt's busiest in a long time. He plans a full CART season with a pair of new Marches, and intends to be at the opening race, at Phoenix on March 28.

Brands GP seats sold out!

MCD's John Webb reported on Monday that all the covered seating for this year's Marlboro British Grand Prix has already sold out and that advance bookings were matching the record levels set in 1980. "It all looks good" reported Webb, who has grandstand seating capacity up to a record 22,000 this year.

Based on the phenomenal times being set at Kyalami during testing this week, speculative prospects for Brands in July — where it has never rained during a Grand Prix race — are that the average lap speed could be over 140mph . . .

Toledano's F3 chance with Lumar Racing

After a certain amount of speculation, the Ivens Lumar Group Racing team have announced that Mexican Alfonso Toledano will lead their two-car assault on this year's Marlboro British Formula 3 Championship. Aged 22, Toledano proved himself to be a rapid Formula Ford driver over the past couple of years and he will be renewing his association with Rod Ross, who helped run the works PRS FF1600 team in 1980, but is now in charge of the day-to-day running of Mike Reed's Formula 3 team.

Last year, Toledano ran with the works Van Diemen team and posted many high placings, albeit tempered with a reputation for being erratic. If this tendency can be curbed, however, he should develop into a serious challenger.

Toledano is still at home in Mexico City, finalising his sponsorship arrangements, but will arrive during the first weekend of February and is expected to start testing immediately afterwards.

To begin with, Toledano will drive the team's ex-David Leslie Ralt RT3 — as was used by various drivers towards the end of last year — although plans involve running a second car as well. Negotiations have taken place with a number of drivers, including Enrique Benamo, Mike O'Brien and Tim Lee-Davey, but nothing has yet been firmed up. The team is based in a new 2,000sq ft workshop on the Litchborough Rural Industrial Estate, a few miles from Silverstone.

Weaver and Sears for Argo F3 team?

Argo will definitely be fielding a two-car works team in this year's Marlboro British Formula 3 championship. After the disaster with their JM9 model last year which saw the name disappear from the grids completely before mid-season, Anglia Cars have been working flat out on their all new JM10 which has recently been undergoing extensive testing at Snetterton.

"We want a couple more days with it before we are 100% sure we've got it right", said sales manager John Petersen on Monday, "but we will certainly be fielding a two-car works team."

James Weaver and David Sears have been testing Jo Marquart's new car at Snetterton between snow falls, and both must be strong candidates for the works drives although no details will be released for another week or two.

The engine side of Anglia Cars, which kept the company name alive in F3 last year (being used by Dave Scott and, occasionally, Jonathan Palmer), is being expanded to cover six cars this year. Run by Don Pye the facility, which caters exclusively for Toyota F3 engines, will look after the units for the Argo works team, the Anson team and Dave Scott. A new dynamometer has been ordered and planning permission has been granted to extend the Norfolk factory to incorporate a proper test cell.

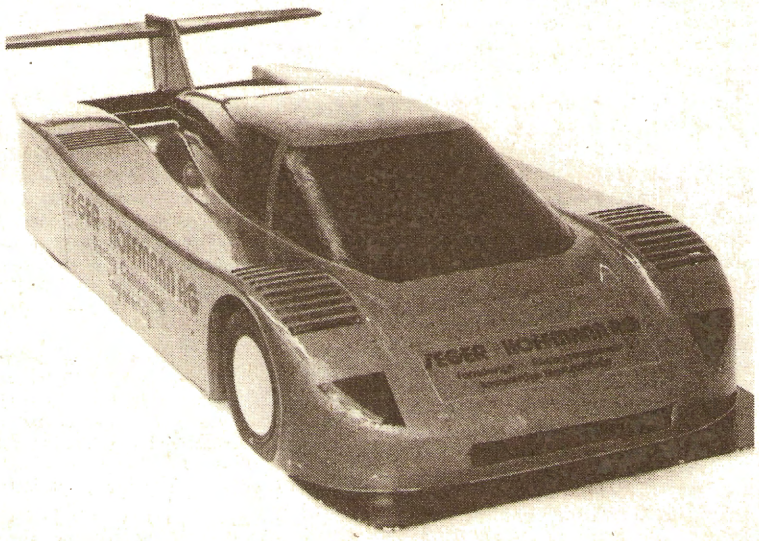
Petersen reported that interest was also being shown in SuperVee and Atlantic versions of the JM10, and an American test programme with Arie Luyendijk at Riverside had been scheduled for the end of the month.

Group C Sauber unveiled

More news has emerged from Switzerland about the Group C car being built by Peter Sauber. Designated the SHS C6 (SH stands for Seger and Hoffman, who have made the bodywork and will act as Sauber's agent in selling the car, while S stands for Sauber), the first monocoque is currently being constructed at Sauber's premises in Hinwil.

Recent wind tunnel tests with a one-fifth scale model using the facilities of Mercedes-Benz have proved encouraging. The underside of the car appears to be completely flat, with no ground effect channels, while a 3.9 Cosworth DFL engine mated to a Hewland gearbox is used. Sauber expects the car to be right down to the 800kgs weight limit.

There are currently plans to build only two cars, unless further customers approach the company. GS Tuning, who ran a Group 5 Sauber-built BMW M1 in selected endurance events last year, have acquired a car for Hans Stuck/Hans Heyer to run in World Endurance Championship races (as well as the occasional outing in the German series). A second car will be driven by Walter Brun, whose plans at the moment are to race in WEC events at Monza, the Nürburgring and Le Mans.



It's cheaper after six!

Reigning Aurora AFX Formula Pacific Champion David Oxton ran considerably more competitively last weekend at Manfeild than he had done to date in the 1982 series with his familiar Pye-sponsored Ralt RT4 . . . thanks to some assistance received over the telephone from fellow Kiwi Dick Bennetts!

Now resident in England, from where he masterminded Jonathan Palmer's victory in last season's Marlboro British F3 Championship, Bennetts suggested various modifications to close friend Oxton, whom he also ran in the corresponding series last year, incidentally, and while stripping the car down, Oxton also found a couple of badly worn suspension joints. The resultant remedies allowed him to take fullest advantage of a mistake by Moreno last weekend and score his first win of the series. With just one round to go, at the Christchurch Lady Wigram circuit this weekend, Oxton is still in with a chance of the championship, having scored 36 points to the 43 of Moreno and 38 of fellow New Zealander Steve Millen.

Briefly . . .

● Tommy Byrne received Eire's top sporting award at a gala presentation in Dublin on Monday. The FF Festival winner and reigning European and British FF2000 champion was presented with the Texaco Sports Star Award by Prime Minister Garrett FitzGerald.

● Dr Gianpiero Moretti, the boss of Momo wheels who has campaigned a Pirelli shod Porsche 935 in the American IMSA series during the past couple of years, will be running a Chevrolet powered March 82G in the World Championship of Makes in Europe this year.

● There's still no news on the Ralt-Honda F2 team driver line-up. "Nothing has progressed since Christmas", said Ron Tauranac on Monday. "I'm still hunting for a sponsor and it seems that some drivers I am interested in are hopeful of there being renewed Formula 1 vacancies after South Africa."

● Quote of the week? John Watson, interviewed in a Unipart press release: "There's no question of Niki's ability — but he does have to establish himself as a top-line driver." This is, of course, a reference to a Mr Lauda, winner of 17 Grands Prix and two World Championships . . .

● Our American Editor reports that it now seems unlikely that the proposed Las Vegas CART race will take place. FISA's absurd new ruling, which bans Grand Prix supporting races for single-seaters of more than 2-litres (ie Indy cars) has apparently had the desired effect.

● Mike Pilbeam has been busy during the winter further refining his Formula 3 car which appeared spasmodically last year. Kenny Acheson has done a great deal of the testing and he and American Peter Argetsinger will be out in it again at Snetterton this week using John Judd's VW engine.

All over bar the shouting

Needless to say, AUTOSPORT is delighted that Mark Thatcher, Anny-Charlotte Verney and their mechanic, Jackie Garnier, were rescued safely from their ordeal in the Sahara desert last week. After the curtain had closed on that act in the drama, the Paris-Dakar Rally continued quietly, with the Prime Minister's son listed merely as a retirement.

There will inevitably be myriad questions and accusations aimed at the organisers after the last few stragglers have crawled into Dakar. It seems certain that they will have to shoulder the brunt of the blame for what happened.

The sad aspect of the whole episode, from motor sport's point of view, is that the public's view of our sport has been badly tarnished. The implication behind the national press coverage, that Thatcher himself was irresponsible and that the event is foolhardy and dangerous, will win motor sport of all kinds no followers.

It is the involvement of the Prime Minister's son, however, which has caused all the outcry. The fact that two other people were lost with him appears less significant, and the fact that unconfirmed reports say that there are other missing competitors is forgotten. Is this rally altogether too dangerous? Are some of the competitors not experienced enough?

It is worth making some points in Thatcher's defence, for, in the opinion of Jim Gavin, who was co-organiser with Henry Liddon of the London-Sahara-Munich World Cup Rally of 1974, his team behaved sensibly when their car broke down. We are told that Thatcher and his crew were guilty of straying off route when their car broke down, but the 'route' can be as much as 50 miles wide as it consists of the shortest path between two points across a featureless desert. There are no roads in that part of desert south of Tamanrasset where Thatcher was found.

While Thatcher said on television that he felt his experience at the Le Mans 24 Hours was sufficient for him to tackle this marathon, we are sure that he did not mean such a foolish statement. As we all know, the two events have absolutely nothing in common. He had no experience whatsoever to make him qualified to attempt such a hazardous event.

On the other hand, did he need any experience? From the legal point of view he met the only condition by applying through the RAC for a visa to compete abroad. The Peugeot was apparently well-prepared, and carried a mechanic throughout the event. With an experienced team-mate in Mme Verney, Thatcher was almost a passenger. In any case, inexperienced drivers have competed on such events before: over half of the people who took part in the 1974 World Cup Rally had no previous experience, but the RAC took the precaution of checking first, as far as was possible, that all entrants could cope.

Neglecting the issue of whether a young man in his position should undertake such events — with that we are not concerned — Thatcher should not be heavily criticised. What is more important is that perhaps the precautions on the rally appear to have been insufficient. Since Thatcher was lost for six days, and was found only after an expensive air search, one assumes that a 'lesser' personality would have had to wait much longer, and *might* never have been found. There may be people still out there.

We shall have to sit back and wait to find out how much the organisers should be blamed. In that respect, we echo the views of the RAC spokesman who said: "When the event finishes there are going to be some pertinent questions to be asked. Before that, however, the organisers have to concentrate on getting the rally finished and getting all the other competitors out of the Sahara."

Until such inquiries are made, nothing more should be said. Let us hope that motor sport has not made too many enemies, whether in the corridors of power or among the public.

Correspondence

the editor is not bound to agree with readers' opinions

Solid suspension

In your *Comment* (AUTOSPORT, January 7) you quote Frank Williams's description of the new Formula 1 regulations as "a step in the right direction" and continue to add your agreement with this. As these regulations permit a more developed skirt than was seen last year, I presume that if further progress is made in what has been called the right direction we shall witness a return to sliding skirts. With this, the broad implication has been that rock-solid suspensions will disappear and the cars will be "sensible" once again. For the reasons outlined below, I think that this might be a little optimistic.

Consider a Formula 1 car (or any other car for that matter) which generates downforce as a result of having a venturi shaped underbody. Assuming that an effective seal exists between the bodywork and the ground to prevent air seepage (eg a sliding skirt) then to maximise the amount of downforce generated and to ensure that it is generated consistently (both major objectives of the designer) two criteria must be met:

1. The venturis must be as close to the ground as possible.
2. Movement of the venturis with respect to the ground (other than that due to the forward velocity of the car) must be minimised.

That the venturi-to-road gap should be as small as possible can be shown quite easily using Benoulli's equation which allows calculation of the pressure drop in the 'neck' of the venturi. This pressure drop dictates the amount of downforce generated — the narrower the neck the greater the pressure drop and hence the greater the downforce.

The importance of minimal venturi movement relative to the ground is not so easily demonstrated. Essentially, as the body pitches and rolls the centre of pressure moves relative to the vehicle and the amount of downforce generated varies. Not only will this affect the 'balance' of the car but in extreme cases the fluctuation in downforce results in 'porpoising'.

If rock hard suspension is used, the first criterion can be met with a greatly reduced chance of damaging the underbody as a result of bottoming. Also, such suspensions virtually eliminate pitch and roll — thus meeting the second criterion.

We can thus see that even with sliding skirts a minimum of suspension movement is desirable if the car's ground effect is to be optimised.

'Ah — but we didn't have rock hard suspension with sliding skirts before,' I hear you say. True — we didn't but it was tried. Lotus experimented with solid suspension on the 80 and found that its performance was significantly improved. The system was not developed further as the drivers complained of blurred vision and an inability to keep their feet on the pedals due to excessive vibration. Unfortunately the drivers have now set a precedent by racing last year's cars. No longer can they say solid cars are undriveable. The original reason for not using solid suspensions has been dismissed.

I hope my analysis is wrong, but, assuming that it is not, rock hard suspensions will stay as long as we have ground effect cars — unless, of course, the Lotus 88 concept is adopted. That, however, is another story . . .

BECKENHAM, KENT — TRUDDERHAM

Sour grapes

It is sickening to be treated on the national news to the publicity drives of a certain motor sport upstart, namely the Prime Minister's son. After some most scanty dabbling behind the wheel, he presumed to mix it with some of the greatest names in motor sport at Le Mans, albeit with a foreign team. Now, having no experience at all, I think, of international — or even national — rallying, he again rides on the back of an experienced foreign competitor to take part in the Paris to Dakar event.

His widely reported disappearance, causing his mother's distress, did nothing but bring serious motor sport events into disrepute. Playing the superman, who has no need of the long and gruelling apprenticeship which genuine race and rally drivers submit to, he seems to take his mother's name for a ride very successfully, and makes a mockery of what is a sport of courage with his blatant disregard for necessary experience.

Let his already reported forthcoming exploits in Formula 1 cause an accident, and the soppy British public and the media will scream to have motor racing banned.

Some mothers do have them!

KNOTTINGLEY, YORKS — ANNE BAILEY

Dreamer

I have been reading for some time now about the decline and fall of Grand Prix racing and it seems that most people are getting too caught up with the weekly excuse to see the real threat of the sport.

The recent Las Vegas Grand Prix is a perfect example of what is happening. A circuit that offers little for the spectator, no challenge for drivers, and no opportunity for the designers to show their genius, but it will be repeated next year. Why?

Because it is an ideal location for television. A nice tight circuit requires few cameras, the weather can be relied upon not to delay production schedules, and the city itself has all the flash and glamour that seems so necessary to the present Grand Prix crowd.

If you think I'm wrong, look at the cause for the delayed start. A football game that was being carried by the network ran longer than expected, so the race had to wait.

This may not seem to be much of a threat now, but just look ahead a few years. If you think a Grand Prix in a parking lot is a joke wait until some top executive

decides they can be run on a studio lot. Spectators won't be needed.

It will be great, we can all sit back in our living rooms and wonder why we ever paid to stand in the rain to watch at such a distance what we can now see close up. And we won't be bothered by the noise of those outrageous engines. Not unless we are allowed to dream, anyway.

NO ADDRESS SUPPLIED — RON KIELBISHIE

Almanac

Before the real silly season starts on January 23, herewith my definitive 1982 GP Almanac:

January Kyalami: Brabhams with sliding skirts. Gordon Murray says they must be fixed otherwise they'd fall off. Everybody protests out of habit. Ferrari's 126C2 chassis blamed for team's poor result. Rosberg wins.

March Buenos Aires: All teams with sliding skirts except Lotus. Chapman's protest upheld so all cars run with immovable skirts. Mansell wins. Everybody protests that original ruling was illegal. Mansell disqualified. Ecclestone arrested by Argentine police.

Rio de Janeiro: Balestre stands bail for Ecclestone and declares sliding skirts legal. Lauda retires from F1, replaced by Rebaque. Paletti wins.

April: Statement from FISA that Balestre is unwell (or unfit — problems with translation). Guy Ligier sacks Laffite.

Long Beach: Ferrari's 126C3 chassis blamed for poor team result. Baldi wins. Imola: Jabouille buys out Ligier, reinstates Laffite. Boesel wins.

May Zolder: Reutemann retires from F1. Cheever moves to Williams. Winkelhock wins. Monaco: Rumours that Ecclestone will retire. Guerrero wins.

June: Lauda signs for Ligier. Detroit: Ferrari's 126C4 chassis blamed for poor team result. Borgudd wins.

July: Ferrari sack Postlethwaite and take on Head. Brands Hatch: Watson retires from F1, replaced by Reutemann. Alboreto wins. Paul Ricard: Ferrari's 126C5 chassis blamed for poor team result. Surer wins.

August Hockenheim: Schmid gives ATS to Lammers. Salazar wins. Swiss GP cancelled. Osterreichring: Cheever moves to McLaren, Reutemann to Ligier and Lauda to Williams. Daly wins. Zandvoort: Mass wins. Only two contenders for FISA president — Basil Tye and Bernie Ecclestone.

September Monza: Renault release Prost and Arnoux and sign Alaine Ferté and Phillippe Alliot. Ferrari's 126C6 chassis blamed for poor team result. Head sacked, Stohr wins. Ecclestone voted FISA president. Frank Williams quote: "Now Bernie is head of FISA *and* FOCA maybe we'll get some stability in F1.'

October: Rosberg and Rebaque retire from F1. Reutemann moves to McLaren, Prost joins Ligier and Arnoux joins Williams. Las Vegas: Cheever wins and Ferrari withdraws from F1.

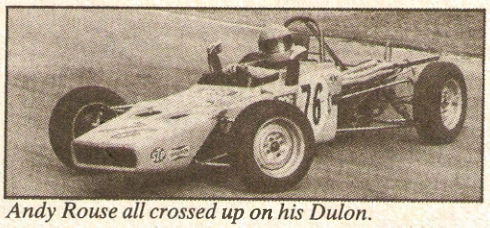
KINLOSS, MORAYSHIRE — IAN BUSHNELL

10 Then as now? 25

The early issues of any year are usually given to looking back over the previous year and forward to the coming one. Our issue ten years ago this week (AUTOSPORT, January 20, 1972) was no exception.

The coming weekend saw the start of two of the most important motor sport events in the calendar, the first Formula 1 Grand Prix of the season and the Monte Carlo Rally.

The year's opening GP was to take place on the Buenos Aires track thus ending the 12 year gap since the last such race in the country. What was to be particularly different from the present was the fact that there would be no new cars at the track, the only modifications being those made to existing machinery. Indeed, the Tyrrell team cars had only been stripped and rebuilt since the last race and were totally unchanged from the previous year's set up. Our prediction of a win for Jackie Stewart proved to be spot on — perhaps there's a moral there somewhere!



Andy Rouse all crossed up on his Dulon.

The Monte Carlo Rally was previewed by John Davenport and it looked like being a very close thing indeed with the little Renault Alpine returning in force to do battle with the Porsche team. Britain was being represented by Chris Sclater and very few others.

News in *Special Stage* centred around the tragic accident on the first round of the Swedish Rally Championship when an Opel service 'barge' crashed, killing one of the mechanics. The team who held first and second places at the time withdrew the cars.

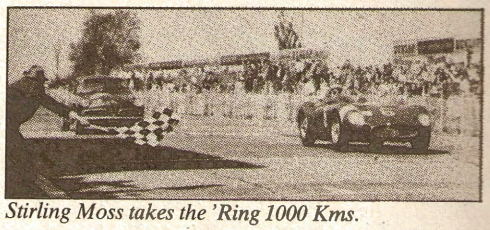
We carried a review of the 1971 club racing championship which saw the emergence of Formula Atlantic and the death of Formula F100. Vern Schuppan and Ray Mallock collected Grovewood Awards for their efforts during the season. An excellent series of photographs accompanied the feature and helped to capture, with their witty captions, the enjoyment of the season by both drivers and spectators alike.

The international car of the year was the Fiat 127 and John Bolster road tested the little Italian machine and found it "a gay little terrier".

The motor sport year was beginning to turn its wheels in anger after the winter months and an excellent year was in prospect.

The Boat Show (yes the Boat Show) featured heavily twenty-five years ago this week (AUTOSPORT, January 18, 1957). Under the heading *No Brakes!* We took a land-lubberly look at the Earls Court fair where it transpired that most of the motor manufacturing companies were represented through the various power plants supplied by the motor industry.

It was with great sadness that Gregor Grant wrote about the death of one of Britains best known all round race drivers. Ken Wharton lost his life as the result of an accident in a New Zealand road race. Ken's famous yellow overalls would be sadly missed from the many different aspects of the sport with which he had been associated for many years.



Stirling Moss takes the 'Ring 1000 Kms.

The seasonal survey covering sports car racing described the World Championship year as disappointing and queried the true meaning of sports cars. It was felt that the cars that had raced under the banner in 1956 were not real sports cars, they were more like "sports racing cars", with space frames, multiple carburetters and super-light body work. Away from the World Championship there was a thriving sports car scene and the sports car calendar outweighted the formula car calendar by a considerable margin.

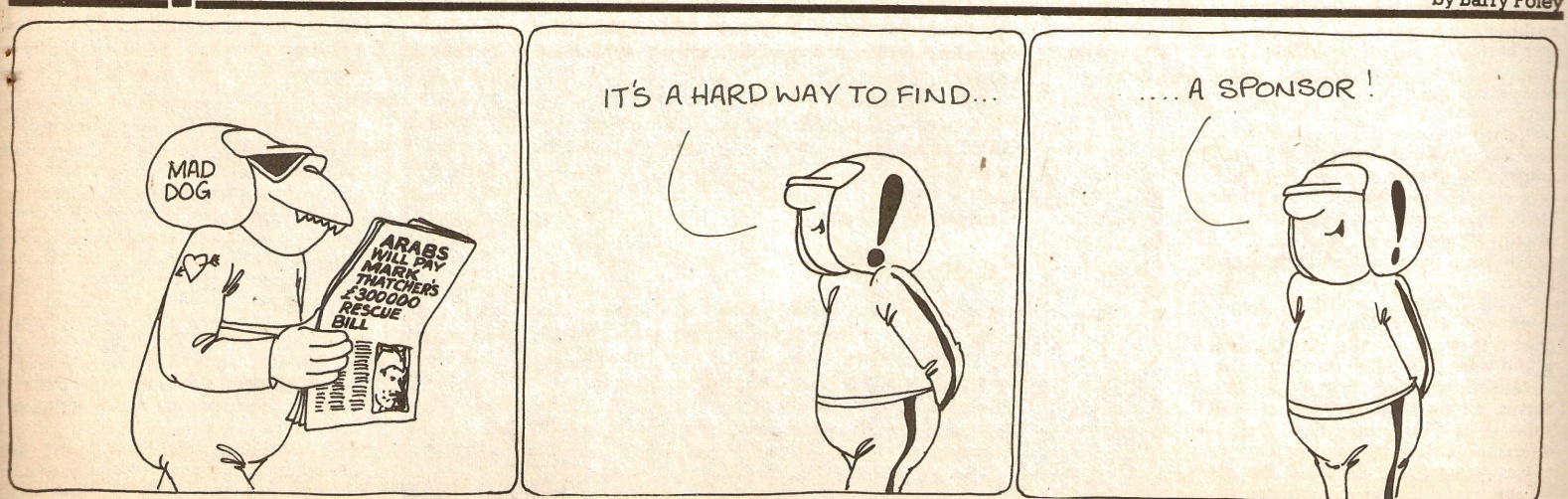
The Editorial of that week expressed concern over the number of people who crowded into the pit area at so many important races last year. Their very presence could be not only a source of extreme irritation to team managers and their pit staff but also a source of danger in an emergency. It was felt that the worst offenders were sometimes the guests of the entrants who unwittingly invite them in.

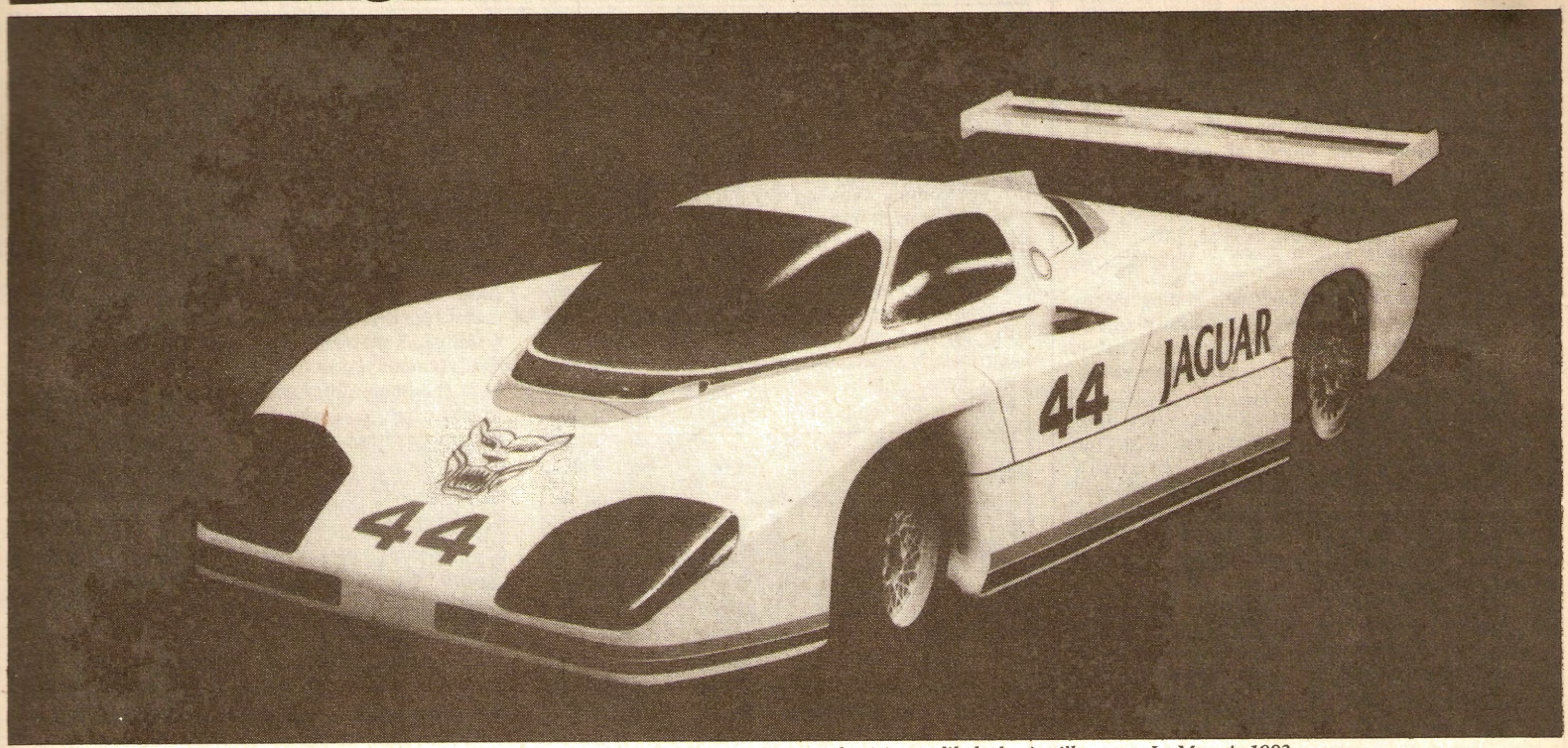
Pit and Paddock stories . . . Roy Salvadori, Tony Brooks and Noel Cunningham-Reid had all signed contracts with David Brown to drive for Aston Martin in 1957 . . . the Isle of Wight planning department were considering two separate plans to build circuits on the island . . . Italy to run its own F2 championship . . . Britain proposing a similar plan . . . Stirling Moss to drive a Vanwall in the Syracuse GP in April.

Fancy buying a famous racing car for a song? The ex-Bira Hanuman ERA R12B/C was offered for sale by a garage in Liverpool twenty-five years ago for the princely sum of £425.

Catchpole

by Barry Foley





Bob Tullius has no plans at the moment to bring his striking new Group C car to Europe this year, but it is very likely that it will come to Le Mans in 1983.

Jaguar's endurance return?

STEVE NICKLESS takes the lid off Bob Tullius's exciting new Group 44 built Jaguar GTP car.

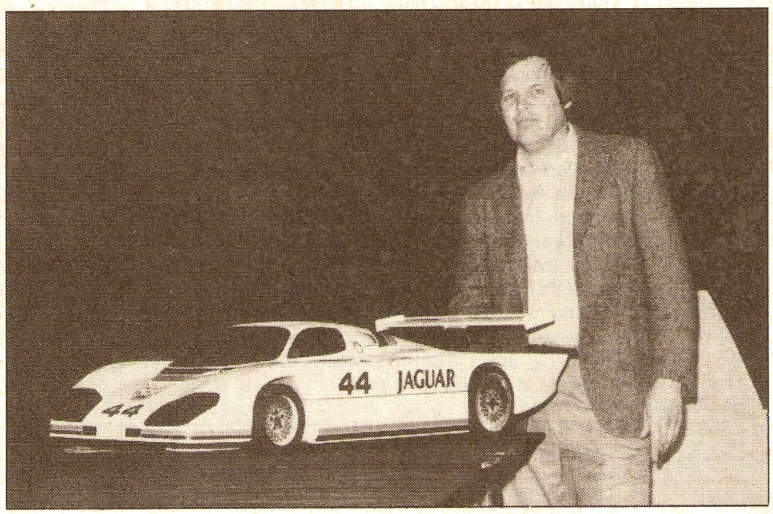
What has been going on behind closed doors at designer Lee Dykstra's Grand Rapids, Michigan, Special Chassis Inc. workshop this summer? A much debated riddle was solved on January 7 with the news that Jaguar will return to the endurance racing fold in 1982 and that the 42-year-old Dykstra is one-third of a three-way corporate "marriage" which begins a long-term programme.

Jaguar Rover Triumph Inc President Graham Whitehead told an interested gathering of journalists in Long Beach that the Virginia-based Group 44 Inc will debut — tentatively at Sebring on March 19-20 — a Jaguar V12-powered, Dykstra-designed IMSA GTP coupé. The car will be further developed at other selected events on the IMSA Camel GT Endurance Championship trail, albeit with no title hopes in mind for this first season.

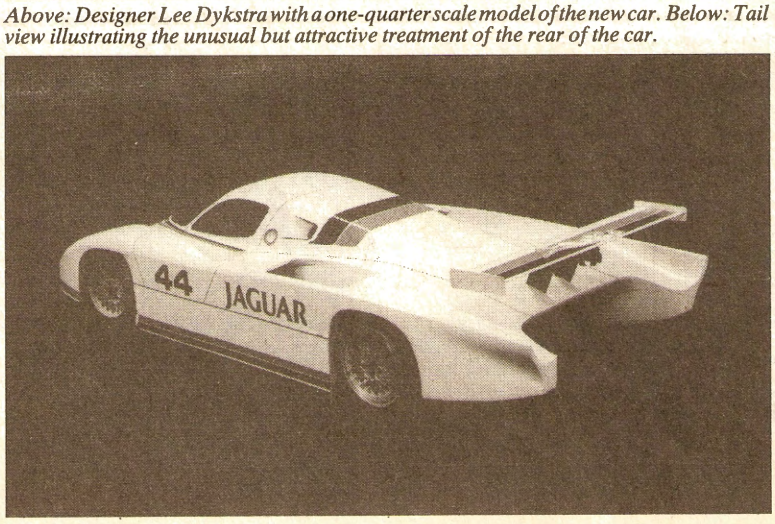
"Race victories and title chances will come," said twice TransAm champion Bob Tullius, "for this is just the start of a multi-year effort."

Whether these victories will be American ones or European ones was an immediate question given no satisfaction. None of the principals would confirm or deny that a Jaguar return to Le Mans — site of the Coventry, England, marque's finest racing hours in the fifties — was on the horizon for this ambitious effort. "It is certainly a long held dream of mine," said Tullius, whose successful relationship with Jaguar dates back to 1974.

"While it may seem difficult to understand why a company which has just passed through a major reorganisation would want to become involved in such an expensive, high-technology arena, our reasoning is quite solid," said JRT Sales Vice-President Mike Dale — referring, of course, to recent corporate moves which have removed the MG, Triumph and Rover nameplates from American shores.



Above: Designer Lee Dykstra with a one-quarter scale model of the new car. Below: Tail view illustrating the unusual but attractive treatment of the rear of the car.



"Racing is a marketing tool with great properties," he added. As outlined, these include the sport's "great integrity" which permits exploiting a car's strength without "the public's clouded perspective on advertising"; its ability to lend an image, "increasing the perceived value of our cars"; and its reasonable cost ("It is very easy to spend one million dollars on advertising in an evening of prime time television, which makes no sense at all for a specialty car distributor such as ourselves").

The car's designer, Dykstra, is of course no stranger to either prototype or IMSA circles. Highly regarded of late for his design of Al Holbert's CAC-1 and -2 CanAm cars, the General Motors Institute graduate was heavily involved in the tail end of the Ford GT40 project and was responsible for Holbert's IMSA AAGT Chevy Monza.

Given strict instructions to pen a long-distance only GTP machine, Lee Dykstra has stuck with the tried and true in designing the new Jaguar IMSA GTP coupé. The two-seat mid-engine chassis is built to the Camel GTP — rather than FISA Group C — regulations using much of the technology acquired in the building of Al Holbert's successful CAC-1 and -2 CanAm cars.

The angular machine uses a Group 44-developed single overhead cam Jaguar V12, lifted straight from the XJ-S TransAm programme with only slight modifications to the cylinder heads, valve ports and ancillary equipment. Of 5343cc (326 cubic inch) displacement, the carburettored (six Weber 44IDA) V12 boasts "about 525 horsepower" which is channeled through a three-plate Borg & Beck clutch to a familiar Hewland gearbox.

The semi-monocoque chassis uses an aluminium honeycomb "floor" in conjunction with steel bulkheads and sup-

ports a fibreglass (with Nomex panel) ground effects body. Twin water radiators are housed in the pair of deep wind tunnel-developed side pods which extend below front hinged doors.

Suspension is conventional, lifted straight off the CanAm car, and brakes are outboard-mounted Lockheed discs. Goodyear tyres (27 x 14 rear, 23½ x 11½ front) will be fitted to Jongbloed modular 16ins wheels.

Dykstra was asked by Tullius to submit a design and cost proposal in February 1981; terms were quickly agreed and 10 months later most of the design engineering is complete and construction of the first chassis begun.

Three separate visits to the University of Michigan quarter-scale fixed-road wind tunnel considerably altered the shape of Dykstra's first proposal — essentially a roofed CAC-2 CanAm machine. "My goal was to design a machine capable of 200mph given the V12 Jaguar's 525hp, with a favourable lift/drag ratio and good pitch balance. I believe we've met those goals."

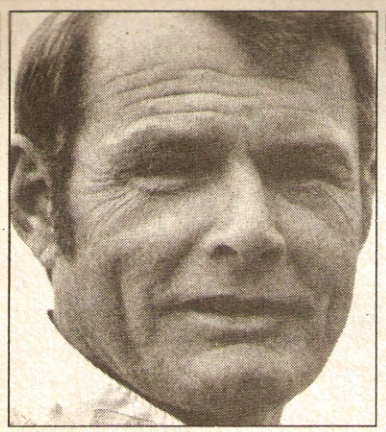
One hundred and fifty-seven separate wind tunnel test runs with a highly detailed model (simulated suspension and radiator screens are incorporated) can't all be wrong . . .

The car has been designed specifically to IMSA GTP spec, with a large 31-gallon fuel cell between driver and engine. Engine installation posed the only real systems hurdle, the V12's length and centre of gravity considerably different than the Chevy V8 Dykstra is most familiar with. Keeping the driver's feet aft of the front wheel centreline as per regulations has resulted in an exceptionally long 108½ins wheelbase which is the only unusual dimension on an otherwise proven (in CanAm) design. The monocoque, suspension layout and brakes bear direct connection with Dykstra's CAC-2 sports racer.

Group 44 will build all but the bodywork and enter the new machine with JRT andQuaker State Oil backing. The firm's successful record dates back to 1965 and needs little introduction; with 46-year-old Tullius driving, the tidy outfit has given Jaguar an SCCA National Championship, back-to-back Trans-Am titles in 1977 and '78, and more '81 CRC TransAm wins than any other team. As prepared and developed by them, the overhead cam Jaguar V12 has proved remarkably durable: they have had only one engine failure in over 100 practice, qualifying and racing sessions since 1974.

While we're not always the fastest qualifier, we build cars that can run the distance at our qualifying pace," said Tullius. "Whitout intentionally doing so, we've been grooming ourselves for the endurance world right from the start."

Tullius will be joined on the driver line-up by Canadian Bill Adam who assisted so capably in the team's 1980 Sebring 12 Hour GTO class victory — this with an IMSA Triumph TR8. Adam will also assist with the testing of the new Jaguar which is scheduled to begin in late February.



Tullius—Jaguar stalwart.

The all-American effort apparently carries the blessing of the Coventry car maker. JRT Public Relations Manager Michael Cook explained that sales support and technical co-operation between England and the US is at an all time enthusiastic high. Perhaps because of that Jaguar sales stateside increased by a record 55 % in 1981 over 1980 and JRT is looking to further *double* those figures in 1982!

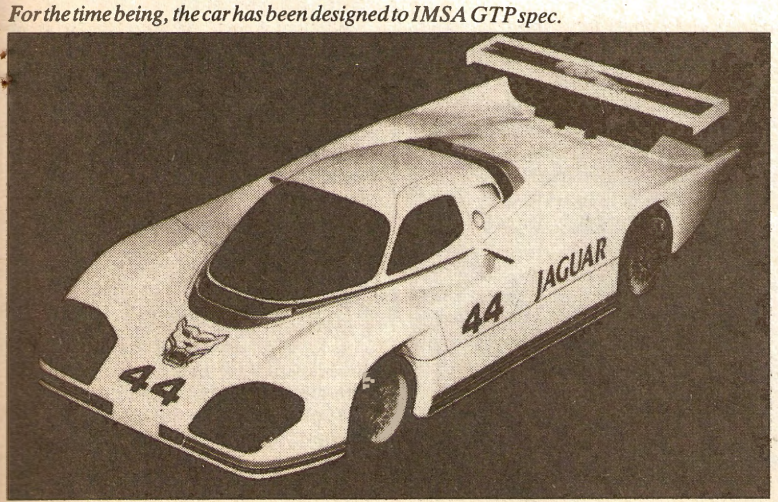
Footnote

The complex GTP programme would seem to preclude a Tullius/Group 44 return to the CRC Chemicals TransAm series in 1982. Such is not the case, however. Tullius confirmed at the GTP launch that he had been talking to a number of drivers with an eye towards bringing in outside sponsorship and separate crew for a return of an update XJS to the ever-improving SCCA GT series. At the top of Tullius' candidate list is Texan Gordon Smiley who is hoping to secure sponsorship enough to run the car from Group 44's new Winchester, Virginia facility. Smiley, who has an Indycar road race programme in the offing, enjoyed his admittedly limited '81 Trans-Am schedule and would surely profit from a regular first-class ride.

Dimensions

Wheelbase	108.5ins
Length	187ins
Width	78ins
Track (front)	66ins
Track (rear)	62ins

For the time being, the car has been designed to IMSA GTP spec.





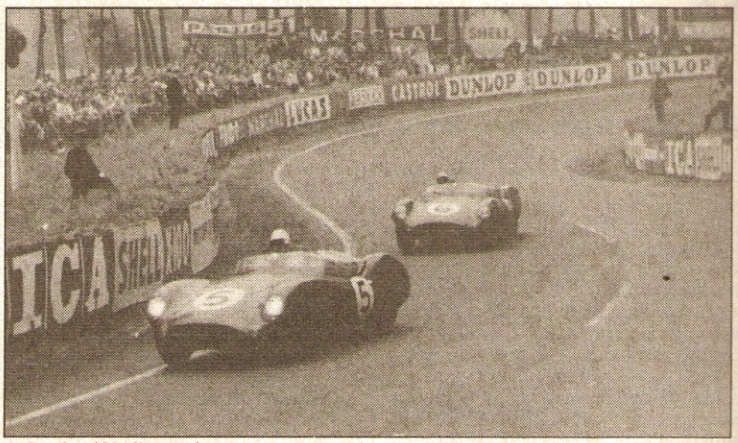
Jaguar at Le Mans in 1956: Mike Hawthorn at the wheel of a D Type

The British connection

To say that the new Jaguar GTP car heralds an official return by the manufacturer which won five victories at Le Mans in the Fifties is to exaggerate the British involvement in this project. The car has been developed and financed privately by Bob Tullius's Group 44 and long time sponsors Quaker State, Jaguar's interest coming as a result of the knowledge to be gained.

"It is highly unlikely that it will race at Le Mans this year," explained a Jaguar spokesman, "unless it proves to be way out of sight in its first few races. However, it is very likely that it will be there in 1983, but it will be as a private Group 44 entry.

"Jaguar is merely keeping a fatherly eye on the car. Our engineering department in Brown's Lane is in regular contact with Tullius, but otherwise the development is in the hands of Group 44. The project was Bob Tullius's idea, and he has been entirely responsible for its funding."



Salvadori/Shelby on their way to victory for Aston Martin in 1959.

Jaguar versus Aston Martin?

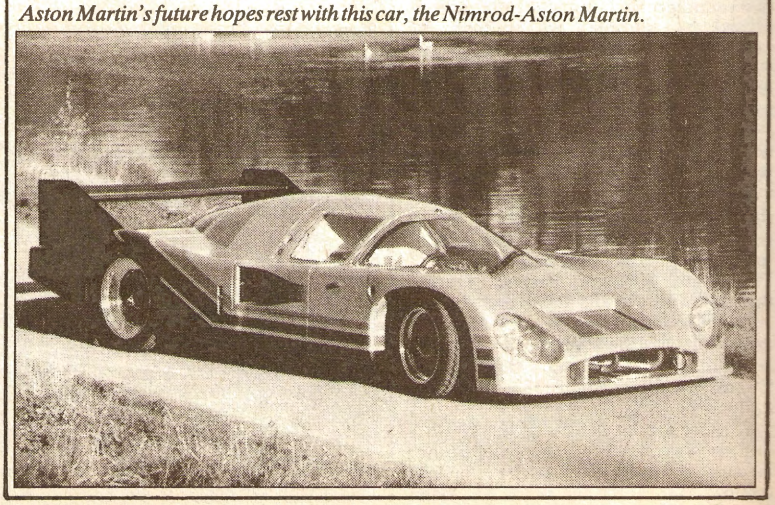
Is it going to be like the old days once again? Almost certainly not, but the prospect of a Jaguar joining the Nimrod-Aston Martin at Le Mans in 1983 will excite memories for those who remember the battles between these two marques in the Fifties. Although there is little works connection at present with the Group 44 project, the new car will bring Jaguar's name back to Le Mans with a very good chance of success.

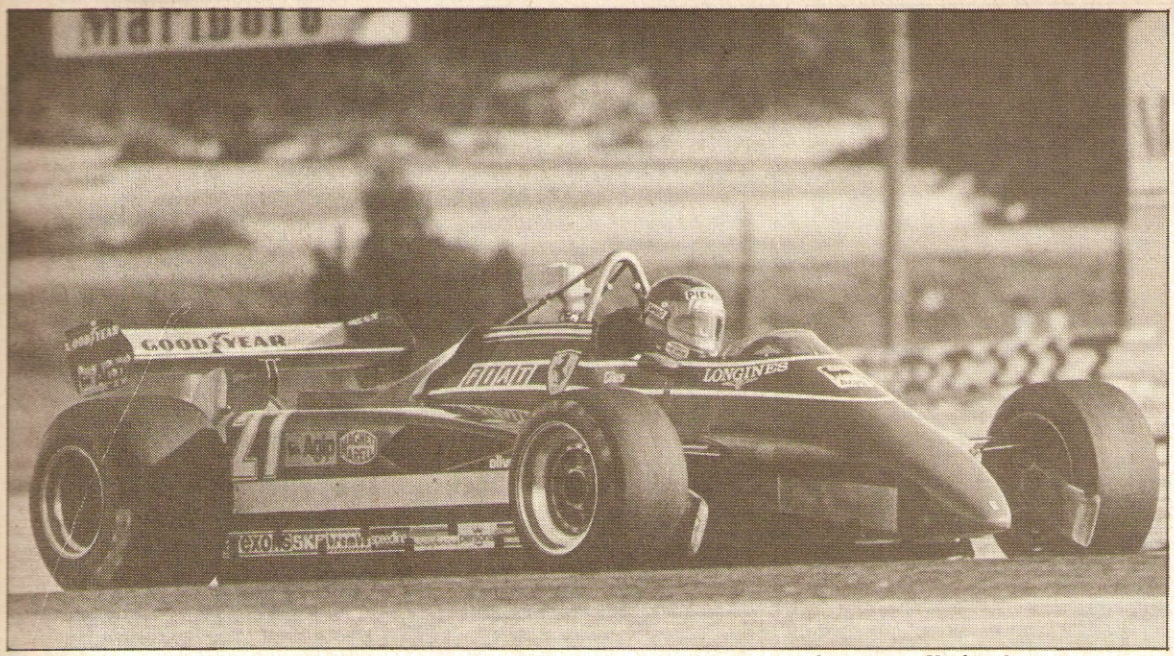
In a sensational seven year period in the Fifties, Jaguar won Le Mans five times. Two victories with the C Type in 1951 (Peter Walker/Peter Whitehead) and 1953 (Tony Rolt/Duncan Hamilton) were followed by a hat-trick with the D Type in 1955 (Mike Hawthorn/Ivor Bueb), 1956 (Ron Flockhart/Ninian Sanderson) and 1957 (Ron Flockhart/Ivor Bueb).

Aston Martin, on the other hand, had only one victory, the famous success of 1959 when Carroll Shelby/Roy Salvadori won in their DBR1.

Which of these two names will be the first to repeat those successes in the Eighties?

Aston Martin's future hopes rest with this car, the Nimrod-Aston Martin.





The new Ferrari 126C2 has set sensational practice times at Fiorano, can it maintain its performance at Kyalami?

Year of the turbo

The 1982 World Championship gets under way this Saturday in South Africa; after a winter of driver changes NIGEL ROEBUCK ponders the fortunes to be made or lost in the sun.

Away we go once more. Kyalami on Saturday sees the opening round of the 1982 World Championship, just three months after a comatose Nelson Piquet clinched the 1981 title in beautiful Las Vegas. The Brazilian, now a turbo man, has been staggeringly fast during testing in South Africa. Will this season bring him another championship?

Most insiders seem to be tipping Alain Prost for the 1982 title, and who can doubt their logic? The young Frenchman and his Renault were the dominant force during the second half of last season. Prost has great natural ability, and his team have made huge progress with both the reliability and 'driveability' of the RE30, which is extensively revised for this season.

Renault have done more testing than any other team during the winter recess, and the results have been highly impressive. On the long circuit at Paul Richard, Prost recently lapped more than three seconds under Jacques Laffite's 1980 French Grand Prix pole time — and was four seconds quicker than anyone else.

When Renault were last at Kyalami, two years ago, their horsepower, undiminished by altitude, was enough to annihilate the rest. On paper, therefore, Prost and his team mate René Arnoux, who won the race in 1980, must start as logical favourites.

In 1982, though, all is less straightforward and predictable. No longer is Renault the only turbocharged team. Testing has shown vividly the potential of the four-cylinder BMW tubos, which make their race début in South Africa, mounted in the Brabham BT50s of Piquet and Riccardo Patrese. During practice with the car at Silverstone last July, Nelson was able to smoke his rear tyres out of the Woodcote chicane, something we hadn't seen since Danny Ongais got the Parnelli-DFX stoked up there in 1978.

If there are no doubts of the BMW's horsepower, however, the same cannot be said of its reliability. In the course of testing, the Brabham team has been through a great many of the German engines, and this could well be the major problem to confront Piquet and Patrese. However, it must be said that few problems have been encountered at Kyalami . . . There is every reason to suppose that Gordon Murray's chassis will be well up to the mark, and the driver pairing is very strong. Riccardo, indeed, should finally be able to realise the potential so evident since he came into Grand Prix racing in 1977.

Kyalami will also be the scene of the Ferrari 126C2's first appearance, and early testing suggests that the car is a flier. The Italian turbo V6 was a match for anything last season, and now is mated to a modern chassis, thanks to the pen of Harvey Postlethwaite. Add that to yet more power, considerably less weight and the strongest driver team in the business, and everything points to a Ferrari year. On that basis, I suggest that Kyalami will be a turbo battle (not the most original thought in the world) between Renault, Ferrari and Brabham-BMW. Also on that basis, I suggest that one of the Ferrari drivers will finish the year as World Champion. Either man could easily do it.

For Villeneuve, of course, winning races will always be more important than anything else, which tends to militate against becoming World Champion. It is difficult to imagine Gilles driving for points. With him, nothing less than nine will do, and that kind of thinking takes its toll over the long haul of a Grand Prix season (although it worked for Alan Jones in 1980).

Unfortunately, Grand Prix racing is obsessed with that magic title of 'World Champion,' but a glance at the list of winners over the years — no mention of Stirling Moss or Ronnie Peterson, for example — suggests that its ultimate importance is overblown. I lost faith in it in 1958, a schoolboy unable to comprehend how a man with one victory could win the title, another with four lose it . . .

That said, I will still go for Villeneuve as World Champion of 1982, his main rivals the four Ps — Piquet, Pironi, Patrese and Prost, not necessarily in that order.

Many people believe that Frank Williams has made a mistake this season by not organising a turbo engine for himself. Going into one last season with the venerable Cosworth DFV, Carlos Reutemann and Keke Rosberg will indeed face a serious power disadvantage at some circuits, but I will be surprised if the Williams team does not lead the non-turbo onslaught. Their reliability record is little short of fantastic, and that will count for a lot over 16 races. I doubt that they will be far off the pace at most of them, although the opener at Kyalami will accentuate their power deficiency.

How will Reutemann go? Traditionally, Carlos starts the season brilliantly, and this year, at last, there can be no excuses. Jones is gone, and he is the unequivocal number one. He has been paid a fortune to come back to racing, and he needs to drive from everyone's memory those two North American races last autumn. Without a doubt, he can do it — but will he? Rosberg, I feel sure, will have virtually the pace of Reutemann, if not the class.

Niki Lauda believes that it will take him four or five races to become truly competitive. Since announcing his comeback, the Austrian's testing times have shown that he has lost nothing during his two-year sabbatical, but *racing* is another matter. It seems that Niki is far more committed to racing now than during his last year with Brabham, and I can see a lot of points coming his way during 1982. He always had a first-class racing brain, and this will again pay dividends.

McLaren International have their Porsche turbo on the way, of course, but we shall not see it for another 12 months. In the meantime, Lauda and John Watson have Cosworth reliability going for them, plus that excellent MP4 chassis. I find it difficult to envisage many victories for them, but how can you overlook Niki's past record?

Over the winter there have been murmurs of discontent within the Talbot-Ligier team, most of whose members have their enthusiasm for the choice of Eddie Cheever well under control. It is also said that there have been 'financial disagreements' between Guy Ligier and his sponsors, and that the forthcoming Matra turbo engine is not coming forth as quickly as expected.

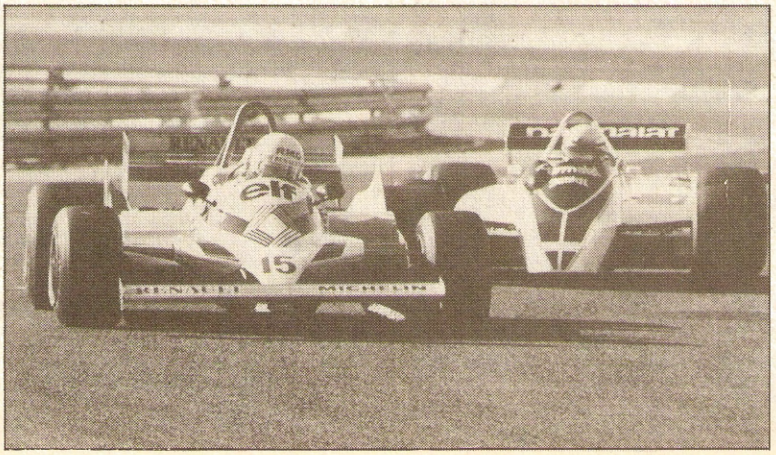
However, this team surprised everyone with its progress in 1981, particularly after Jean-Pierre Jabouille gave up driving and concentrated on working with Jacques Laffite. For the time being, the team must again rely on the old Matra V12, but it was more successful in 1981 than at any time since its introduction 13 years earlier. And you can *never* discount 'Jack Lafferty,' who has finished fourth in the World Championship for the last three years, at an average of 38 points a time. Testing, though, has not gone well for the team recently.

What of Lotus? If informed sources are to be believed, Elio de Angelis is driving for Lotus again this year simply because of a piece of paper. The Italian was all set to join Alfa Romeo, but conveniently forgot his contract with Colin Chapman. If past differences can remain in the past, Elio could have a good season.

No one knows what Chapman has in store for this year. Thus far, all we have seen is a revamped 87, which was tested, with promising results, by Nigel Mansell at Paul Ricard. At Kyalami last year the young Englishman really made his mark, with an aggressive — if slightly wild — display, and he has matured into an extremely competent Grand Prix driver. But Lotus, like Williams, McLaren et al, will have a power problem. Their turbo, too, comes in 1983.

When de Angelis's proposed move to Alfa failed to come off, Andrea de

Renaults and Brabhams to the fore — both Arnoux and Patrese have good prospects.



Cesaris was invited to join Bruno Giacomelli in the Marlboro-backed team. Like the man said, it's not what you know . . . In an Italian magazine, de Cesaris recently complained bitterly about his treatment at the hands of "the English journalists," who, he said, condemned him unreasonably "for political reasons," because they felt an English, rather than an Italian, driver should have been in the McLaren team with Watson last year.

Andrea is a very pleasant man, but he has a persecution complex. I, and others, criticised him, true enough, because we did not feel he was worthy of the drive at the time of his selection, a view which gained validity by the race, as we repeatedly saw heaps of red and white wreckage being brought back to the paddock. It was the most destructive Grand Prix season I can ever remember by anyone, and his single championship point must have been the most expensive in history. My criticism was certainly not motivated by chauvinism, but by observation of a job of work being done extremely badly.

In 1980, Ermanno Cuoghi's Kojak look was achieved voluntarily, by means of scissors and razor. Unless de Cesaris changes his ways this season, the good Ermanno may again be bald by the end of it — and this time not by choice.

Giacomelli should benefit considerably from his number one status at last, but Alfa Romeo was undoubtedly the most disappointing team of 1981, in both pace and reliability. Testing of the new carbon-fibre-monocoqued car has not been promising, and the V8 turbo engine is apparently still some way from a race debut. In short, I do not envy Gérard Ducarouge his job — although it should be easier in one way, for Carlo Chiti will no longer attend all the races.

Arrows have an entirely new driver line-up this year.

The unfortunate Marc Surer was to have made his debut as team leader but sadly suffered serious leg injuries during testing last week. His place will be taken by Patrick Tambay, with the second car handled by Mauro Baldi who has shown well in testing at Ricard.

So, also, has Raul Boesel, another man to jump straight from Formula 3 to Grand Prix racing. The Brazilian joins the March team alongside Jochen Mass, who returns to Formula 1 after a year away.

It will be very interesting to watch the progress of Eliseo Salazar in the ATS team. The Chilean, frequently very impressive in the Ensign last year, looked all set to join Lotus at one stage, but could do well in Gunther Schmid's team, which is so ably run by Alistair Caldwell. Salazar's team mate is Manfred Winkelhock, fast but erratic in Formula 2.

Jean-Pierre Jarier continues as Osella's number one, with Riccardo Paletti joining him, and Slim Borgudd is now number two to Michele Alboreto in the Tyrrell team. Alboreto's Ricard testing times have been quite impressive, and I have always had the feeling that his potential is considerable.

Three one-car teams: the very promising Roberto Guerrero makes his first F1 appearance in South Africa, at the wheel of Mo Nunn's Ensign (a new car is on the way); Chico Serra, for the time being, anyway, will be the Fittipaldi team's only representative; and Derek Daly moves from March to Theodore, who *are* going to Kyalami, after all.

Frank Williams recently said that he expected the Tolemans to out-qualify his cars in South Africa, and it will be fascinating to see just where the Hart turbo-powered cars finish up on the grid. Ricard tests in December gave this young British team genuine cause for optimism. Drivers are, of course Derek Warwick and recent recruit Teo Fabi.

As always at the opening race of the season, pit lane will have a strange look about it. Absent will be Alan Jones and Mario Andretti, past World Champions both. Returning is previous title-winner Niki Lauda, and Jochen Mass is also back. Only the Ferrari, Renault and Lotus teams are unchanged from 1981. Five men — Baldi, Fabi, Guerrero, Paletti, Boesel — make their F1 debuts.

A winner for Kyalami? If the day is dry, and if they hold together, it has to be a victory for one of the turbos. One of the Brabhams might take the pole, but I feel that Renault or Ferrari will take the win, just as I incline to the view that Villeneuve, Prost or Pironi will fight through the summer for that championship . . . (See *Pit & Paddock* for latest news).

GRAND PRIX FORM GUIDE

1981: last six Grands Prix						Driver	Nat	Car
1	3	2	6	5	5	Nelson Piquet	BR	Brabham-BMW BT50
R	R	R	R	R	11	Riccardo Patrese	I	Brabham-BMW BT50
NQ	R	9	R	11	R	Michele Alboreto	I	Tyrrell-Ford 011
R	R	10	R	R	NQ	Slim Borgudd	S	Tyrrell-Ford 011
R	5	R	3	10	8	Carlos Reutemann	RA	Williams-Ford FW07C
NQ	—	NQ	NQ	NQ	10	Keke Rosberg	SF	Williams-Ford FW07C
6	6	R	R	2	7	John Watson	GB	McLaren-Ford MP4B
—	—	—	—	—	—	Niki Lauda	A	McLaren-Ford MP4B
NC	R	6	R	R	R	Eliseo Salazar	RCH	ATS-Ford D5
—	—	—	—	—	—	Manfred Winkelhock	D	ATS-Ford D5
7	7	5	4	6	R	Elio de Angelis	I	Lotus-Ford 87B
R	R	R	R	R	4	Nigel Mansell	GB	Lotus-Ford 87B
—	—	—	—	—	—	Roberto Guerrero	CO	Ensign-Ford N180B
2	R	1	1	R	2	Alain Prost	F	Renault RE30B
13	2	R	R	R	R	René Arnoux	F	Renault RE30B
—	—	—	—	—	—	Jochen Mass	D	March-Ford 821
—	—	—	—	—	—	Raul Boesel	BR	March-Ford 821
NQ	—	NQ	NQ	NQ	NQ	Chico Serra	BR	Fittipaldi-Ford F8D
R	8	NS	7	R	12	Andrea de Cesaris	I	Alfa Romeo 181
15	R	R	8	4	3	Bruno Giacomelli	I	Alfa Romeo 181
5	NQ	R	R	R	R	Eddie Cheever	USA	Ligier-Matra JS17B
3	1	R	R	1	6	Jacques Laffite	F	Ligier-Matra JS17B
10	R	R	R	3	R	Gilles Villeneuve	CDN	Ferrari 126C2
R	9	R	5	R	9	Didier Pironi	F	Ferrari 126C2
R	R	R	R	R	R	Patrick Tambay	F	Arrows-Ford A4
—	—	—	—	—	—	Mauro Baldi	I	Arrows-Ford A4
8	10	R	9	R	R	Jean-Pierre Jarier	F	Osella-Ford FA1C
—	—	—	—	—	—	Riccardo Paletti	I	Osella-Ford FA1C
R	11	R	R	8	NQ	Derek Daly	IRL	Theodore-Ford TY01
NQ	NQ	NQ	NQ	NQ	R	Derek Warwick	GB	Toleman-Hart TG181
—	—	—	—	—	—	Teo Fabi	I	Toleman-Hart TG181

1982 WORLD CHAMPIONSHIP ODDS

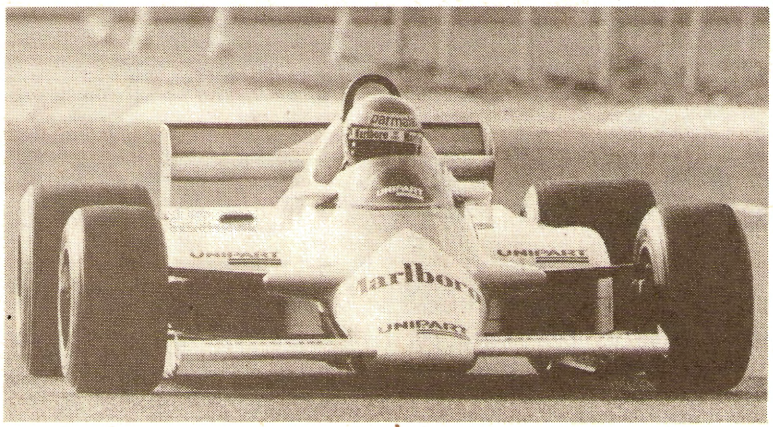
Corals

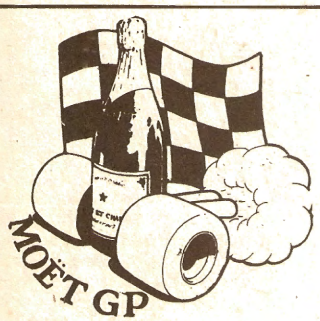
Alain Prost	4-1
Nelson Piquet	5-1
Didier Pironi	6-1
Gilles Villeneuve	6-1
Riccardo Patrese	7-1
Carlos Reutemann	8-1
René Arnoux	10-1
Bar these 7	12-1

Ladbrokes

Alain Prost	7-2
Nelson Piquet	4-1
René Arnoux	6-1
Gilles Villeneuve	6-1
Didier Pironi	7-1
Carlos Reutemann	7-1
Riccardo Patrese	10-1
Keke Rosberg	10-1
Jacques Laffite	16-1
Niki Lauda	16-1
Bruno Giacomelli	20-1
John Watson	25-1
Eddie Cheever	25-1
Andrea de Cesaris	40-1
Nigel Mansell	40-1
Elio de Angelis	50-1
Bar these 16	100-1

Niki Lauda expects it to take three or four races before he is back on form.





The arrival of the new Grand Prix season also means the return of the Moët et Chandon *competition. Predict the winner and his average speed, and you could win a magnum of Epernay's most famous product.*

We begin, of course, with Kyalami, and your task here is an unenviable one. Last year's wet/dry race was won by Carlos Reutemann's Williams, at 112.31mph, and the 1980 race, run in hot, dry, conditions, went to René Arnoux's Renault, at 123.187mph.

The problem is made more difficult by two recent developments. The Kyalami circuit has been resurfaced, making it faster, and the new F1 regulations have also increased speeds. Bear in mind that Alain Prost's Renault lapped at 139.45mph on Monday! Bear in mind also that there has been a lot of mid-afternoon rain in the area recently . . .

KYALAMI, SOUTH AFRICA

Lap distance: 2.55 miles (4.103kms)
Lap record: René Arnoux (Renault RE20), 1m 13.15s, 125.49mph

TIMETABLE

Practice

Wednesday	10.00–11.30 (untimed)
	13.00–14.30 (untimed)
Thursday	10.00–11.30 (untimed)
	13.00–14.00
Friday	10.00–11.30 (untimed)
	13.00–14.00
Saturday	10.30–11.00 (warm-up)

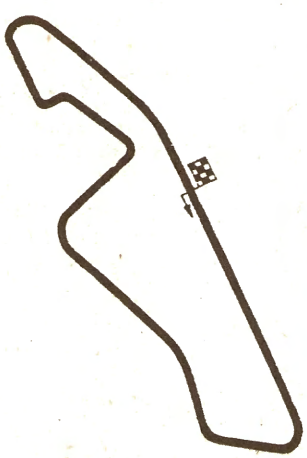
RACE

Saturday 14.15 (77 laps, 196.35 miles)
All these are local times and two hours ahead of GMT.

BROADCASTING

Television (BBC1/BBC2)

Saturday	Grandstand from 13.40 (race updates)
	Grand Prix 23.20–23.55 (race highlights)
Radio (Radio 2)	*Sportsdesk*
Thursday	1745 and 1845 practice news
Friday	1745 and 1845 practice news
Saturday	*Sport on 2* (Radio 2 only MW)
	From 1330 onwards
	progress report, final result, summary



PREVIOUS WINNERS

Year	Driver	Nat	Car	Speed
1971	Mario Andretti	USA	Ferrari 312B	112.36mph
1972	Denny Hulme	NZ	McLaren-Ford M19	114.23mph
1973	Jackie Stewart	GB	Tyrrell-Ford 006	117.14mph
1974	Carlos Reutemann	RA	Brabham-Ford BT44	116.24mph
1975	Jody Scheckter	ZA	Tyrrell-Ford 007	115.51mph
1976	Niki Lauda	A	Ferrari 312T	116.58mph
1977	Niki Lauda	A	Ferrari 312T2	116.58mph
1978	Ronnie Peterson	S	Lotus-Ford 78	116.70mph
1979	Gilles Villeneuve	CDN	Ferrari 312T4	117.19mph
1980	René Arnoux	F	Renault RE20	123.19mph
*1981	Carlos Reutemann	RA	Williams FW07B	112.31mph

*Non-championship.



The Rothmans Opel Team begins its attack in the World Rally Championship as Walter Rohrl's Ascona 400 leaves the Bad Homburg start line.

First blood to Opel

PETER FOUBISTER reports from the Monte Carlo Rally where the Rothmans Opel Team have dominated the event.

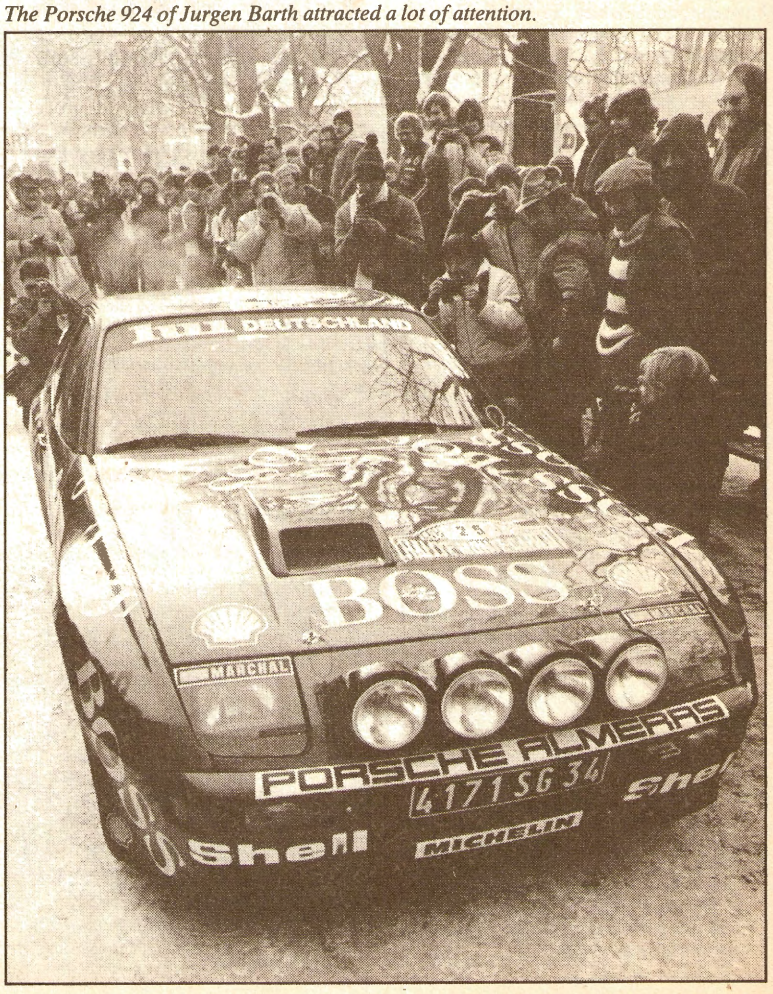
When the leading cars arrived in Monte Carlo at the end of the longest, but easiest, section of the event, there were many surprises. Primarily, the remarkably mild conditions meant that drivers had been competing over dry tarmac roads, and it was the Rothmans Opel Rally Team, on its debut, which was calling the odds.

Walter Rohrl, the 1980 World Champion was nearly 1 min ahead of his team mate Jochi Kleint, both men in Opel Ascona 400s. Third was Guy Frequelin, driving an Almeras Porsche, followed by the two Audi drivers headed by Michele Mouton. Team leader Hannu Mikkola had had a troubled introduction to his 1982 world bid and was a couple of minutes behind the French lady.

Jean Luc Therier was next in a Porsche, but the gaps were opening out, after only nine special stages. These half dozen drivers were clearly ahead of Bruno Saby's Renault 5 Turbo, and the only man likely to rejoin the hunt is Bjorn Waldegaard. His Porsche was delayed on an early stage by 6 mins and he spent the final tests on Monday morning catching up.

One thing seemed sure however and that was that a German car would win the 50th running of the Monte Carlo Rally. They held the top five places, with only a couple of Renaults upholding French honour.

The Porsche 924 of Jurgen Barth attracted a lot of attention.



MONTE CARLO RALLY

Classification after 14 stages; Tuesday evening

1	Walter Rohrl/Christian Geistdorfer	(Opel Ascona 400)	3h 05m 31s
2	Jochi Kleint/Gunther Wanger	(Opel Ascona 400)	3h 06m 57s
3	Guy Frequelin/Jean Fauchille	(Porsche 911SC)	3h 06m 40s
4	Hannu Mikkola/Arne Hetz	(Audi Quattro)	3h 09m 06s
5	Jean-Luc Therier/Michel Vial	(Porsche 911SC)	3h 10m 56s
6	Bruno Saby/F Sappey	(Renault 5 Turbo)	3h 14m 03s
7	Danny Snobeck/D Emanuelli	(Renault 5 Turbo)	3h 15m 15s
8	Bjorn Waldegard/Hans Thorzelius	(Porsche 911SC)	3h 21m 22s
9	Philippe Touren/J Alric	(Renault 5 Turbo)	3h 23m 57s
10	Jurgen Barth/Roland Kussmaul	(Porsche 924)	3h 26m 00s

The event retained its traditional format of several starting points around Europe, each with a run of about 1300 Kms to the short halt at Aix-Les-Bains before the start of nine special stages on the route south to Monte Carlo and the first night halt. The Bad Homburg start point in Germany was the greatest distance from the assembly town of Aix, but it still proved the most popular with most of the works teams opting for a Germany start, and about 21 cars in total using the venue.

In contrast, the London start, moved as near to the channel without actually starting on the Townsen Thoresen ferry, and attracted just three vehicles. A Talbot Sunbeam Lotus, a Panther Lima and a Reliant Kitten.

For the greater part of the 299 strong list (someone in Barcelona didn't make it) the run to Aix gave little headaches. Inevitably there were those who didn't make it, including the Japanese team in a Nissan P910, driven by Juchi Kojimoto. The car had been the first to leave the Monte Carlo start on Saturday morning, but apparently a blown headgasket meant the team returned as spectators. Fritzinger's Corolla did not make the time control within his lateness either, and so the Toyota marque was now represented solely by the Monagasque crew of Pierre Mare and Hugues Giusti in a Starlet running at number 147.

As the cars arrived at Aix the winter weather expected on the rally still had not arrived. Piles of studded tyres were left in the background as slicks were fitted to all the top runners. Evidently Audi were not to have the early advantage they had expected.

Over the first special stage, from Veniper to La Feclaz Frequelin took the Porsche to a slim lead, chased by Mikkola, Kleint, and Andruet. The Ferrari was really the dark horse in this contest, and Jean Claude must have been hoping for great things from the 308GTB. Unfortunately the first signs of trouble appeared on the second test when the car overheated, dropping over 8 mins to the leaders.

This time it was Rohrl who took the fastest time, and the lead, with the Ascona really on song. This was the longest test on the run south to Monaco, at 44kms. The stage started at Bellecombette and finished north of Grenoble at Chartreus and Rohrl finished 13 secs ahead of Mikkola. Kleint was next, while Frequelin, in fourth slot was 40 secs behind the second Opel.



The crowds at the start eagerly watched the final preparations.

Mouton was making good progress, chased by Waldegaard and Therier in the Porsches, with Michele Cinotto also in the top ten in his works assisted Audi Quattro. Renaults were also lying near the bottom half of the top ten, with Bruno Saby and Dany Snobeck, while the first real battle of the new era started just off the leader board.

This was the first major international rally to cater for the new vehicle regulations, and the top Group B cars — after only two stages — were the Porsche 911 of Jean Pierre Ballet, the Porsche 924 of Jurgen Barth, and the Citroen Visa rated at 1300cc of Alain Coppier. Unfortunately, the Frenchman's fine effort in the small capacity Group B contender ended on the next stage, leaving the big Porsches to continue the struggle.

The retirement list was growing quite quickly, considering the relatively, extraordinary road conditions and Bernard Beguin was also out with his Porsche. other top seeds were a little luckier, including Achim Warmbold who dropped a lot of time with the Mazda 323 Group A contender. His team mate Alain Beauchef played a supporting role however, although the cars were being hard pushed by the Volkswagen Golf GTI's in the group. Other cars to figure in the early stages of the new Group A battle included an Opel Kadett GTE, and a Ford Escort. The GTI's however had weight in numbers, and held by Francis Bondil, they appeared to have the pace.

In the Group N category, there were a number of interesting runners, and if manufacturers think that the new class is a complete waste of time, there is every suggestion that the competitors may yet find it attractive. Alfa Suds, in TI form-were the quickest of the batch, on the first special stages, although an impressive number of Lancia HPES were challenging. Tony Carello, the 1978 European Rally Champion was making a return to the sport with one car, and all of them were entered by the Lancia concessionaries.

Pre-event favourite Hannu Mikkola has not dominated as many felt he would.



Up front however, the old Group 4 battle was edging towards the Opels, with Rohrl and Kleint firmly in control by the time they had completed the fourth test which finished at Romette near Gap. This was the first of a series of stages, all of them about 20 Kms long which would bring the cars off the highest parts of the Alps and into daylight.

Frequelin was obviously settling into his driving here, after overcoming some minor problems, and Mikkola too was determined to move up a couple of places before the overnight halt. Earlier, on stage 3, the Quattro collected a puncture on the start line of the 19 Km stage and the Finn opted to complete the test without changing the rim. He lost nearly 3 mins to the fastest man, but now he was to hit further trouble, and a drive shaft broke on the back axle possibly due to the earlier decision to run on the puncture.

Still, he was in contention although his team mate, Michele without any problems was still several seconds in front. The attitude of both drivers was determination. In the weeks of practice for the rally, all those with the Ingolstadt camp must have happily considered the four wheel drive advantage on the ice and snow of Monte Carlo. This looked more and more like a Sanremo Rally.

Ahead of them the Opel pairing (Kleint is only scheduled to make this one appearance in a Rothmans uniform) maintained the pace as the rally moved into Monday morning, intent on completing the first section, of ten special stages (one cancelled) and 224 Kms safely. Ahead of them also was the Porsche of Frequelin over the worst of his minor problems with the car, and looking a happy man again.

Behind them was the Porsche of Therier, Mikkola moving ahead in the closing stages, Saby's Renault and Martino Cinotto's Quattro. Already out was the Ferrari 308GTB, the car off the road on the middle group of stages; soon to suffer was the young Italian's Quattro.

Cinotto was obviously equally determined to come to grips with the tarmac conditions, but collected a puncture on the final stage just north of Monte Carlo. The car hit a bridge parapet and wrecked the transmission putting him out of the event. There was no tyre problem at Audi. The works cars use Kleber and Cinotto was on Pirelli, but he did not make the rest halt.

All those who did appear at the service halt in beautiful Monte Carlo were in good spirits. Following Cinotto's retirement the tail end of the leader board shifted slightly with Snobeck putting the Renault back to eighth behind Saby's car, and Waldegaard snatching ninth ahead of Ballet's similar car. Jurgen Barth had taken a clear lead in the Group B contest, holding eleventh place, while Salvador Servia, driving a Group 2 Fiesta was 12th.

Arrival at Monte Carlo meant only that the driver could start the real meat of the event. The top 200 cars restarted on Tuesday morning at 6.00 am with the common run ahead of them. 369 Kms of special stages centred around Grenoble, Vals-les-Bains, and GAP all lay ahead. The weather may have been kind to the crews for the first sections, but could it hold out? The Alps are not at their most hospitable in mid January, and everyone in Britain knows just how quickly European weather can change!

Dry conditions obviously give the Opel Equipe the best chance to maintain their lead, and while several top line men are already sidelined, the real threat is still there. Two Audis, and a trio of Porsches, are eager to snap up the lead should either Opel driver make a mistake before the finish on Friday morning.



Ari Vatanen with his former partner Peter Bryant. Will they be winning again in 1982?

Vatanen to contest British Open series

New World Rally Champion, Ari Vatanen, is to contest the British Open Championship at the wheel of a Ford Escort RS prepared and run by MCD Services of Liverpool. The British programme will be supported by Shell Motorsport and will run in their colours on all rounds of the series.

Vatanen's co-driver for the year will be his partner of some years ago, Peter Bryant. Coupled with the deal to drive a Sutton-prepared Escort on some World Championship rounds (see separate story), it would appear that the 24-year-old Finn is to have a busier year than at first thought.

It was also confirmed on Monday that Vatanen is to spend the year testing and developing the new Ford Escort RS1700 Turbo rally car, which should make its debut later in the year. Joining Vatanen in the Ford works rally team, as it is known, will be Malcolm Wilson and his new partner, Phil Short. The Cumbrian driver will also be seen on a number of British and European events in his own privately-run Escort.

The presence of Vatanen in the MCD team must raise the question of Roger Clark's plans for the season. When we closed for press on Tuesday he was clearing up after the Boat Show and therefore unavailable for comment, but we do know that MCD are still hopeful of retaining the Leicestershire driver for another season.

Sutton: Escort in Sweden and Portugal

World Rally Champion, Ari Vatanen will start next month's Swedish Rally at the wheel of a David Sutton prepared Ford Escort.

Because of the close relationship between him and Sutton a car has been prepared for him to drive on a "one event at a time" basis. Sponsorship is being obtained by Vatanen himself for the rally. No co-driver has been named yet, although Peter Bryant's name has been linked with his old partner but there is uncertainty over his availability.

Despite plans to run the car in Portugal we will not see the sort of close link between Vatanen and Sutton that has been seen in the past due to Vatanen's Ford testing programme. The Acton based preparation expert will himself be announcing a link with a major manufacturer at a press conference in early February.

The event, a round of the World Drivers Championship, should be a tremendously competitive affair with the two leading contenders for the series searching for an edge Rohrl in the Opel Ascona and Mikkola in the Audi Quattro.

Hannu Mikkola gave the Quattro its first world championship win on the event last year, but perhaps faces stronger opposition this time round.

Stig Blomqvist, Sweden's favourite driver, is using an Audi in the Swedish National series and will join the factory effort on this event, running with the two works cars. The battle between the Audis could be a particularly interesting one.

Also entered is Per-Inge Walfridsson in a Renault 5 Turbo — the Swedish Volvo dealers have a franchise to import the French cars. This marks a return after a long absence for this European rallycross star.

This year's event follows the traditional pattern and includes special stages on frozen rivers and lakes — the first one in Karsltad, the rally headquarters. The rally includes about 400kms of special stages which open for practice ten days before the rally starts. The Swedes observe similar practice rules to those found on the Isle of Man; standard cars and strict speed limits.

It is obviously very late for teams to consider entering the rally but those interested in attending the event can contact the organisers at Box 4101. S-650 04, Karlstad, Sweden. Tel 46 54 18 56 08.

Paris-Dakar latest

The Paris-Dakar Rally, which has been the subject of much controversy with the story surrounding Mark Thatcher (see *Comment*), finished yesterday.

When we closed for press there were only 97 of the original cars left running out of the 235 starters. The 10,000kms route, which started south of Paris, has taken its toll of the crews as these figures show.

Early leader, Jacky Ickx and French actor Claude Brasseur, missed a control on Sunday and the resulting five hour penalty dropped them to 42nd place. The crew had fought back to seventh place as the rally moved through Senegal.

Leading positions on Tuesday lunchtime were;

1, Marreau (Renault 20 Turbo);
2, Briaoine (Lada Niva);
3, Jaussaud (Mercedes);
4, Latique (Range Rover);
5, Metge (Range Rover);
6, Debussy (Mercedes);
7, Ickx (Mercedes).

Brookes' Wyedean Chevette

The deal that would see Russell Brookes in a Vauxhall Chevette HSR this year looks to be near completion with the news this week that he is to use such a car on the Wyedean Stages. The event, on February 6 will be the first chance for Brookes to drive the car on the loose. Currently he has only been testing on tarmac and said that the car was "the quickest car in a straight line that I have ever driven".

Once again sponsorship for the car will be from Andrews Heat for Hire who are beginning their ninth year with the Worcestershire driver, an employee of the company. Details of additional trade support are not yet finalised.

The February event will be used to sort any problems that may arise in order that the car will be ready and fully competitive in time for the Mintex International Rally later in the month. Official confirmation that Brookes will contest the rest of the Open series is expected within the next week or so but until that announcement those concerned are continuing to remain tight lipped.



Brookes' plans for 1982 are taking shape.

More from Galway

Because of the recent apalling weather that has brought chaos to postal services all over the country and caused event organisers to suffer with sleepless nights worrying about the lack of mail the closing date for entries on the Galway International Rally has been extended to this coming Saturday, January 23.

The event has already attracted a high class entry and the latest additions include Brendan Fagan in a Vauxhall Chevette HSR, Rosemary Smith in a Talbot Sunbeam Lotus, John Lyons in an Escort RS and Irish Formula Atlantic driver Ken Fildes in one of the new Citroen Visa Group B cars.

Special Irish Sea ferry rates have been arranged from as little as £59 to include car, crew and bed and breakfast in a Galway Hotel. Entries for the event are IR£130 and are being handled by Bobby Clinton, Galway Road, Tuam, Co. Galway. Tel: Tuam (093) 24432 (evenings).

More National Awards

Competitors in Category D of the Pace/AUTOSPORT championship will be eligible to register for the Decosol award. The company, who market cleaning products are offering £100 to each class winner in the category as well as a Decosol pack to any competitor who registers for the scheme and carries decals throughout the championship.

Registration forms will be sent automatically to every competitor who registers for the championship.

The Aston Martin Award will be made to the competitor who in each capacity class (category D only) achieves the greatest number of highest placings, based on time, on special stages throughout the qualifying rounds. Only times which are included in the event results will count.

If a tie exists the championship organisers will consider the number of second highest placings only and will present the award to the competitor with the highest number of second highest placings. If there is still a tie the award will be divided among these competitors.

● Tyre expert Jim Fullwood will be present at all rounds of the championship to provide service to competitors.

Pace Petroleum RAC Autosport National Rally Championship

Weber bonus

Weber Carburettors are to continue their support for the National Rally Championship in 1982 with trade support for competitors in both the overall championship and the Group A competition. The overall winner of the bonus scheme will be the best placed competitor registered with Weber who has carried the company's decals during the season.

The winner will receive a £100 parts voucher, (often accepted in the form of carburettors!) while the winner in the Group A competition will receive a £50 parts voucher.

Forms and decals are now available from Weber, who will be represented on rallies in the Pace/AUTOSPORT series by Dave Bird Rallying. Dave carries a wide range of Weber spares and is planning to attend all rounds to supply competitors, before and during events. The contact for registration, which must be completed before a driver is eligible for points, is Mr Goodall, Weber Carburettors, Dolphin Road, Sunbury-on-Thames, Middx. Tel: 09327 88805.



Mark Lovell's style of driving impressed throughout last season.

'Challengers' in National Group 1

Following our announcement last week that George Gass would be running the ex-Sean Campbell, Opel Ascona 2000i in the Pace/AUTOSPORT Championship, the other two Castrol/*TV Times* Challenge winners have revealed their plans for 1982.

Both Andrew Wood and Mark Lovell are to contest the Group One category. Wood has bought the RS2000 that Alan Carter used on the 1979 RAC Rally and will be seen on some Scottish events in addition to the National series, with support from Strathclyde Motor Spares as well as that from Castrol.

Lovell's first event of the season will be the Wyedean on February 6 where he will be giving the new 2-litre Escort a shakedown run. He too will be doing some events in addition to the National series in particular those run on tarmac, following his recent showing over the Epynt ranges on the Virgo. Once again the car will be supported by Passey & Porter, the Weston super Mare Ford dealers, and Ian Giles Rallying.

These two drivers will be joining the 1981 challenge winner, Andy Miers, who is using the same car as last year having rebuilt the engine. Due to limited finances, Miers is planning to step up gradually as funds permit. Once again support comes from Castrol, Goodyear and Ian Giles Rallying.

Rally School revised

The organisers of the Longton and District Rally School, whose first round was to have taken place on January 9, have announced the revised details and dates of the course. The school will now be of two days duration instead of the original three, and will take place on Saturday February 13 and Saturday April 3 at Oulton Park in Cheshire.

The content of the course remains the same as that reported in AUTOSPORT in recent weeks, covering all aspects of rallying from car and driver preparation through the ways of running and promoting a team to actually driving the car. Expert tuition from top drivers in addition to contributions from major companies that have an involvement in the sport will be part of the programme.

The modified programme means that the cost has been reduced to £50 for the complete course. Drivers who have already registered will be able to register their co-drivers and mechanics for the relevant parts of the course at a cost of £10 per person per day.

Drivers wishing to make use of this all too rare opportunity to improve their skills and approach to the sport should contact Longton and District MC, 254 Plungington Road, Fulwood, Preston, PR2 3PQ.

Cortina returns in 1982

It would appear that the Ford Cortina, used by Julian Raymond last year, will once again be seen in events in this country. The car has been bought, "for a reasonable fee" by Richard Iliffe from Ford and he intends to contest the Pace/AUTOSPORT National Rally Championship with it.

The car still has the 3 litre, 250bhp Neil Brown engine but Iliffe has been doing a lot of work to make the car handle better than it did last year. According to Iliffe it is still a handful on the loose but he hopes to be able to rectify that over the next few months. At present there is no sponsor for the project but it is hoped to attract someone during the early part of the season.

Whatever the outcome, Iliffe is determined to complete the championship and to extract as much enjoyment as possible from it. No regular co-driver has been named for the season and so mechanic Pip Bolton will occupy the left hand seat on the car's shake-down event, the Sutherland Dukeries which takes place on March 6. Iliffe is hopeful of finding a regular partner before the first championship round, the Gwynedd, a week later.

Briefly . . .

● Green Belt MC are promoting the *Press Gazette* road rally on February 6/7 Starting at Broadfields Garage, Cockfosters and finishing at the Silver Ball Cafe, near Royston, Herts, the event is a round of the CSMA and TVMC championship. The route will contain 140 miles for an entry fee of £9. Entries close on January 30 and regulations are available from Fran Rowe, 12 Cedar Walk, Waltham Abbey, Essex. Tel: Lea Valley 760788.

● Ray Holland from St Ives in Cornwall is in the process of preparing a Citroen Visa Group B car to contest the Rothmans Open championship as well as some French events. He is looking for a co-driver who is prepared to help with some of the finance to join him for the season. Anyone interested should ring St Ives 795276 (daytime) or 794314 (evenings).

● The Scottish Sporting Car Club are organising a motor sport evening at Halley's Of Milngavie, the Vauxhall-Opel dealers, on January 27. The evening starts at 7.30pm and will include films, slot car races and a forum which will be chaired by John Horton. The forum panel is to include Rothmans Opel team driver Jimmy McRae, F3 driver David Leslie and motor sport journalist Graham Gauld. Admission is £1, payable at the door.

● Disabled rally driver Mike Jackson and Jack Davidson have been fund raising on three rallies in Scotland to provide a mini bus for DELTA, the organisation caring for the Disabled, Elderly, Lonely and Those Associated. The drivers raised £5,500 towards the cost of the Toyota Hi-Ace and this together with a large donation from Jimmy Fleming, a Toyota dealer from Ayr, enabled the presentation to be made recently.

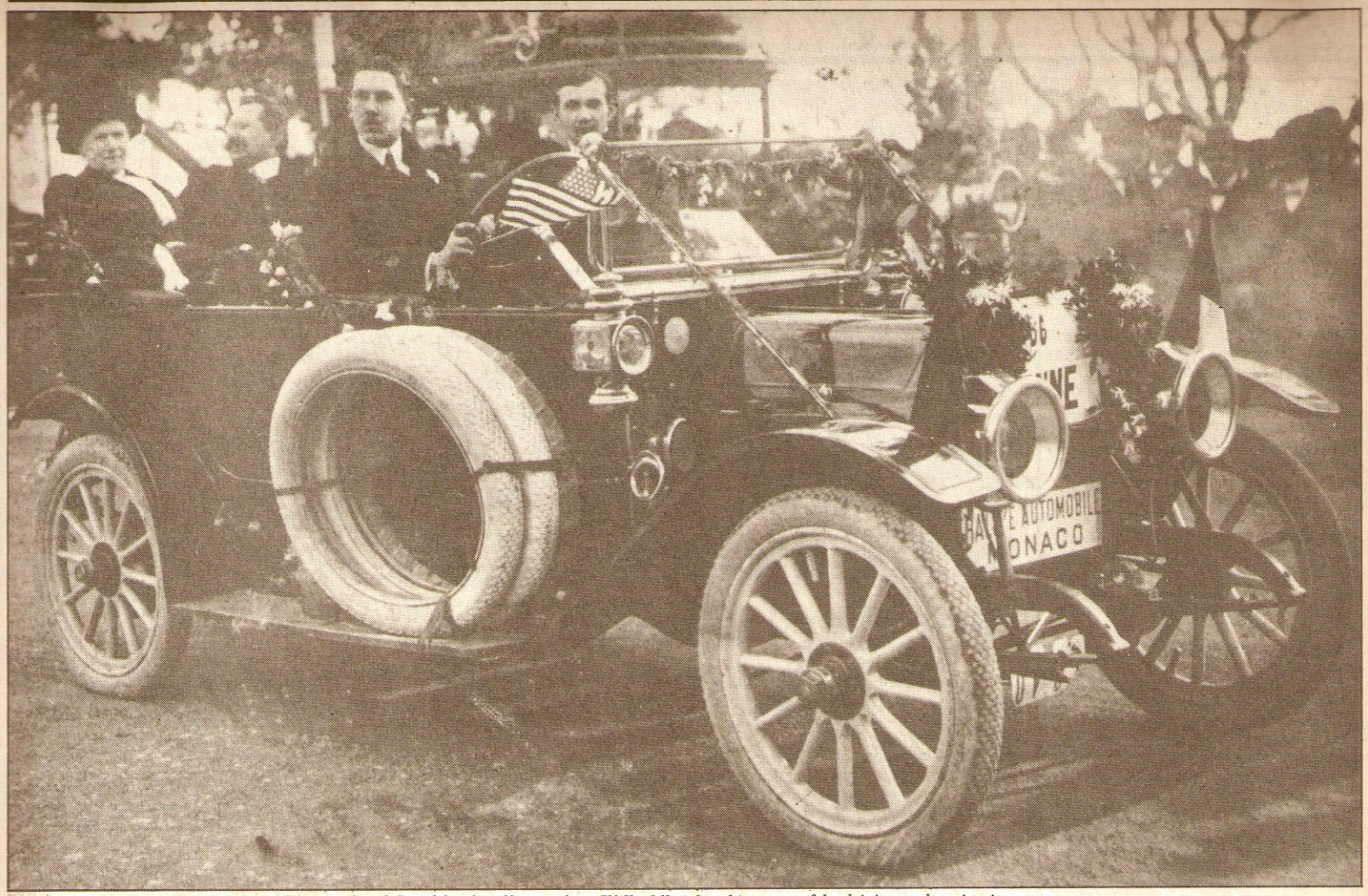
● Scottish driver Jim Howden has won his damages claim against the police following an incident on the York National Rally last year. Howden was involved in a minor collision with a police car and as a result of the hold up while the police took statements, and was excluded because of the delay.

The Chief Executive of North Yorkshire County Council awarded Howden £250 and admitted that the policeman concerned had no power, "to make what was technically an arrest".

● The organisers of the French Rally Championship, faced with the new vehicle regulations introduced by FISA have opted — after considerable debate with the governing body — to retain classes for the now outdated Group 1 and Group 3 categories. They have avoided the new car regulations by following the same technique which the Circuit of Ireland Rally organisers have used; running a National status event in conjunction with the main International rally.

● John Daniels flies to Dubai next week, as most people involved in international rallying return to the country from the Monte Carlo Rally. Daniels will again partner a Lieutenant in the local Police force on a Rothmans sponsored international event. The pair won the rally outright in 1981.

● Anyone interested in starting the Criterium de Touraine should contact Eddie Farrell, who first tackled the event last year. The rally starts on March 13, and Farrell can negotiate discounted ferry fares and help with sponsorship from local companies in France. His address is 1 Pinewood Drive, Maryport, Cumbria.



Anna and Max Olbricht in the rear of the EMF with Josef the chauffeur and son Willy Olbricht taking care of the driving and navigation.

Monte Carlo or bust

Max Olbricht was a competitor on the very first Monte Carlo Rally, his report of the rally, along with a letter from his life-long companion Anna, are transcribed here by HARTMUT LEHBRINK.

The Monte Carlo Rally combines tension, romance and intense competition in such a way as to make this event unique. From starting points spread across Europe, the cars arrive in Monte Carlo to compete over snow and ice covered roads in a battle reminiscent of the charioteers of ancient Rome. With ice crews having checked the state of the roads and tyres chosen to suit their reports the story is one of total commitment.

The charioteers hurl their steeds through the narrow gap between snow banks and spectators, their route floodlit by the incessant bursts from flashguns. The helmeted gladiators are legends to the partisan crowd: names like Munari, Darniche, Waldegaard and Ragnotti are synonymous with this great challenge.

As the final night progresses, so the contest becomes even more intense. Hands become a blur of movement on the wheel and the angles of drift even wider as drivers strive for that extra burst of speed and traction that will enable them to join the ranks of the greats.

This is the Monte Carlo Rally in the 1980s. It is a far cry from the days of Herr Julius Beutler from Berlin, who won the first event in 1912 in a Type Berliet at an average speed of 26.221kph.

It's name at that time was the Rallye Automobile International and it had been brought into existence the year before by Monsieur Lemonier, an agile and profile-conscious official of the Club Sport Automobile et Vélocipédique Monégasque. Twenty-six kilometres an hour? How pathetic!

Our story, however, concerns engineer Heinrich Max Olbricht, the agent for American EMF (Everit, Metzger & Flanders), who sold Studebaker automobiles at Usti in Bohemia. One of Beutler's competitors, Olbricht is the stern-looking gentleman in the rear of the EMF four-seater in our picture.

On March 2, 1912 he addressed in blitzkreig fashion the members of the North-West Bohemian Automobile Club at Teplitz with such a dry sense of humour that they had to help down every point with a glass of the local Riesling wine. By a stroke of good luck the manuscript of his report of the rally has been handed down to us, as well as a letter from his life-long companion, Anna Olbricht, written from the Hotel de la Paix in Monaco. The receiver of that document, which was peppered with a biting wit, was her son Béla, now living in Asch, Czechoslovakia.

Well over 90 and still going strong, he remembers the exciting events of those days as if time had stood still. You can see Anna Olbricht in the same picture, majestically enthroned beside her husband. Not always do the statements of the couple coincide: he, for instance, remembers that the temperature on the day of the start was 14 degrees, but she recalls it was zero. In any case, it was pretty cold. The fellow established at the helm in the picture is chauffeur Josef, a lounge-lizard and good-for-nothing as we are going to see in due course. Beside him is sitting Willy Olbricht, the heir apparent, who was to emerge as the real hero of the tour. Four people in one car for a fortnight: even in the cold season, that was a recipe for hell.

The foursome were by no means setting out on a Sunday trip around the Elbe valley. As soon as the photograph was taken, they departed for the Austrian capital, Vienna, where the start for the Olbrichts and another eight teams was due on January 21.

There was to be one point for every 100kms covered, and another for every kilometre per hour average speed, with the regulations imposing a deadline at 25kmph. The rules also provided two points for every passenger, which caused Paul Meunier from Le Havre to cram eight men into his Berline Type Delauney-Belleville. This piece of cunning was to bear fruit, for he finished third.

Some particulars of the Olbrichts' EMF might be of interest: the car came from Detroit, with its chassis made of first-class hickory wood furnished by Studebaker. It was mildly propelled by 30bhp and could cope with the rough roads of that time thanks to 16.5ins ground clearance. The weather threatened to be abominable, so the Olbrichts took aboard another three Goodrich tyres, four tubes, 12 snow chains, and



Competitors take a rest in Graz during their arduous trek.



Well insulated by furs and balaclavas the Olbrichts depart from Usti.

cans with reserve petrol and oil. To protect themselves against the vicissitudes of January weather, they temporarily installed a cloth canopy and side parts, and tucked themselves up in furs and foot-muffs.

The trip began with a blood-curdling incident that soon cooled off Josef's relation to his masters. Between Tabor and Vienna, a horse-drawn vehicle baulked the road, but the EMF, piloted by the chauffeur — a "bloody idiot" according to Anna Olbricht — approached swiftly at 75kph. In vain, the unfortunate servant showered the obstacle with a whole gamut of signals, "from all the klaxons, fanfares and trumpets you carry along at such occasions." The wretched creature held its own and didn't budge at all. In his anguish Josef took refuge against a tree, "which, on the impact, prevented us from being emptied into the ditch," as Heinrich Max Olbrict reported later. His wife merely commented that they had come within an ace of practising headers over the windscreen!

Junior Willy took over the wheel while Josef sulked. After the cars had been "sealed in and at the same time, outwardly sniffed at" by a cavalry captain called Rechl in the court of the military research institute in Vienna on the eve of January 21, smouldering rivalries were set ablaze once again: "In the capital already there was a veritable automobile race. Dumbfounded policemen were still busy ascertaining the identity of one offender when the next came howling past." By 5.00pm, the "chase" to Monte Carlo had got as far as Ljubljana and the team were "full of merry expectance to be able to reach the control point at Trieste, which was to be closed from 10.00pm until 7.00am, in time."

But then fate struck for the second time. Near Postojna "the good air of the Elbe valley was heard to vanish into the karst, exiting from one of the rear tyres". The EMF had split rims, and so a new tube was mounted relatively quickly without any tools. The Olbrichts had, however, failed "to scrutinise the tyre itself, which had been injured seriously indeed by some crafty pebble." In no time there was a sharp hiss again to inform them that "another pneumatic tyre had given up the ghost." The tyre collapsed, and so did the family's will to win. They spent the night in Trieste

On trying to leave Austrian territory the next morning, the brave Bohemians fell prey to malevolent authorities for the first time. A customs officer robbed them of all their documents: "he seemed to feed on the stuff." Hadn't they got a *triptique?* After endless bargaining they were "allowed" to deposit 600 Lire in gold as security for the car, the money eventually being acquired as there happened to be "an unselfish soul prepared to change Austrian money at a rate that was not at all unfavourable for him".

There was a bright spot in return as some good roads beyond the frontier permitted them to cruise at considerable speed until it struck the crew, much to their dismay, that they vaguely remembered parts of the countryside and some of the village names. They had gone in circles like a circus horse!

Of course, the Olbrichts vented their wrath on poor Josef who, in spite of the tiny world atlas on his lap, had gone astray in the jungle of all those north-east Italian towns and hamlets. "He was always sleepy and always on the verge of starving," Herr Olbricht complained.

At dusk, the EMF was being prepared for the night near Verona when suddenly "a warden of law and order appeared on the scene." He did not, however, content himself with looking at the crew's papers. According to Heinrich Max Olbricht, "he craved for more." Why had the car's lights been extinguished? The family explained to him that they had just been about to polish them so they had naturally put them out. "Such a thing may be possible in Austria, but not in this country," the policeman retorted, adding that the matter could be dispensed with by means of 50 Lire.

Olbricht was beside himself with rage, but the affair was settled in a police office in Verona. The officer in charge, a friendly man, had to open the latest service regulations with a knife, and then decreed that the rule about headlights having to be left on when stopping beside the road was inoperative for holders of an international driving licence. Oddly enough, the headlights seemed to take offence at the incident and refused to work for the rest of the night.

They made up their minds to have a nap in the vicinity of Brescia, in the car, which as Anna put it, had gone up to the axles in mud. She also recollected that "the inhabitants of a nearby house were aghast when they discovered an automobile full of snoring people in front of their sleeping-room at dawn."

Whatever ambitions had remained were gone by now — "the miserable vehicle was forever boiling" due to the exhaust being plugged with dirt and letting scarcely any fumes through. Near Genoa they overtook the Humber of one Baron Widman, who had permanently impeded them when still in Austria but now, "drawn by three horses, cheerfully made for the port." Apart from Josef, the team shrieked with laughter and spent the night in Pegli with every comfort.

On January 24, however, the Olbrichts were in for even more mischief. Their trip had been accompanied by snow, rain and mud so that the EMF, which used to be dark blue, was coated with a paramilitary grey. This car, the customs officer in Menton solemnly declared, was certainly different from the one specified in the papers he had just scanned. It took four men three hours to remove part of the filth so that the original colour shone through.

Ever since they had entered France, Josef had been continuously drunk, drowning his frustration in gallons of red wine which, at that time, stood on every restaurant table free of charge, and they were to stay in the 'Land of Promise' for another ten days! Again the Olbrichts were bled at the frontier, having to pay 900 Francs in gold as security. They then would up their adventure by overshooting the final control in Monte Carlo where they were "escorted by a car rapidly dispatched by the obliging committee" which later charged them 10 Francs for that relief.

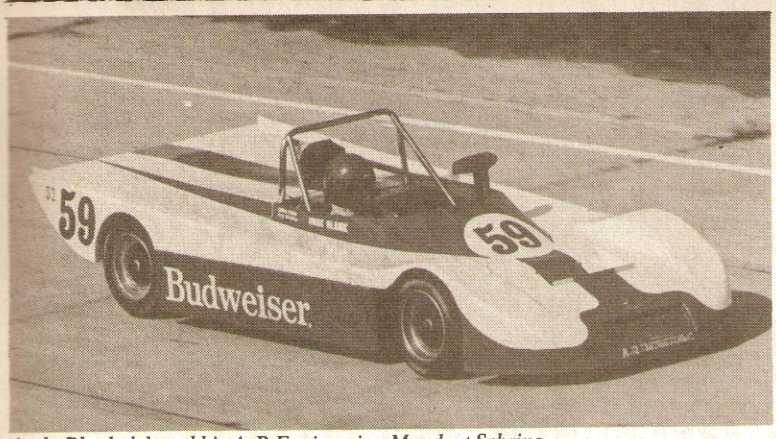
They had survived the various blows of fate and 1319 kms at an average of 16.283kph. "Of course," Anna grumbled, "we were the last of the Vienna starters to arrive here." She went on to narrate that even Nesselsdorfer and Berliet had got there before them, although they had found a corpse near Brescia and had been accused of being the killers.

For all that, this first Rallye Automobile International was supposed to have some amiable touristic element about it. As the contemporary report 'Sur la Route' put it, in a somewhat flowery fashion it was meant as a kind of invitation for "those who are doomed to dwell in countries haunted by fog and cold to hurry to the privileged paradise of the Côte d'Azur, the realm of the light and the blossoms."

Anna Olbricht, however, concluded her letter with the words: "At the moment it is raining cats and dogs here." They had not been very lucky, had they? ■

'Lost, somewhere in Italy' after several hundred kilometers and several hundred Lira.





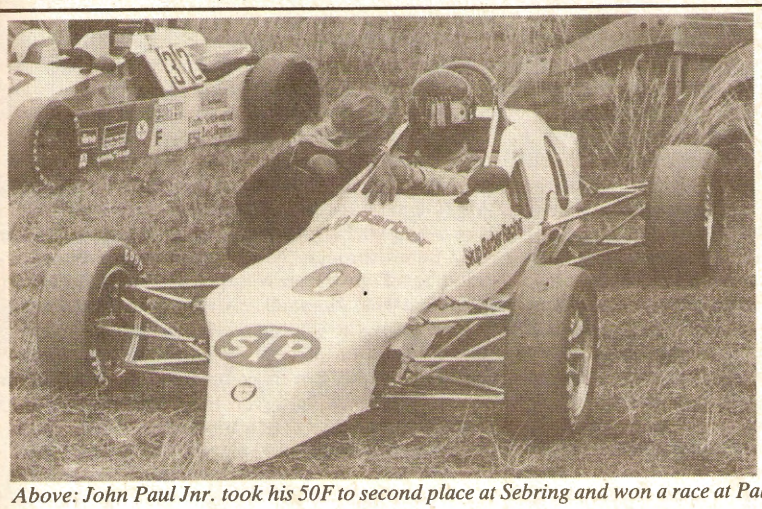
Andy Blank debuted his A-B Engineering March at Sebring.

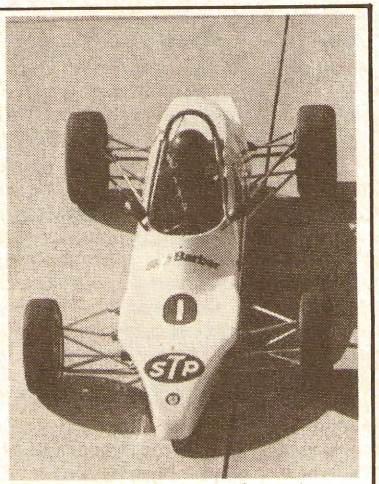
March sports cars gain popularity

Encouraged by national interest in the Sports 2000 category of late, Swiss March importer Markus Hotz has ordered a pair of 82S chassis from sole concessionaire Dave Benbow in Banbury. The DB Motorsport boss received confirmation of Hotz's first order during his recent visit to Florida — where he oversaw the running of Andy Blank's new March at Sebring — and a second car was requested on his return. Hotz is currently negotiating with sponsors in Switzerland and a further two Marches may soon be shipped out to the Continent.

Blank's Budweiser-liveried 82S was debuted at Sebring after a couple of shake down runs at the West Palm Beach circuit, the 25-year-old Miami driver impressing onlookers and competitors alike with his performance. Having finished third in the regional race on the airfield track, Blank went on to lead the following day's National counter, only for a couple of spins to drop him behind Rex Ramsey's Tiga. A third place at West Palm Beach last Sunday underlined the combination's competitiveness and Blank, now the East Coast March sports car dealer, is confident that a couple more 82S chassis will be running in the Florida region shortly. March West in Calfornia also have a pair of S2000 cars, one of which has been raced successfully by John Milledge.

The Prototype chassis which DB Motorsport ran in British events last year for such drivers as Gerry Witenden, Mike White, Rob Wilson, John Morrison and Alan Siderov has been sold to ASCAR competitor Kevin Barrett while Dutch-based Robert Harvey seems likely to run a two-car March sports car team in the Euroseries, possibly with Hans Ernst as second driver.





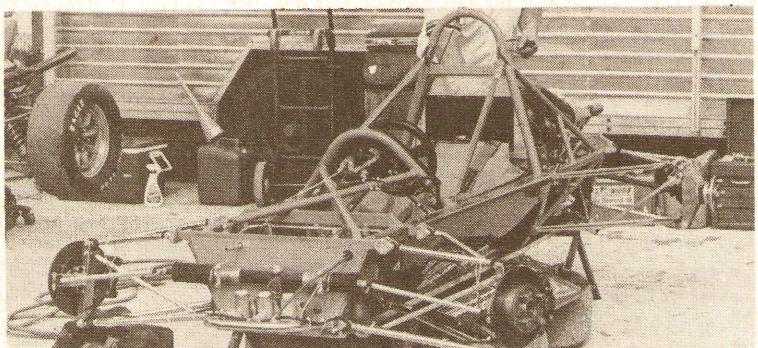
Above: John Paul Jnr. took his 50F to second place at Sebring and won a race at Palm Beach. Right: Sleek aerodynamics.

New Crosslé 50F

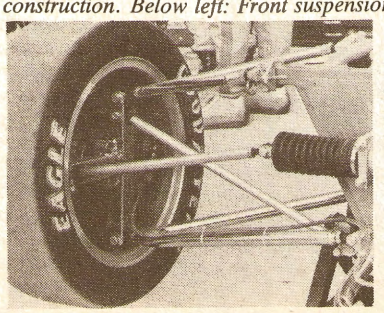
Skip Barber Racing are running a pair of brand new Crosslé 50F chassis in the American FF1600 championships for the talented John Paul Junior and John Andretti, Mike's cousin. The beautifully-presented machines from Northern Ireland are powered by Stimola engines and created a major impression on their race débuts at Sebring on January 9. The 50F design, from the pens of John Crosslé and Leslie Drysdale, incorporates inboard suspension all round, the spring/damper units being operated by an ingenious system of pull-bars running from the base of the dampers to the top of the uprights.

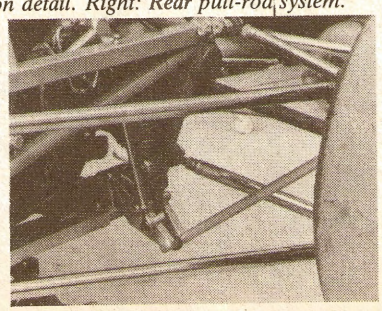
As with previous Crosslés, the new cars are designed to be very rigid and with driver safety at the top of the list of design criteria. The chassis is enclosed by a particularly neat set of glassfibre panels which give excellent penetration through the air. Air is ducted from the sides of the car to the mid-mounted radiators.

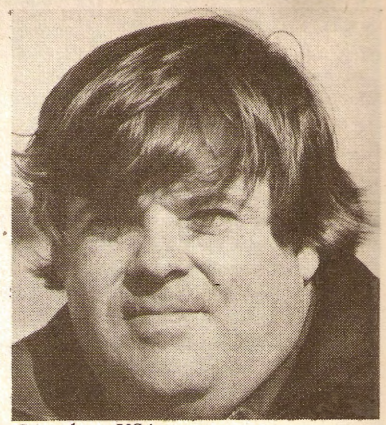
Andretti (his helmet bedecked in the familiar silver and red racing livery of the famous family) clawed his way to the front of the regional race only to be needlessly baulked by the early leader who had pitted and was a lap down. This delay dropped him to second place at the flag. Paul finished in a similar position the following day, trailing Mike Andretti's Lola across the line after a great scrap with Chip Ganassi's PRS. 'Junior' scored his first FF1600 victory of the season at West Palm Beach in Sunday's national counter.



Above: One of Skip Barber's Crosslés stripped for inspection, showing quality construction. Below left: Front suspension detail. Right: Rear pull-rod system.







Stimola — US importer.

PRS 82F in USA

Pro Racing Services shipped the first of their PRS 82F FF1600 chassis to Miami last Thursday where Joe Stimola's team picked it up for display at West Palm Beach over the weekend. Stimola, the American PRS distributor based at Locust Valley, Long Island, New York, had hoped to have the 1982 car prior to the previous week's Sebring season opener but problems created by the Christmas holiday period and the inclement British weather delayed its delivery somewhat. Steve Hollman of PRS accompanied the Hertfordshire-built car to Florida where testing was due to commence on Monday or Tuesday of this week, with rapid Formula Super Vee driver Chip Ganassi at the wheel.

Ganassi, who finished sixth in last year's Bosch Mini-Indy FSV championship, reverted to one of Stimola's immaculate PRS 81Fs at Sebring a fortnight ago, disputing second place throughout the national event with John Paul Junior's Crosslé. The new car is said to have turned a few heads at Palm Beach before it had even turned a wheel. Testing results are awaited with interest. The 82F has inboard front suspension with faired-in outboard units at the rear, a departure from traditional PRS practice.

German ISA-team

ISA Racing is a new Formula Ford team to be based in Germany this year led by local Formula Ford 'king' Peter Kroeber and British businessman David Heap, whose Word Processing Supplies company — International Systems & Applications Group — will be lending its name to the venture.

Twice former German FF1600 champion, Kroeber now acts as importer for both Van Diemen and Reynard racing cars as well as running a new motor racing school (see separate story). ISA Racing plan to run cars in the German and European Formula Ford 1600 Championships for Roman Krüger, who finished second in last year's national licence Trophy series, and Gerald Lachmeyer, who worked last year as chief mechanic for Kroeber's equipe.

In the Formula Ford 2000 category, ISA Racing also intend to run Henning Hagenbauer, who has recently set up a "Racing for Germany" — Club along identical lines to our own Racing for Britain scheme.

Endurance S2000 earns a reprieve?

The second edition of Val Adaway's interesting Sports Racing Drivers Club newsletter, distributed this week, contains heartening news for the many Sports 2000 competitors who are keen to support 'long distance' events for the cars this year. After a shaky start last year, when only four of the five rounds were run (including the 1000kms race at Brands Hatch) support picked up for the mini-endurance series which ran alongside the 12-round Derwent Television national 'sprint race series'. Against the wishes of the majority of entrants and drivers the major national championship had again been scheduled for 20 rounds this year, with no provision for the increasingly popular 200-milers but Brands Hatch has now agreed to host a token long distance race on June 27.

This event will take place only on the proviso that sufficient entries are received prior to the closing date so it is up to competitors to support this initiative. A poor entry will not only mean that the race is cancelled but also that endurance Sports 2000 racing has no future in Britain. Conversely a capacity entry and full turn-out would go a long way towards turning the tide for 1983. No details of the prize fund have been released to date but prospective entrants are urged to contact Val Adaway on (0933) 677705 to pledge their support as soon as possible.

Unfortunately the Donington Racing Club has been unable to find a slot in its calendar for a similar promotion this year but it would be good to see a short series re-established in 1983, especially if the Brands experiment is a success. An important meeting for all SRDC members will take place at the Silverstone Clubhouse this Saturday (January 23) at which long-distance racing is certain to be a major topic for discussion. The proceedings kick-off at 10.30am.



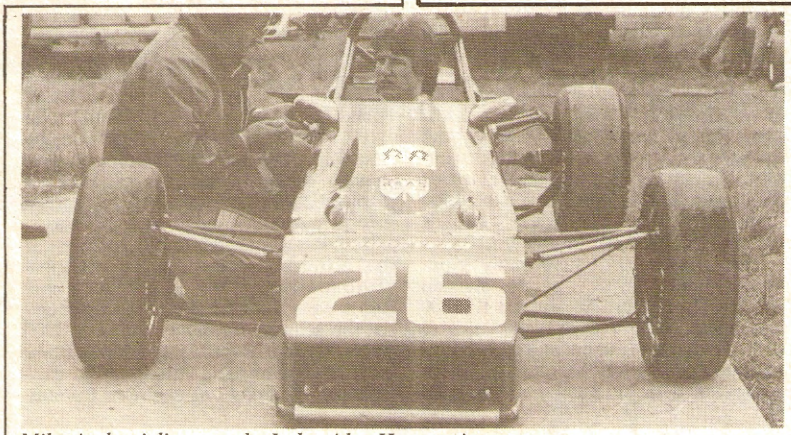
Germans Jorg van Ommen and Wolfgang Braun are due to run a pair of similar Zakspeed-prepared Group 2 Ford Escorts in this year's national championship both of them sponsored by Denim After-Shave. Ex-kartist van Ommen ran selected races last year for the Zakspeed team, while Braun used to be a regular contender in the German Renault 5 Cup until moving into the G5 series a couple of years ago with a GS Tuning BMW 320i.

Rick rapid in RP31M

Despite far from perfect track conditions at Snetterton last week, works Royale team leader Rick Morris set a shattering pace in the latest Bob Marston-designed RP31M FF1600 chassis. With snow flanking the Norfolk circuit — and Rick was running onto it at Riches, so slippery is the corner after its recent resurfacing — Rick was lapping consistently in the low 1m 12s bracket until he decided to alter the Bilstein damper settings and changing the front anti-roll bar. Immediately the Nelson-powered machine proved quicker, Morris ending a most rewarding day with a best of 1m 11.6s to his credit. Better weather should see this mark improved upon significantly and word has it that Van Diemen boss Ralph Firman was present for much of the session. His Van Diemens have lapped their home circuit fractionally quicker than Rick's best in the past but intense rivalry is a certainty this season.

Whyman's Chevrons

Rick Whyman Racing's excellent reputation for race preparation, particularly of machinery from the Chevron *marque,* has brought a lot of business to the Oldham concern over the winter months. Whyman himself and his partner C. Paul Howarth (a leading authority on the Bolton-built cars) currently have one of the pretty B8 coupes, the ex-Schenken B9 F3 car, a B15C plus B16 and B19 sports cars undergoing restoration and race preparation prior to the start of the season. Howarth's own B19 is currently nearing completion in readyness for an attack on the exciting Atlantic Computers GT series in the hands of former British Sports Car champion John Lepp. The two 1-litre F3 Chevrons will be seen in the recently announced Monoposto Club championship while further work is being carried out on George Hill's rally Chevette and Ian Giles's superb Lola T212.



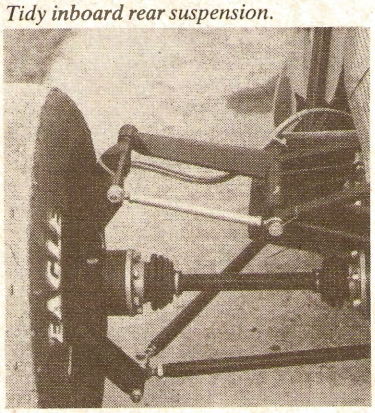
Mike Andretti discusses the Lola with a Haas engineer.

Andretti's winner

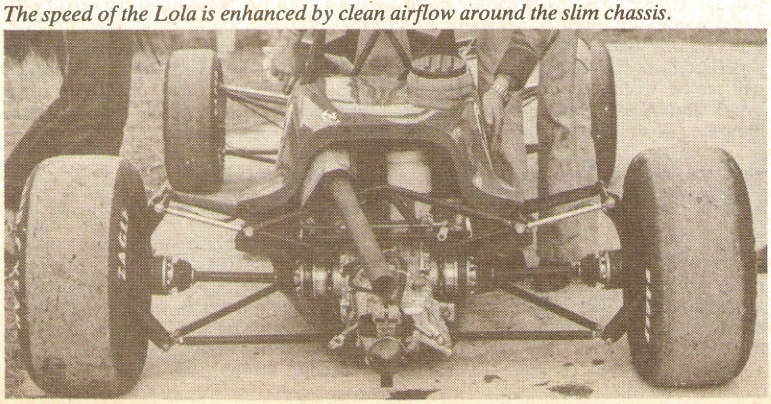
Lola Cars' 'high technology' T640 FF1600 chassis has shown startling pace at the Florida Winter vacation meetings which have opened the American racing season this month. The prototype machine, run by Carl Haas for Mike Andretti, was quick 'straight from the box' at Sebring, Mario's gifted son storming to victory in the national grade event in the face of stiff opposition. Mike's winning ways continued at West Palm Beach last weekend, the red Mil Ovan International-backed car outpacing the likes of John Paul Junior, Bob Lobenburg and Chip Ganassi in the Pro-series race. Engine problems in the national race prevented young Andretti's hat-trick.

The purposeful-looking Lola is very quick in a straight line, inboard spring/damper units contributing to a clean airflow round the chassis while the Goodyear Eagle slicks afford exemplary traction. One of Joe Stimola's quick engines — the ex-Dave Weitzenhof national championship winner — was fitted to the Lola at Sebring. We can guarantee that you will be hearing a lot more of Mike Andretti in years to come.

Tidy inboard rear suspension.



The speed of the Lola is enhanced by clean airflow around the slim chassis.



Reynards for export

Reynard Racing Cars completed their 100th chassis early last week, one of two FF82 models to be delivered to their Canadian agent, John Powell Motorsports Inc, prior to the meeting at West Palm Beach in Florida on Sunday. Powell, who also runs a fleet of Lola T540s at his racing school, has a third Reynard FF1600 car on order, for March delivery.

Britons Mick Penfold and Richard Martin have also set up a Reynard dealership Stateside, to be based in the Riverside area of California. Penfold, well known for his clubmans and FF2000 fabrication, and former hi-fi dealer Martin (who raced the Sansui Delta in FF2000 last year) are to import no fewer than 10 FF82s initially, in association with their British export house, Stopcraft Ltd.

On the home front Reynard Sales Manager Ivor Deacon reports that a new FF1600 car has been sold to Howard Lester, replacing his Crossle 32F, and that West Countryman Geoff Janes has bought Simon Kirkby's successful SF81 FF2000 chassis.

First L&S rallycross

The new British Rallycross season begins in earnest on Sunday, January 31 with the opening round of the Lloyds & Scottish Rallycross Championship to be held on the exciting and challenging new circuit at Brands Hatch.

Following the cancellation of the planned meeting on December 27 last, due to thick snow, this will be the inaugural event for the new track and it is therefore fitting that an excellent entry has been received by the organisers, the British Rallycross Drivers Association. Reigning British champion Keith Ripp heads the up to 1600cc category with his Corbeau Seats/*Hot Car* Ford Fiesta, while former champions Trevor Hopkins (Hepolite Glacier Fiesta) and Trevor Reeves (Dove Group/BL Mini Metro) are also amongst the capacity field along with such luminaries as Graham Hathaway (British Telecom Escort), John Greasley (Porsche Turbo), Will Gollop (Saab Turbo), Tony Drummond (Escort) and Graham Strugnell (Mini).

MG Midget series expands . . .

Over the past couple of seasons the MGCC'S Midget racing championship has gone from strength to strength under the guidance of its originator Larry Quinn who put together the first series in 1977 having raced his own road-going machine for several seasons. A 10 event series was promoted initially with sponsorship prohibited in the road car class and additional points on offer for competitors driving their race cars to the circuits. A class was also included for sponsored modified cars, Quinn realising that these would form the hard-core of championship contenders and provide close spectacular racing at circuits around the country.

This system has worked very well and few people who witnessed the antics of champion Dave Sheppard, Keith Ashby and Steve Everitt last year could have come away unimpressed by the racing. The championship finale at Mallory Park almost resulted in a four-way tie over 'road going' honours too, so highly competitive low budget racing can be enjoyed by all MG enthusiasts. The organisers are endeavouring to promote their series to a wider audience this season, thus continuing the trend of excellent competition in the category.

Two classes will again be run, for standard and modified Midgets, with points available on a 6-5-4-3-2 basis to the first five finishers in each division at every round. All additional finishers receive a point, as do those setting the fastest race lap and competitors who drive their MG to and from the meeting. The best 12 from 15 from results will count towards each driver's final tally.

Fixtures for the 1982 MGCC MG Midget championship are:

Apr 11, Donington; Apr 25, Cadwell Park; May 3, Castle Combe; May 16, Snetterton; May 29, Silverstone; May 31, Brands Hatch; Jun 13, Snetterton; Jun 27, Silverstone; Jul 10, Oulton Park; Aug 1, Brands Hatch; Aug 8, Mallory Park; Aug 30, Thruxton; Sep 5, Donington; Sep 12, Brands Hatch and Sep 18, Donington.

. . . more MGBs too!

Racing and sprint/hillclimb championships for MGB derivatives will continue next year with competitor Barry Sidery-Smith in charge of the schedules. Sponsors are presently being sought for both series for which regulations have just become available. Competitors with MGB/C/GT V8s who wish to have a crack at David Franklin's crown should send a large SAE to Sidery-Smith at 41 Grasmere Way, Old Byfleet, Weybridge, Surrey for a copy of the regulations. The standard of competition on the circuits last year was again high in this friendly category.

The 1982 MGCC MGB/C/GT/V8 fixtures are as follows:

Racing: Apr 4, Donington; Apr 25, Brands Hatch; May 3, Castle Combe; May 29, Silverstone; Jun 6, Mallory Park; Jun 26, Oulton Park; Jul 11, Snetterton; Aug 1, Snetterton; Aug 30, Thruxton; Sep 12, Brands Hatch; Sep 19, Donington; Sep 26, Cadwell Park and Oct 10, Brands, Hatch.

Sprint/Hillclimb: Apr 4, Curborough; May 3, Scammonden; May 8, Knockhill; May 15, Harewood; July 17, Oulton Park; Jul 24, Goodwood; Aug 15, Curborough; Sep 18, Wiscombe and Oct 3, Baitings Dam.



John Blennerhassett clinched the LCAMC sprint series with his smart Capri.

Capri defeats 240Z

The 1981 LCAMC Autolec Sprint Championship produced the closest finish in it's history with the battle for the overall trophy being resolved only after a tie breaker. This resulted in John Blennerhassett's immaculate Panasonic Business Equipment Capri being declared overall champion and John Istead, in his Ancaster Garages Datsun 240Z (already holder of the BARC and ACSMC titles), runner-up. The championship was decided only on the last of the 21 qualifying rounds which included such venues as Snetterton, Brands Hatch, Lydden, and Goodwood.

The classes also saw many close battles, with the Production division going to Keith Jarman and his RS2000 just ahead of Steve Pattinson's Golf GTI. Richard Williamson and his Williamson Printing RS2000 took the Road-going class with Jon Songer and his Elan just pipping Terry Brown's pretty Lenham on another tie decider in the Modified class. The Sports Racing category was dominated by John Piper in his Nomad.

Blennerhassett's 2-litre Capri was sponsored jointly throughout the year by Panasonic Business Equipment and their London area Computer distributors, APT Computer Systems. Mechanically, the Capri proved very reliable all year having been prepared by Mercury Motors, Twickenham. Tyres were a problem for all Roadgoing competitors. Pirelli P7s were used for most of the year but proved extremely expensive. Global Tyre Marketing, distributors for Fulda tyres, eased the situation towards the end of the season, supplying Fulda Y-2000 tyres. Italian motor racing fanatic, Franco Langella of Spaghetti Junction Restaurant, Teddington, also lent his support.



Antonia Loysen is graduating to more modern machinery in 1982.

From one extreme . . .

Traction avant enthusiast Antonia Loysen who, for the past couple of seasons, has had a great deal of fun on the circuits in a rare Citröen Light 12, is graduating into FF1600 this year with the Royale RP26 which gave RAC Hillclimb champion his grounding on the circuits a few months back. Antonia is putting together an ambitious programme which will see her compete in the Donington, P&O and RAC championships if finances allow. Having borrowed the money to buy the smart Royale and a van from Race Car Services she is desperately trying to find a little backing to cover running costs.

Last year Antonia won the BWRDC Jean Denton Newcomers Award with the classic saloon car and finished runner-up in the Helen Spence Trophy competition and fifth in the Goodwin Trophy rankings. She runs Two Horse Hire, a company which rents Citröen 2CVs in London.

Kroeber's school

A new racing school has been set up in Germany by experienced FF competitor Peter Kroeber. To be run under the ISA Racing banner, the school differs from other such establishments by using a modified Lotus 7 for basic tranining (!) and pupils will only graduate to driving one of his FF1600 cars after proving that they can capably handle the Lotus. A former Jim Russell School Instructor, Kroeber is well-qualified for his venture and his lessons will be conducted at both the Nurburgring and Hockenheim short circuits. Prospective pupils can contact Kroeber through ISA Racing GmbH, Kirchfeldstrasse 71, 4000 Dusseldorf.

Briefly . . .

● The successful Pace Petroleum-supported BARC Sprint Championship will again take place this year along similar lines to those in recent seasons. There will be a total of 13 rounds taking place as follows: Mar 28, Goodwood; Apr 17, Oulton Park; May 22, Lydden Hill; Jun 05, New Brighton; June 27, St Athan; Jul 04, Goodwood; Jul 17, Oulton Park; Aug 08, Goodwood; Nov 14, Snetterton.

● The Yorkshire Centre of the BARC have completed satisfactory negotiations for the purchase of Harewood and have managed to safe-guard the future of hill-climbing at the popular venue at least for the 1982 season. As originally scheduled, therefore, the Shell-supported Harewood Hill Climb Championship will take place.



Bill Cannon — S2000 Chevron.

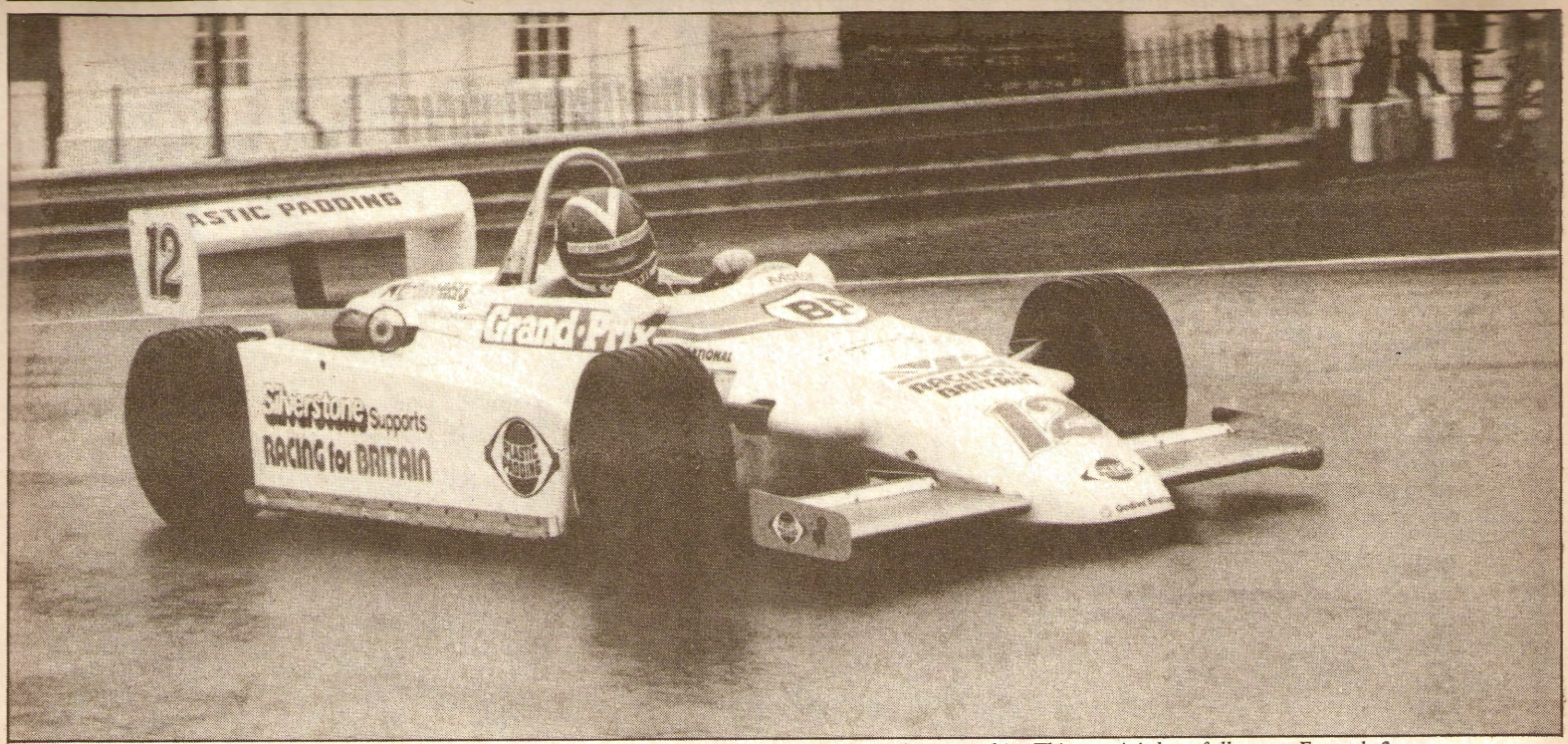
● Transatlantic Racing Services, the Atlanta-based organisation which imports Chevron Sports 2000 cars into the United States, did a fine job in repairing the cars of Bill Cannon and Jim Brown in the week between Sebring and West Palm Beach. Brown's machine, actually the first B54 model, was badly damaged in an incident with a Formula Atlantic March during practice at Sebring while Cannon's version hit a bank during the National race. Bill finished a workmanlike fifth at Palm Beach, behind Reggie Smith's Tiga. Completely new bodywork is expected for both cars — and the third due out shortly — sometime next month.

● Joachim Winkelhock, brother of ATS Grand Prix team driver Manfred, will compete in Formula Ford 1600 this year with a new Van Diemen RF82 to be run for him by experienced team manager and racer Bertram Schafer.

● Former Jim Russell International Racing Drivers School FF1600 team member John Mayston-Taylor will join the fledgling BRP Ltd Formula Ford team (see *Sports Extra,* Jan 14) this year to run alongside team leader Andy Wallace in a new Van Diemen RF82.

● Geoff Page, from Maldon, Essex, who has shown good form around the karting scene in recent years, is to turn his hand to Formula Ford 1600 racing this year. He will compete in the BRSCC's Pre '74 Championship with an Elden Mk10C.

● Caithness Car Club inform us that their activitiesfor the forthcoming season will be supported by BP Oil Ltd and William Dunnet & Co Ltd (Wick and Thurso). The club will be running a selection of autocross, autotest, hill-climb, sprint and road rally events during 1982 and interested competitors are invited to contact Press Secretary Joe Dinwoodie at 14 Henderson Square, Watten, Caithness (tel: Watten 621) for further details.



Undoubted star of the scheme last year was Jonathan Palmer who walked the Marlboro Formula 3 Championship. This year it is hopefully on to Formula 2.

The first year

The Racing for Britain scheme is one year old. MARK HUGHES reports on its success to date and looks forward to another year of the scheme helping Britain's future champions.

It would be fair to say that a great many people were proved wrong in 1981. The launch of the Racing for Britain scheme to finance up-and-coming British drivers drew scepticism from those who thought that the British public would never respond to the idea of a motor racing 'charity', and from those who thought that the three enterprising individuals who had started it were in it only to line their own pockets before skipping off to Brazil . . .

The first year of Racing for Britain did not match either of those pessimistic opinions. The founders of the scheme — Steve Sydenham, Richard Morgan and Rojer Finch — are still in this country and show no signs of disappearing underground. In fact, they are at this very moment working flat out to make Racing for Britain an even bigger success in 1982. And the response from the public was such that generous backing could be given in 1981 to Marlboro British Formula 3 Champion Jonathan Palmer and David Leslie.

The story of how Jonathan Palmer won that Formula 3 Championship is now well-known, for he dominated the season to win the title convincingly with seven wins from 20 races. Racing for Britain's role in that success was substantial, for the scheme contributed £500 per race — a significant proportion of running costs — for the last 14 events of the season, added to which was a further £1000 per race for the last five contributed by Silverstone through Racing for Britain.

"I was absolutely delighted to be chosen as one of the recipients," explained Palmer. "Racing for Britain and Silverstone provided virtually a quarter of my budget, and together they were my biggest sponsor after West Surrey Engineering. I'm sure people were wary at first of putting in money, but the campaign's success has given it all the credibility it needs, and I'm certain it will do even better in 1982."

While Jonathan was doing so well in terms of results that he would probably have completed his season somehow, even if it meant taking out even bigger loans, David Leslie's financial circumstances were even more strained: "To me, the help was absolutely invaluable'" explained the Scot, "because without Racing for Britain I would have stopped competing in July. It was only because of the generosity of the public backing the scheme that I was able to carry on. Apart from that, they tried to get me some extra sponsorship, with quite a lot of success, and when I got disheartened they lifted me up with lots of encouragement. Without them I would have got no further than the middle of the season."

In fact, the scheme's help may continue this year, for David is hopeful that he may be driving in the United States thanks to an approach made through Racing for Britain.

In addition to these two, £250 each was also given to three young drivers who competed in the Brands Hatch Formula Ford Festival: these were Andrew Gilbert-Scott (who later collected the third Grovewood Award), Julian Bailey and Dave Coyne.

Looking back on the first year, how does the man who first inspired the scheme, Steve Sydenham, rate its success? "We think it did tremendously well, and it is quite clear that it filled a vital role in motor racing. Our only disappointment was that so few people from the racing fraternity, particularly from the Formula Ford ranks, joined. On the other hand, most of the nominees for whom people were asked to vote at the beginning of the year were tremendous in their enthusiasm. I think I really must single out Tim Lee-Davey, who persuaded dozens of people to join even after the voting had closed and he knew that he did not stand to benefit."

The end of term report for Racing for Britain shows how well they did: just over 1500 people paid £7.50 each to join, and 81 companies contributed at least £100 each. After the modest expenses of the organisers for getting to and from meetings and paying all the telephone and postage costs necessary to chase up support, a healthy sum of £28,000 was left to distribute among drivers. The way it was handed out, however, was very carefully scrutinised.

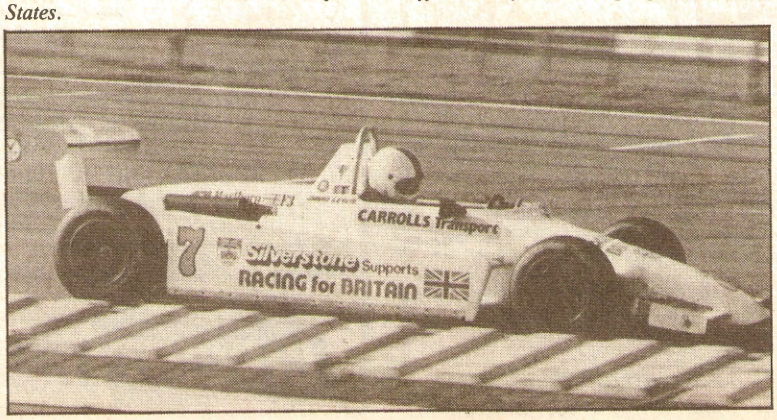
"I would like to stress," says Sydenham, "that we never intended to give drivers money that they did not require simply because they were selected by the voters. If a driver has a major sponsor, we expect him to be honest with us and tell us exactly what he requires to top up his budget. Our intention is to allow British drivers to prove their worth on equal terms, not to drive around in flashy road cars or have good holidays at our expense."

For the future the organisers hope that the incentives of discounts and offers will help draw even more members in 1982, and especially hope that more racing drivers will join . . . after all 10 per cent off track insurance makes the cost of joining a real bargain.

They hope that their hard work — all three of them have worked at least 30 hours each week for the last year — will continue to be worthwhile, and that they can go from strength to strength. They are already exploring new promotional possibilities for this year, and have reached the conclusion that some kind of promotional unit, like a motor home or a large van, is essential to avoid the extra cost of hiring vans. Someone who could provide such a vehicle free of charge for the year would be one of the scheme's greatest benefactors.

So, the message is this: Racing for Britain is going to take off in an even bigger way in 1982, and the launch in two weeks' time will start the ball rolling again.

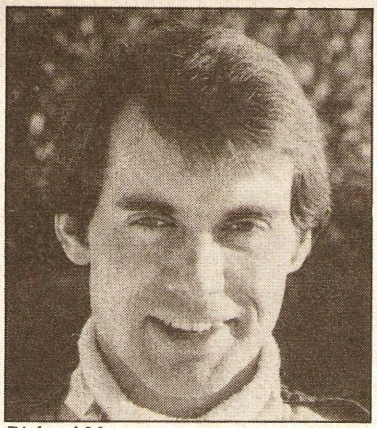
David Leslie also received assistance for his F3 effort. This year he is hoping to race in the States.



Turning a dream into the scheme



Steve Sydenham



Richard Morgan



Rojer Finch

Steve Sydenham

Having reached the age of 31 before seeing his first motor race, Steve Sydenham must be considered something of a late developer! He didn't become interested until he emigrated to New Zealand and bought a house near Pukekohe . . . and one day the sound of racing cars caught his imagination. His interest grew when he returned to this country in 1976, but without any involvement in the sport he always felt that a vital element was missing for him. A story in AUTOSPORT about one particular struggling Formula 3 driver caught his imagination, and inspired him, without meeting this gentleman, to write on his behalf in search of sponsorship. There was little luck with these early efforts, so Steve helped out with the fledgling Anson team for a couple of years, coming into contact with their driver, Richard Morgan.

Steve's ideas, however, really began to take off if 1979, when Morgan had returned to Formula Ford with a Crosslé after several years spent struggling to find sufficient backing for higher categories. When a heavy shunt at Brands Hatch looked like forcing Morgan out for good through lack of finance, Sydenham thought out his novel scheme: "I thought it was ridiculous that Richard, after his track record in previous years, might be forced to stop racing completely because of lack of money. I tried to raise some cash by getting some of my colleagues at Heathrow to chip in £1 per week in return for seeing their names on the side of Richard's car."

The idea was quite a success. A total of £2000 enabled Morgan to meet his running costs for 10 more races, which saw two wins and fifth place in the Formula Ford Festival at the end of the year. Altogether, two companies — Drury Powder and Forwardair (Sydenham's employer) — and 63 individuals contributed to the scheme. Many of these were not enthusiasts, but became interested in motor racing as a result of this infectious idea.

Richard was looking to the British F1 or F3 Championships for the following season, so it was decided that the venture should be put into another team. Two of Steve's friends from New Zealand — Brett Mudgway and Keith Sharp — came to race in Britain, and in 1980 the same scheme, this time supported by 93 individuals and 10 companies, contributed £4500 to their costs. Both drivers had seven races in hired cars before the cash ran out.

Sydenham was anxious to support British drivers, and for 1981 proposed that the scheme should be expanded to operate on a national basis and support Richard Morgan in F3. The fact that Morgan was thinking of retiring, and reckoned that younger British drivers should be backed, caused the germination of the Racing for Britain scheme.

Richard Morgan

Twenty-eight year old Richard Morgan's earliest racing memories are of being dragged in his pram by his enthusiastic parents! Racing was in the family: his father competed a Jaguar XK140 in the Fifties and brother David has been driving for many years, and last year raced a Colt Lancer in the Tricentrol British Saloon Car Championship.

Richard's debut came at the age of 18 in 1972 when he bought a Formula Ford Lotus 61, which took him to five race wins in his first season. In the following year he switched to a Ray 73F and won nine races — by this time he was beginning to be noticed as a bright hope for the future. His outstanding season in the Formula Ford, however, came in 1974; he wrote off the Ray early in the year, but then came good with successively a Royale RP16 and a Crosslé 25F, winning an incredible 33 races in the season. That total has never been beaten in Britain, although Trevor van Rooyen equalled it in 1977.

Victory in the Festival and the second Grovewood Award — Alan Jones took the third Award! — were other highlights in an amazing season.

Moving up to Formula Atlantic in 1975, he won support from Tom Wheatcroft, who provided a Chevron before his own car was ready. It was a moderately successful season, Morgan winning three races despite missing many meetings, but before the year was out he had been replaced in the team by Brian Henton. Late in the year came the offer which might have been the biggest break in his career: Lotus gave him the chance of F1 drives alongside Ronnie Peterson in the Austrian and Italian Grands Prix. It seemed the chance of a lifetime, but Morgan felt that without the opportunity to do any testing before official practice he would be out of his depth. Although at the time his decision was interpreted as a showing a lack of ambition, he feels that at the time he was right.

Unfortunately, that proved to be the height of his career. After that he struggled for two years, missing out completely in 1976 and doing just one race with the new Anson equipe in 1977 in F3. Six races with a March 773 in 1978 also brought little success . . . and two accidents. During the winter following that season, he continued the struggle of finding money for F3, when a tempting offer of an engine from David Minister and a chassis from Crosslé took him back to his roots . . . to Formula Ford.

It was at this stage that Steve Sydenham, whom Morgan had met while with Anson two years previously, put forward his idea of the £1 per week contributions scheme, and that's what kept the season going when funds ran short. That was really Morgan's last fling with racing, for plans to enter the Aurora F1 Championship never got off the ground. Thereafter, he put his time in between working for a computer company into making the Racing for Britain scheme work.

Rojer Finch

Now aged 35, Rojer Finch has also raced in the past, but started his practical interest in racing as mechanic to David Morgan, who was then in saloon racing with a Mini. Rojer took to the wheel himself in 1971, and did three years of Formula Ford.

"I didn't win anything," he says, "but I had a marvellous time. I don't think that I was actually that bad, as I was often in the top ten."

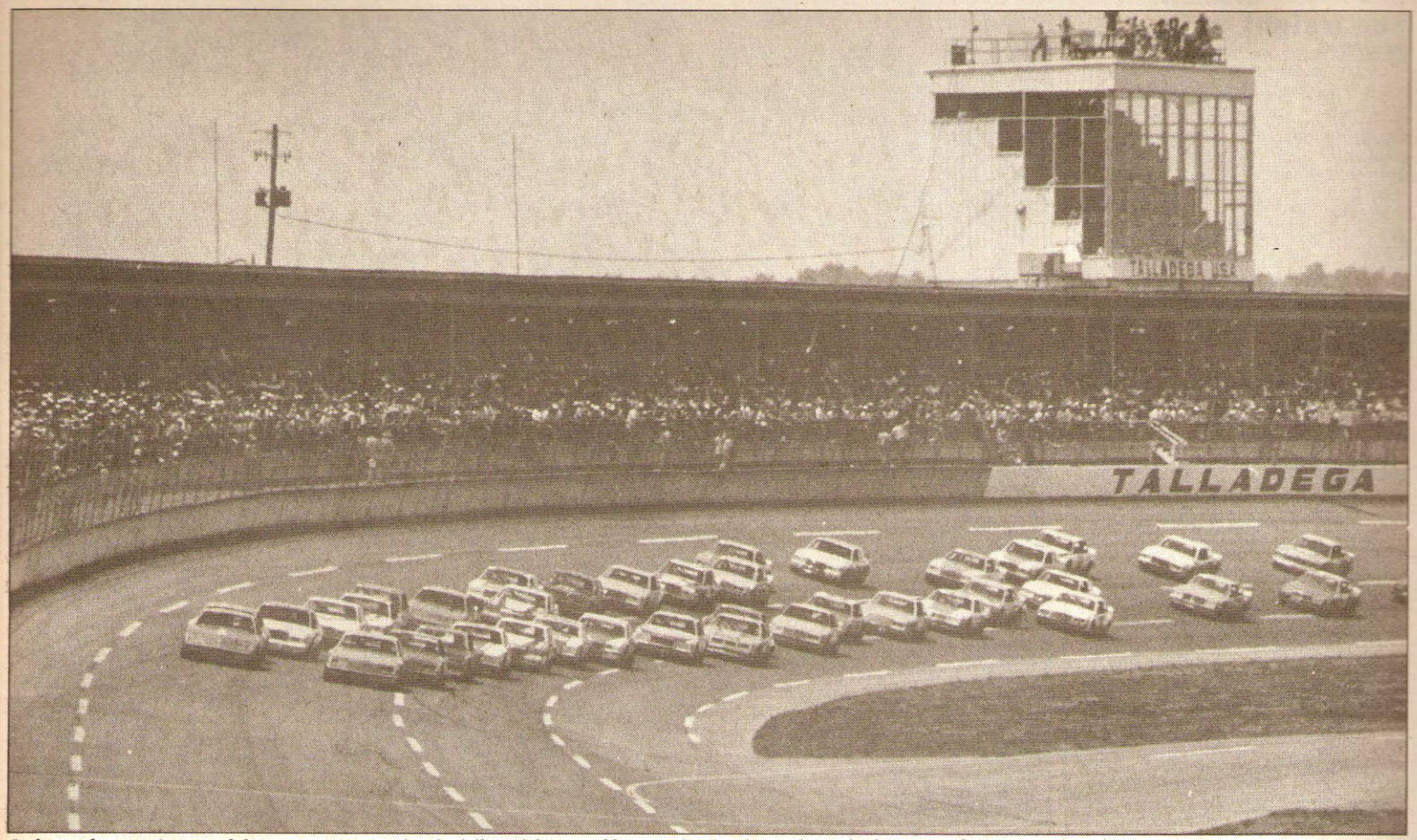
In that first year he raced an Alexis acquired from David Morgan, but in the following year he thought he would be moving on to better machinery by purchasing two of the very light Formula Ford Mirage chassis built by John Wyer. Thanks to inadequate engines, these promising cars were never as good as Finch expected, even after he landed a major coup for 1973 by attracting sponsorship from Wella, who later went on to back Ted Wentz. After writing off the car that year, Finch decided to knock the whole venture on the head.

After this, his involvement in racing moved into management, and it was in 1979, when Rojer was running Richard Morgan's Formula Ford Crosslé, that his path first crossed with Steve Sydenham's. The connection there was made again at the beginning of 1981, when Sydenham was trying to get Racing for Britain off the ground, with Rojer being recruited to help with the running of the scheme.

In now means something approaching 40 hours of work per week, but fortunately relatively free hours in the business of film production and special effects allow Rojer some time during the day to promote the scheme: "Being involved is very good for me. I would only be in the pubs otherwise, and the money I save I spend on the scheme."

Waiting for the crowds to roll in to the Racing for Britain stand at the BMRMC Racing Car Show in Milton Keynes last November.





In front of a capacity crowd the awe-inspiring sight of a full NASCAR grid lines up for the charge down the front straight.

The freight train

Darrell Waltrip joined Junior Johnson's Buick-equipped team to take his first Grand National Championship. GORDON KIRBY reviews another NASCAR year in which the freight train just kept getting bigger.

Richard Petty has been the patriarchal sage of Grand National stock car racing for a long time. The past year marked Petty's 24th season on America's leading stock car circuit, and by the end of the 31-race NASCAR-sanctioned championship he had stretched his record to include 195 wins (three this year) from 868 starts. Although he finished no better than eighth in the 1981 point standings, the moustachioed, cee-gar smoking, sunglasses-wearing driver of the number 43 STP-coloured stock car continues as one of the dozen or so possible winners at most races — this time with son Kyle running his first complete, season alongside his dad — and there is no question that as a box office draw King Richard's image easily overpowers anything projected by the "stars" of Grand Prix racing.



Richard Petty (Buick) dives inside Ricky Rudd (Oldsmobile) on the banking.

"It amazes me," he points out, "the letters I get all the time from the most amazin' places—all over Europe, Japan, ever'where. I havta have a woman down there at the college back home workin' almost fulltime translatin' 'em for me!

"You know," Petty goes on, "stock car racin' is better 'n ever these days. We may be only a regional show as far as where we race, but we're as big an international draw as any kind of racin' — Grand Prix racin' included — when it comes to television and thangs like that."

The packed, wheel-to-wheel fields of Grand National racing make for superb television, of course, and with Winston cigarettes continuing as the series sponsor for the eleventh year and attendance figures climbing steadily, NASCAR continues to thrive.

"After 25 years," adds Petty, "you'd think a fella could just sit back, do his thing and watch all the others kinda easylike, you know? But, boy, you gotta be learnin' all the time instead. Used to be people like the Wood Bros and us could go back to what we knew from some other experience we'd had and beat every body else pretty consistently, but it ain't like that anymore.

"Boy I tell ya," he brandishes his cigar and flashes that famous grin, "that freight train at the front just keeps gettin' bigger all the time!"

Waltrip vs Allison

The man who was able to control the past year's Grand National freight train more effectively than anyone else was Darrell Waltrip, who joined Junior Johnson's team at the end of 1980, and won his first Grand National title in convincing style after a hard late-season battle with Bobby Allison. It took a few races for Waltrip and Johnson to find their form, but when they did they were menacingly fast, winning 12 races, 11 pole positions and leading almost 25 per cent of the season's 10,417 laps (12,049 miles).

Allison came as close as he's ever come to winning the Grand National title, finishing second for the fourth time in his long career and leading the point standings for much of the season. Defending champion Dale Earnhardt had a rough year after his team disintegrated following a financial take-over. Earnhardt failed to win a single race and finished a comparatively lowly seventh in the points which was at least better than Petty. The King's cars were abnormally unreliable in 1981, so that he finished as far down the point standings as he has in all his years on the Grand National circuit. Revelation of the season was Harry Gant, a veteran of the Late Model Sportsman ranks, moved into Grand National racing on a regular basis in 1979 and got his big chance early this year with a seat in a Burt Reynolds/Hal Needham-backed car. Although he failed to win a race, Gant was very competitive and wound up third in the point standings. Other experienced newcomers to Grand National racing to do well included Rookies Ron Bouchard and Morgan Shepherd, the former having built a strong reputation in the Modified ranks of New England and the northeast, and the latter coming out of a long apprenticeship in NASCAR's heart-of-Dixie Late Model Sportsmen ranks. ▶

The freight train
continued

The 1981 season was the first of NASCAR's attempts to 'downsize' Grand National cars in anticipation of a wholesale change to the much smaller, front wheel-drive-style cars which the American manufacturers are beginning to produce. The big change won't come until at least 1985 and, in fact, after much discussion, the 1981 rule changes were relatively minor, affecting only wheelbase (down by five ins to 110ins) and track dimensons (down by a couple of inches to approximately 61ins depending on car model type).

There had been a lot of talk about going to smaller engines and wheel sizes, and also reducing the minimum weight, but in the end the cars remained largely the same with 5.8 litre V8 engines, 8.25ins × 15ins wheels, 22 US gallon fuel tanks and a minimum weight of 3,700lbs. The shortened wheel bases and narrowed tracks resulted in smaller frontal areas and much shorter tails and these changes caused a lot of chassis and aerodynamic problems — particularly while running in the 'draft' — at the first few races of the new season.

It wasn't long before the cars were sorted out, however, although not without a politically-coloured controversy involving the Pontiac Grand Le Mans bodyshape used by the Ranier team and driver Bobby Allison. The only driver to have a Grand Le Mans at his disposal when all the new cars and teams assembled at Daytona in February, Allison immediately set the pace and after finishing second to Petty in the race he found his car hobbled by a series of restrictions on its spoiler size. After a few races and some harshly-delivered ill-feeling toward NASCAR, Allison and the Ranier outfit switched to the Buick Regal bodyshape used by most other General Motors-equipped teams . . .

Indeed, Chevy-powered cars, clothed in either Buick Regal, Pontiac Grand Prix, Chevrolet Monte Carlo or Oldsmobile Cutlass sheet metal, continued to comprise ninety per cent of the fields, as they have for the past six or seven years. The few Ford-equipped teams used Thunderbird bodyshapes while Chrysler products all but vanished from the Grand National scene.

Darrell Waltrip's chance to join Junior Johnson's team came at a critical time in his controversial career. He had shown all the skills necessary to win the championship for some years, and the prospect of his coming under the influence of car owner Johnson's aggressive but cagey style made for a powerful-looking combination.

In the early races of the season Johnson's team gave away some points by testing a series of different chassis configurations, but it wasn't long before they settled on a basic combination. Thereafter Waltrip and the Mountain Dew-sponsored Buick were always right on the pace as the naturally-gifted and hard-charging Kentuckian pushed himself to a daunting series of wins.

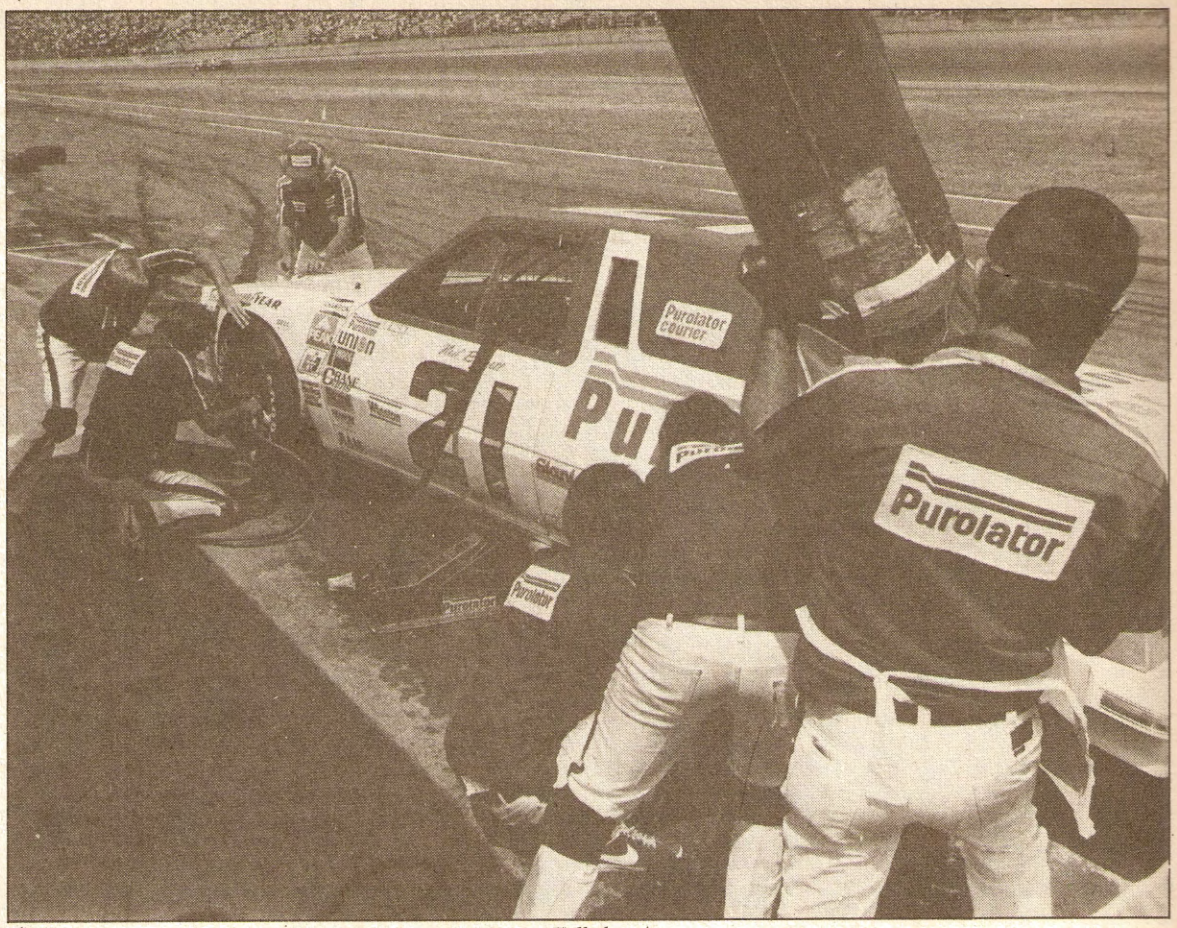
Over the last half of the season Waltrip launched a fierce attack on Allison who built a comfortable point lead during the first dozen or so races. So strong was Waltrip's charge that in 12 of the last 14 races he finished either first or second, and during September and October there was a four-week period when he won four races on the trot, all of them from pole position! Johnson's cars have won 77 races and four titles in the past 10 years, and with Waltrip now firmly rooted in his cockpit the old moonshine runner's remarkable level of Grand National success shows every sign of continuing.

For his team's fourth year on the Grand National circuit, coal mining baron Harry Ranier hired 43-year-old Bobby Allison to replace Buddy Baker, who had set some superspeedway records with Ranier's cars in 1979 and '80. With the experienced and knowledgable Allison carrying his eternal search for the championship to Ranier's ambitious team, things were bound to get interesting, and, indeed, after winning the first race of the season at Riverside in a 1980-spec Chevrolet, Allison and the team arrived at Daytona with a unique Pontiac Grand Le Mans.

The car's legality was disputed by many of the leading teams and after qualifying on the pole and finishing second to Petty in the classic Florida 500-miler, Allison and the Pontiac fell foul of NASCAR's technical men. For a few months they argued with NASCAR over the massive spoiler the car was forced to use but they finally got the message and produced a Buick like most other frontrunners.

Through all this Allison steadily increased his point lead, running one race in a rented car after crashing the Pontiac in practice, but otherwise looking more and more like a shoe-in for the championship. But then Waltrip suddenly found both reliability and form enough to squeeze by a breathless Allison in the closing stages of the season. Allison won five races and took seven second place results — a good enough season by most accounts. Toward the end of the year it became clear that Allison was very much at odds with Ranier, and would leave the team — which he has subsequently done, joining the DiGard outfit.

Third in the point standings was Harry Gant, a 41-year-old veteran of the Late ▶



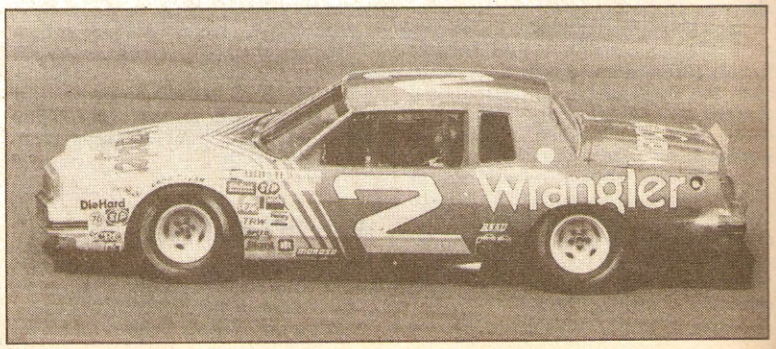
The Puolator crew attend to Neil Bonnett during a pit stop at Talledega.



Buicks at Daytona (above) Jody Ridley, (below) Benny Parsons.



1980 champion Dale Earnhardt did not have so much success this year.



1981: the year of the Rookie

In the annals of The Southland they called 1979 'The Year of The Rookie'. The Winston Cup scene, worrying over who would ascend to assume the mantle that would some day be relinquished by the undeniably ageing (though not slowing) Petty, Pearson, Allison, Yarborough, *et al*, suddenly had a plethora of young upstarts not content to learn at a respectable distance from their elders. Today their names seem so familiar it's hard to believe they were unknowns in '79: Dale Earnhart, Harry Gant, Terry LaBonte, and Joe Millikan all burst on the scene that year, and just kept going towards the top. The 1979 season was The Year of the Rookie.

Until 1981. Underscoring NASCAR's expanding sphere of influence, they came from diverse backgrounds and geographic origins to contest the Winston Cup and pursue the Champion Spark Plug Rookie Challenge. From California came road-racing star Elliot Forbes-Robinson and movie stunt man/rocket car pilot Stan Barrett. Indy rookie flash Tim Richmond headed for the high banks under the tutelage of Buddy Baker. Ron Bouchard joined the series after the fifth race, replacing Harry Gant in the Race Hill Farms car. Bouchard spent years racing 'modifieds' (short track cars with big V8 engines and vestigial bodywork) in New England before getting his shot at the big time. And there were the South's favourite sons, led by 1980 Late Model Sportsman National Champ Morgan Shepherd, and Mike Alexander, a young protege of Darrell Waltrip.

The rookie battle started off in low key fashion with EFR as top novice at Riverside's road circuit and Barrett with honors at Daytona through persistence. At Richmond there was a new force to be reckoned with. Morgan Shepherd, in his first GN, put the Cliff Stewart Pontiac on the pole, and proved it was no fluke by coming home fourth. Shepherd had vast short track experience, enhanced by the new downsized Winston Cup cars which were virtually identical under the sheet metal to the Late Model Sportsman car he had run for years. Richmond was just the beginning for Shepherd. He totally dominated the rookies in the Winston Cup first (10 race) leg, with five top 10 finishes, including an outright victory at Martinsville. It looked like Shepherd was on his way to total dominance of the Champion Spark Plug Rookie Challenge.

From Texas on (race 14) Shepherd's effort just fell apart. It was hard to believe it was the same team. In the next six races Shepherd's best finish was 13th. At Talladega it all came to a head, as Shepherd got into a punch-up with his newly appointed crew chief. That was before the race! A dismal 36th capped it; the next day he quit the team, to strike off on his own.

Domestic squabbling, almost as much as the on-track action, has highlighted the 1981 rookie challenge. Tim Richmond, overshadowed in the early running by Shepherd, had a falling out with car owner D. K. Ulrich which found the UNO-sponsored driver moving on. EFR rarely looked like a contender, and he fell out of favour with car owner (and former Charlotte Motor Speedway president) Richard Howard. Stan Barrett, with almost no competition driving background, had planned to do only selected races (the CSPRC counts the best 15 finishes), but hadn't planned on having Harry Gant as a team-mate. But that's just what happened after the April Atlanta event. In spite of much press about Gant being there to help Stan learn the ropes, Barrett was out of a ride after Talladega in August. Therein lies the final irony.

Ron Bouchard hadn't even considered the Winston Cup for 1981. He was set for another season of three races a week at the bullrings of New England. Then Harry Gant stepped out of the Beebe/Johnson car after a second place finish at Atlanta in April and announced he was headed for the Needham/Reynolds Skoal entry. To Southern observers, the selection of Bouchard to fill the seat was questionable. He had virtually no superspeedway experience. The cars he was accustomed to weighed 2800lbs compared to the 3700 lbs Grand National cars. The longest race he had ever driven was 300 miles. But Jack Beebe and Bob Johnson, also New Englanders, had a point to prove, that you didn't have to be from South of the Mason-Dixon line to produce a Winston Cup winner. They worked with, and won with, Bouchard years earlier. The team would have coherence.

It didn't start off spectacularly. Fifth fastest qualifier at Bristol, but only 24th at the finish, then first rookie at Wilkesboro (with relief from Benny Parsons). From there it was a series of disappointments, then steady progress with three top tens at Michigan (10th) Daytona (ninth) and Pocono (10th). Then it was back to Talladega, and the history books, as the unheralded rookie snatched victory from Waltrip and Labonte right at the stripe. From that point on, it all just seem to come together. A lacklustre finish at Michigan was overshadowed by qualifying on the pole. In the Winston Cup's final leg, Bouchard has been the dominant man.

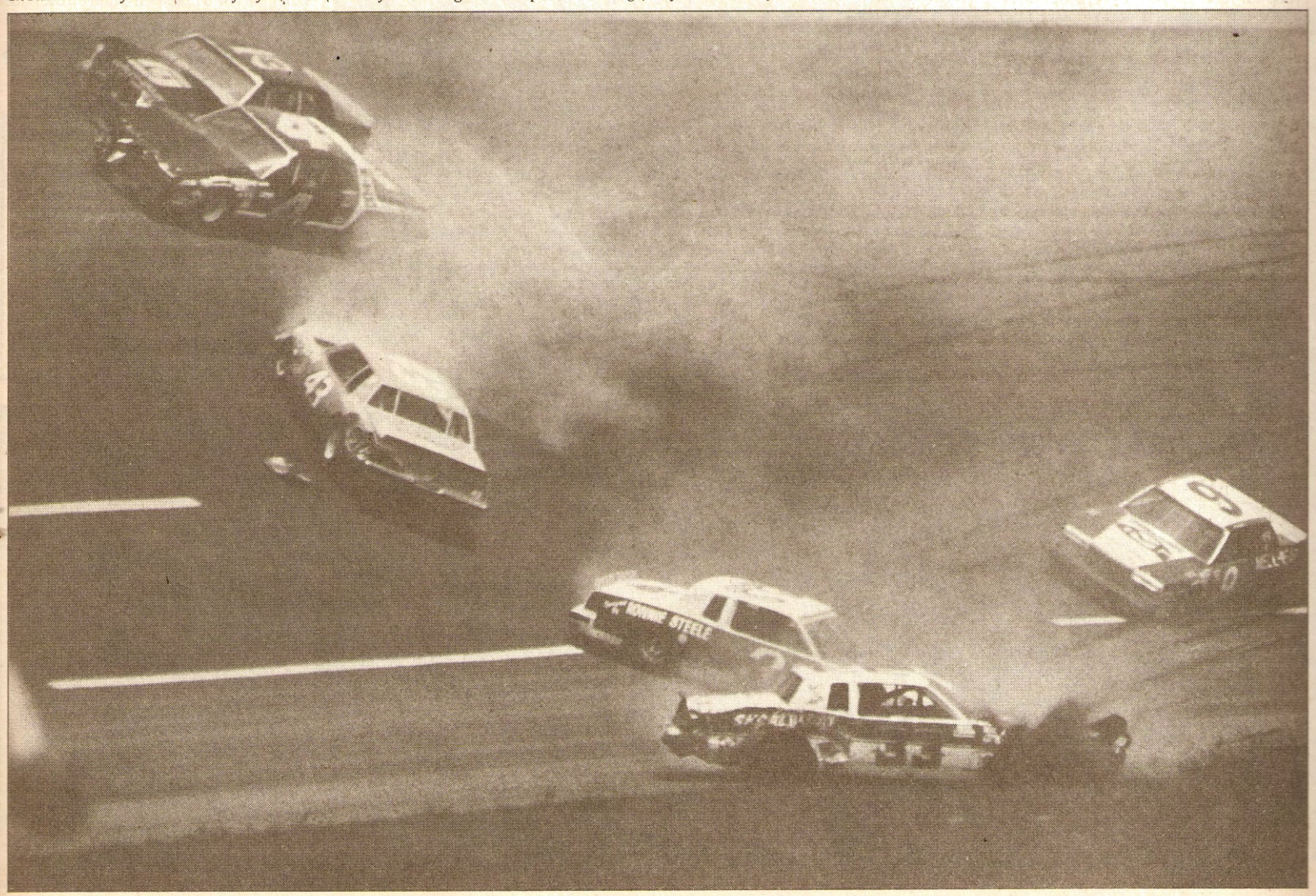
As the title came down the home stretch with just three races left, Shepherd, performing stronger after taking over the Levi Garret Pontiac vacated by Indy car man Johnny Rutherford, still led Bouchard by the slim margin of 11 points (top rookie gets ten points plus bonuses for top ten). Richmond was the longest of long shots in third. The others had given up the struggle for Champion Spark Plug honours, but in the case of Alexander and Rick Wilson they will be back, and likely to make their mark in future years of the Winston Cup.

At Riverside it was all decided in favour of Bouchard.

The year 1981 must be recorded as 'The Year of the Rookie', at least until 1982 when Mark Martin, a short track expert who already has a Winston Cup pole position to his credit (a driver can run up to five Winston Cup races without losing "rookie" status, so that's just what they do); Rusty Wallace, USAC Stock Car Champion and oft-spoken of as a Penske protege; Geoff Bodine, another Northern driver acknowledged as a short-track chassis expert; Butch Lindley, another former Late Model Sportsman National Champion; and Davey Allison, son of Bobby, all set their sights on the Challenge.

GREG RICKES

In Richard Petty's least successful year ever (he still finished eighth in the point standings) he found himself in the middle of this multiple shunt at Talladega.



Seasonal Survey

The freight train

continued

Model Sportsman ranks who got his first chance at an absolutely top-class Grand National drive in March when he was offered the second seat to rocket-mounted speed record man Stan Barrett in the Burt Reynolds/Hal Needham team. Gant immediately put his new mount to good use, and it wasn't long before Barrett was let go and the team turned its energies exclusively to the good-natured Harry.

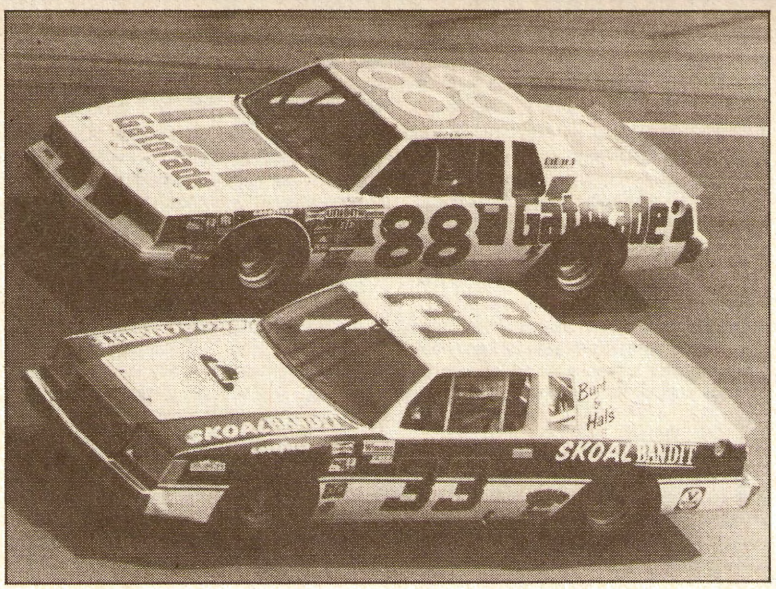
Over the balance of the season Gant's story was all about being a bridesmaid. He led race after race, usually running as strongly as Waltrip and Allison, but always something intervened to keep him from winning. Seven times he finished second but that elusive first win remained out of reach.

Fourth place went to Terry Labonte, who stole the position from Ricky Rudd at the last race of the year. The 24-year-old Labonte was in his third full Grand National season, and he was close to the pace everywhere. He ran reliably and consistently all season long and showed well from within the confines of his relatively small team.

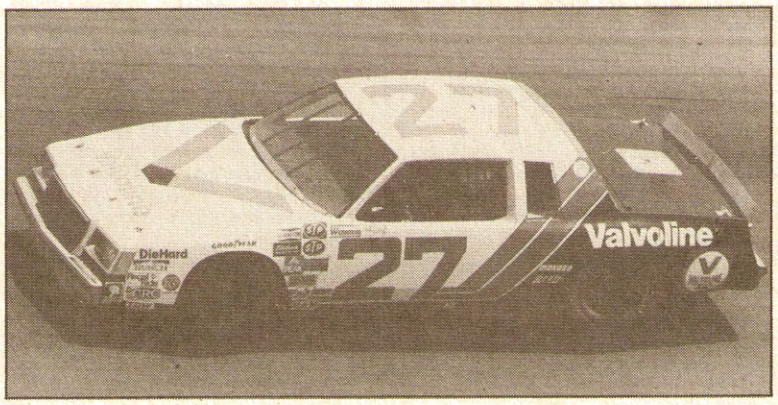
Ford equipment

Jody Ridley continued with Junie Donlavey's Ford-equipped team, after taking the Rookie-of-the-Year award in Donlavey's Thunderbird last year. He finished a good fifth in the '81 point standings and won his first Grand National race on the Dover, Delaware, mile in May. Ricky Rudd stepped into Waltrip's seat in the DiGard team and ran right with the leaders although he was never able to break through and win a race. For much of the season young Rudd was second or third in the point standings, although a series of DNFs contributed to an end-of-season slide.

The 1980 Champion Dale Earnhardt learned some hard lessons in his third season on the Grand National circuit. Early in the year the Osterlund team for whom Earnhardt drove was taken over by coal miner J.D. Stacy, and it didn't take long for the team to fall apart entirely. Earnhardt, some of the crew and sponsor Wrangler Jeans left to run their own team, in company with Richard Childress, while Stacy kept former Petty crew chief Dale Inman on the job and hired Joe Ruttman to drive the car.



Above: Harry Gant (33) and Ricky Rudd (88) both showed well throughout the year in their new teams. Below: Cale Yarborough showed his class by winning two rounds even though he did not compete for the full season.



Although Earnhardt failed to win a race he was able to keep his effort going and before the end of the year it was announced he would drive for Bud Moore's Ford team next season. Former USAC stock car ace Joe Ruttman stepped into the Stacy car and ran just as well as Earnhardt had in the same car. By the end of the year it looked as if Ruttman had established himself in NASCAR while Stacy most certainly has as his name appeared on as many as five cars per race in the latter half of the season. Although Ruttman's car was the only outfit owned exclusively by Stacy, the cars driven by Terry Labonte, Dave Marcis and Ron Bouchard finished the year on race-by-race sponsorships with Stacy.

The family Petty had a rough year with Richard and son Kyle both suffering terrible engine reliability problems. Petty himself scored a spectacular win in the Daytona 500, and also carried off two lesser wins, but his bad finishing record kept him down to eighth in the point standings. Twenty-year-old Kyle put in his first full season and had a handful of strong showings with a fifth in the World 600 representing his best result. An emotional time for the team came in the wake of the Daytona 500 when Richard's cousin and longtime crew chief Dale Inman left the team to go to work for Osterlund Racing, which was very soon taken over by J.D. Stacy!

Aside from Jody Ridley, the leading Fords were driven by Benny Parsons and Neil Bonnett. Parsons drove Bud Moore's T-Bird and won three races, although reliability problems kept him down to 10th in the point standings. Bonnett drove the Wood Bros T-Bird in a short schedule of races and also came through to score three victories. Like all Ford-equipped teams these outfits suffered a severe shortage of engine parts, and a late-season announcement by Ford that they would be manufacturing 500 new 351cu ins blocks and heads was a welcome piece of news.

Yarborough

Like Bonnett, Cale Yarborough ran less than the full schedule of races. He had left Junior Johnson's team at the end of 1980 to join M.C. Anderson's team precisely because Anderson was offering him a shorter schedule than normal, and Yarborough showed his stuff by running strongly in most appearances and winning two races.

Others to win races included Rookies Morgan Shepherd and Ron Bouchard. Shepherd had raced Sportsman cars for years and showed himself to be a real ace on short tracks. In fact, he won at Martinsville and was on the pole at Richmond, although his season suffered from his driving for three different teams. Bouchard stepped into the car Harry Gant had driven in 1980 and the early part of '81, and was right on the pace in some races. He scored a first-rate win over Waltrip and Labonte in the Talledega 500 and battled hard with Shepherd for the year's Rookie award.

FACING PAGE

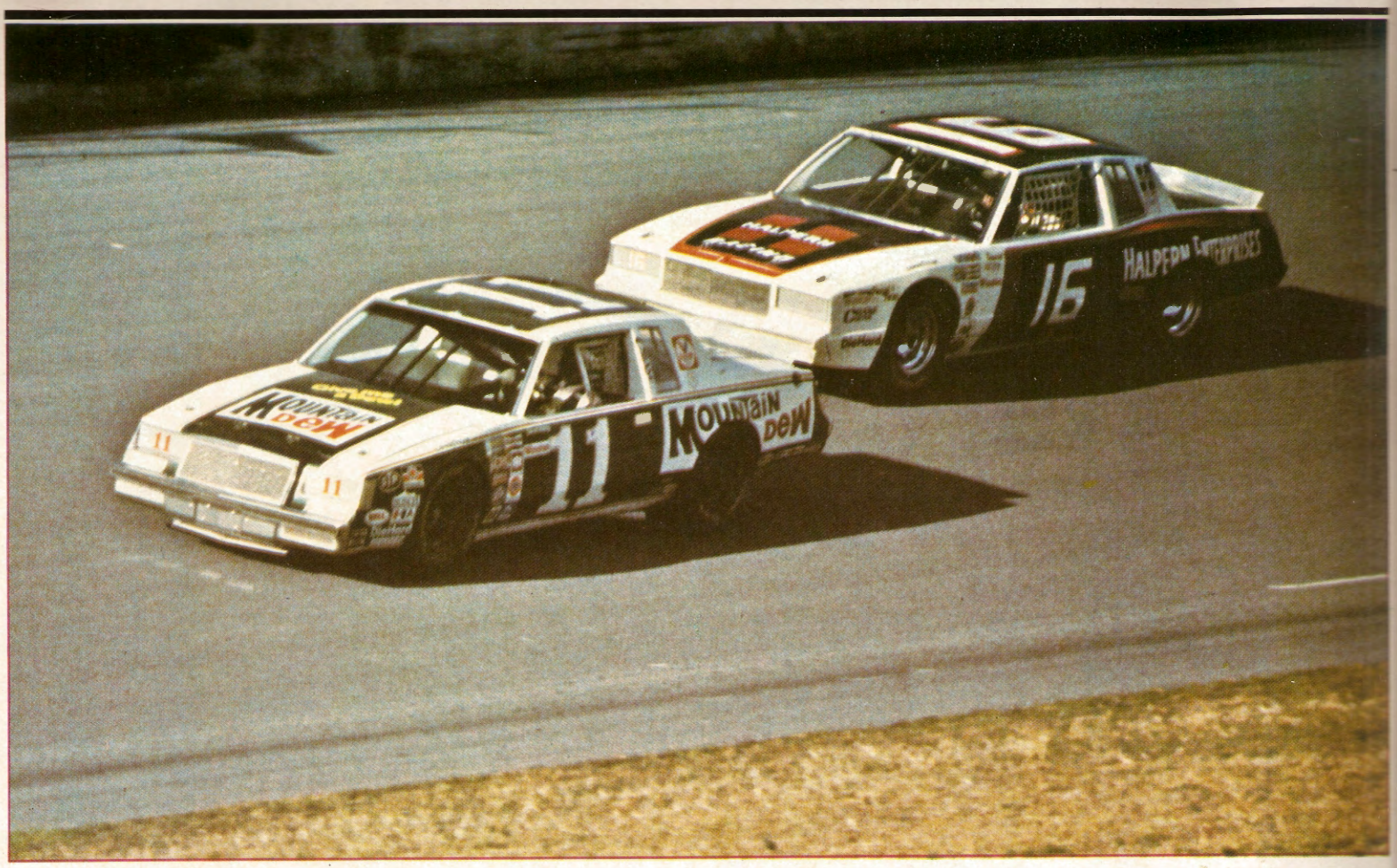
Above: Kyle Petty running in only his first full season of NASCAR racing was as impressive as his team-mate/father although plagued by unreliable machinery he finished fifth in the World 600.

Below: The man who controlled last year's Grand National freight-train was Darrell Waltrip with the Junior Johnson Buick.

NASCAR WINSTON CUP GRAND NATIONAL CHAMPIONSHIP, 1981

		Jan 11 Riverside	Feb 15 Daytona	Feb 22 Richmond	Mar 1 Rockingham	Mar 15 Atlanta	Mar 29 Bristol	Apr 5 N. Wilkesboro	Apr 12 Darlington	Apr 26 Martinsville	May 3 Talledega	May 9 Nashville	May 16 Dover Downs	May 24 Charlotte	Jun 7 Texas	Jun 14 Riverside	June 21 Michigan	Jul 4 Daytona	Jul 10 Nashville	Jul 26 Pocono	Aug 2 Talledega	Aug 16 Michigan	Aug 22 Bristol	Sep 7 Darlington	Sep 13 Richmond	Sep 20 Dover Downs	Sep 27 Martinsville	Oct 4 N. Wilkesboro	Oct 11 Charlotte	Oct 31 Rockingham	Nov 8 Atlanta	Nov 22 Riverside	Total Points
1	Darrell Waltrip	17*	R	1	1	R	1*	3	1	R	3	2	12	9	R	1*	7*	10	1	1*	2	2	1	2	3	2	1*	1*	1*	1*	2	6	4880
2	Bobby Allison	1	2*	R	6	4	3	2	9	13	1*	3	2	1	3	R	1	R	2	R	5	7	4	9	5	3	10	2	2	2	4	1	4827
3	Harry Gant	15	23	6	R	2	8	5	2	4	R	R	R	2	9	R	2	2	8	4	4*	4	11	14*	2	R	2	R	R	3	R*	8	4210
4	Terry LaBonte	2	R	R	R	19*	7	7	14	5	7	6	8	14	R*	R	11	8	5	13	3	14	3	4	4	R	9	R	R	7	7	3	4052
5	Jody Ridley	7	7	8	R	6	6	R	7	6	R	R	1	R	6	7	4	R	10	15	8	12	R	12	9	11	R	7	15	10	5	9	4002
6	Ricky Rudd	R	3	2	R	22	2	6	11	3*	4	5*	5	4	R	5	R	R	4	6	23	3	2	R	12	5*	8	R	3	18	R	R	3988
7	Dale Earnhardt	3	5	7	R	3	R	12	17	R	8	R	3	R	2	2	5	R	—	11	R	9	R	6	6	15	R	4	R	9	R	4	3975
8	Richard Petty	5	1	3	3	R	R	1	R	R	R	4	R	R	4	3	6	3	9	2	R	1	R	R	11	10	R	R	R	4	R	7	3880
9	Dave Marcis	R	15	R	15	R	R	4*	3	R	14	10	R	R	5	9	R	13	R	R	10	11	9	3	R	8	R	16	R	12	R	R	3507
10	Benny Parsons	16	R	5	R	5	5	R	5	R	R	1	R	R	1	R	3	R	3	3	13	R	6	R	1	R	R	R	R	6	R	R	3449

R = Retired
* = Winner Busch Pole Position Award


11
MOUNTAIN DEW
16
HALPERN ENTERPRISES


42
STP
OIL TREATMENT
STP
42

Interview





Raul Boesel

After only two years of single-seater racing, another young Brazilian makes his Formula 1 debut this weekend. IAN PHILLIPS spoke to Raul Boesel the day before he left for South Africa with the March Grand Prix team.

"You know sometimes I am waking up in the nights and hitting myself to make sure it's not all a dream," were the words of Raul Boesel the day before he set off for South Africa to make his Grand Prix debut with the March Grand Prix team. The engaging 24-year-old Brazilian still has school-boy fantasies about Grand Prix racing, yet, after just three full seasons of racing, he finds himself a member of the sport's elite circus. While some people would question the wisdom of a driver embarking on a Formula 1 career with just two seasons of single seater racing experience, Boesel didn't commit himself before convincing himself that he was ready.

"My sponsors were keen to get into Formula 1 but I was not even prepared to think about it until I had my Marlboro F3 championship prize test in the McLaren. I was happy with the way that went and knew then that I could handle it.

"Even if I waited another year or two I would still have to face my first season of Formula 1 — there's no escaping that whenever you make the move. I am well aware that it has all happened so quickly, but it doesn't worry me. Other than getting used to the reality of it, I'm nothing but excited and enthusiastic about it."

No amount of extra prize money or improved promotion will ever do what the prize Marlboro offered to the top three drivers in their British Formula 3 championship last year did. The opportunity to test the McLaren MP4 at Silverstone gave everybody, the drivers included, a true indication of what they were capable of doing. "We want to make sure we know if we've got another Nelson Piquet on our hands", said Marlboro's John Hogan while considering the chance of supporting the series. It's too early to say whether Boesel will follow in his fellow countryman's footsteps but Tuesday November 10, 1981 will always be remembered as the day that changed his life.

"I watched Jonathan Palmer test the car the day before. I stood at every corner in the freezing cold and he was very fast. He had the advantage of having tested the Ralt F2 car at Silverstone and been at Paul Ricard with Lotus and Williams but he was still very fast. I was the last to drive the car the next day which was even colder and very windy. I had prepared myself mentally for it and I was very calm. Thierry Tassin drove before me and did a 1m 14.9s but the tyres were very worn. My times came down but then stopped. The car was understeering badly but to get a true comparison the team didn't want to change the tyres. Eventually they were changed for a new, hard, set and in six or seven laps I did 1m 14.8s before they stopped me. I was disappointed then but Palmer got in it and could only do 1m 14.6s on those tyres which made feel good. Jonathan probably wasn't too happy but I was very encouraged and enthusiastic. I then decided to go back to Brazil to see if I could find enough sponsorship."

Less than two years before Raul had left his family home in Curitiba, South Brazil with the intention of being a racing driver. His interest in motor sport emerged in his mid-teens just as he was beginning to make a name for himself as a show jumper. Since he was ten years old he had shared his elder brother's passion for horses and he already had a couple of national titles to his name before the urge for mechanical horsepower took over. Like so many young boys before him his initial enthusiasm and experience came from karting.

"Although I still liked horses very much, all the time I was looking at cars and racing in books, films and on the TV. A friend of mine had a go-kart and I went with him to races just to watch. Then I started at my father saying, 'I want go-kart, I want go-kart' all the time. My parents were against it because they thought a kart would lead to a racing car . . . half a year later I got my first kart."

Like many of his illustrious predecessors from the Brazilian karting world, Boesel had to prepare the machine as well as drive it. At the age of seventeen he won a state championship but after three happy and successful years it all had to come to an end.

"I had to decide what I was going to do for a living and went to university to study civil engineering so that I could follow my brother into my father's construction company."

Raul's studying took him to Sao Paulo and at every opportunity he was at the famous Interlagos circuit on the outskirts of the city. "The more I went there, the more I was convinced that I wanted to go racing. In my third year I managed to convince my family that was what I wanted to do. I think they knew that I wasn't bothering to study any more and so they might as well let me get it out of my system."

Instead of starting in the junior formulae Raul opted to start in the General Motors supported saloon championship, the biggest in Brazil. Armed with a self-prepared car he did the final two rounds of the 1978 series. He qualified eighth for his second race at Brasilia having worked all week to lighten the car and he surprised everybody, himself included, by leading the first two laps before dropping back to finish fourth. A racing career had well and truly begun.

For 1979 he bought a brand new 4.1-litre Chevrolet to take on the best in Brazil, people like Ingo Hoffman and Paulo Gomez. He took over his girl friend's parent's garage and turned it into a workshop and used the local motorway for a test track!

"Even though I had quit university my whole family's attitude changed — they were really enthusiastic and pushing me all the time. I won a few races that year and set a lap record at Interlagos which was very satisfying." His final saloon race in Brazil was early in 1980, a supporting event to the Grand Prix, which he won. "I remember that meeting well — I spent most of it just clinging to the fence trying to get a look at the drivers and cars in the pits and dreaming of being there myself one day."

A mutual friend introduced him to Chico Serra who told him that if he wanted to be a professional he had to go to Europe. "Some people said I should go straight into Formual 3, but I had never sat in a single seater! I decided it must be Formula Ford." Speaking not a word of English, Boesel trod the well worn path to Ralph Firman's Van Diemen factory in Norfolk on Serra's advice: "Just get there and Ralph will do the rest" he told me.

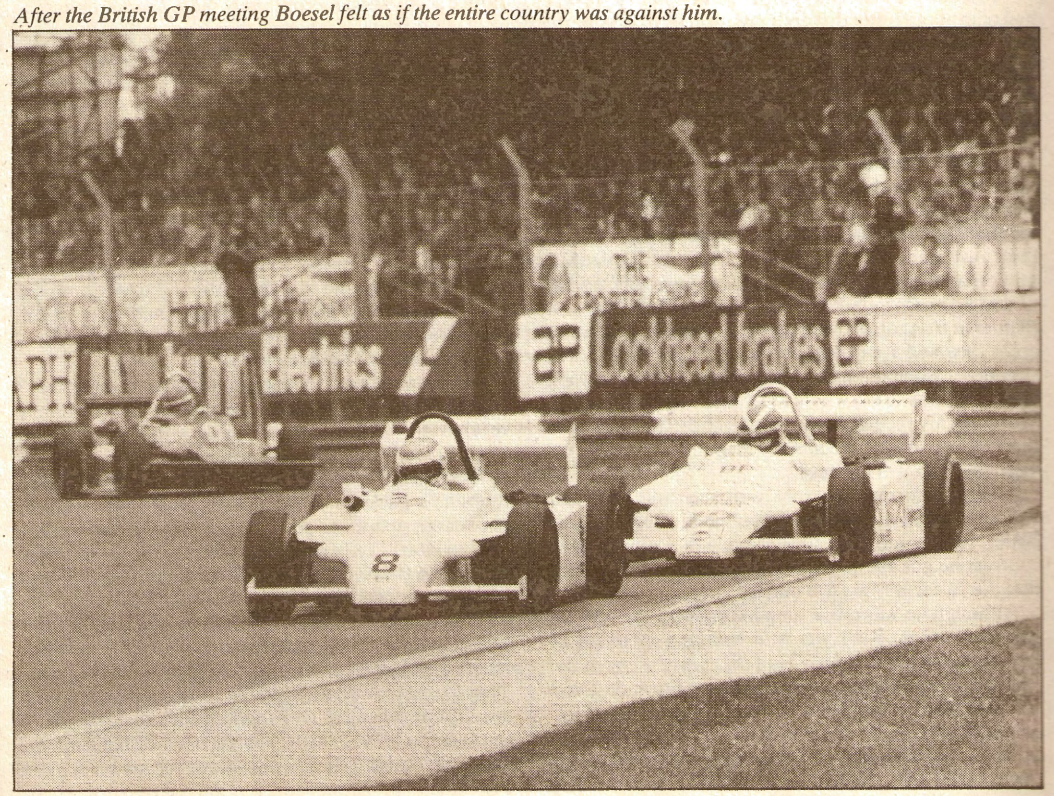
"I had some sponsorship but most of my money came from selling my saloon team complete with mechanic. My father helped me too but only because he was convinced I would be back home soon very quickly. It was all so different. I loved my family life in Brazil and here I was not knowing anybody, with no home and unable to speak the language. Everyday I went to the factory for the whole day. I questioned everything they were doing and listened to everything they said. Then I just went to my house and ate fish and chips. I watched TV but didn't understand it so I read magazines with a dictionary.

"I remember well my first day testing at Snetterton. It was incredible, the car was so fast! I found it quite difficult and realised I had a lot to learn. They kept talking about oversteer, but I'd never heard of it!"

Boesel was the third member of that year's Van Diemen team alongside Tommy Byrne and fellow Brazilian Roberto Moreno. "I was the newest driver so I had to prove myself to justify everything Ralph gave me. Moreno didn't help me much not even at the start and when I started equalling his times our relationship just got worse and worse."

Raul's first single seater win came in his fifth race and was followed by eight more which netted him the runner-up slot in the RAC and Townsend Thoresen championships. In the middle of that year, when it ▶

After the British GP meeting Boesel felt as if the entire country was against him.



FACING PAGE
The type of racing that helped Raul Boesel to maturity this year in the Marlboro F3 Championship. Raul chases Thierry Tassin, and is hotly pursued by Leslie, Nierop, Schinkel and Weaver. Inset: In his first season of single seater racing Raul leads Jim Walsh at the FF Festival in 1980. Photos: JEFF BLOXHAM.

Raul Boesel

continued

became obvious he wasn't going to go back to Brazil to live, he kept his promise to his long suffering girlfriend Vera and popped back to get married in July. "We got married on Friday and I was back here racing on Sunday, and I won. After five months of nothing but fish and chips to eat it really made a difference having Vera here to look after me."

Everything so far had gone according to plan." When I came to England I wanted to do one year of Formula Ford, two of Formula 3 and then into Formula 1 just like Piquet and Prost. Formula 2 has a bad name in Brazil after what happened to Chico and Ingo Hoffman. I didn't want to have to do it because I knew that finding a sponsor would be impossible. I had to go from F3 straight to Formula 1.

Not only did Raul have his career mapped out he also had a very clear mind about how he was going to achieve it. "Because my FF results were good it wasn't too hard to find a sponsor for Formula 3. I had watched a few F3 races and I knew the Argo people well because they were in Norfolk too, but I didn't want a works team because I wouldn't have been able to change chassis if it was neccessary and I wanted to be in a one car team. You know I had been in a three car Formula Ford team and I felt I needed to have all the attention for F3. I spoke to Murray Taylor, who was contemplating running two cars then, but he gave me a boudget for a one car team to take to Brazil and find. I didn't really know Murray then but I liked his team and when I found the sponsorship from Cafe do Brazil I took it straight to him. It was the best move I made. Murray is like me, he knows what he wants to do and the enthusiasm within the team was just what I needed.

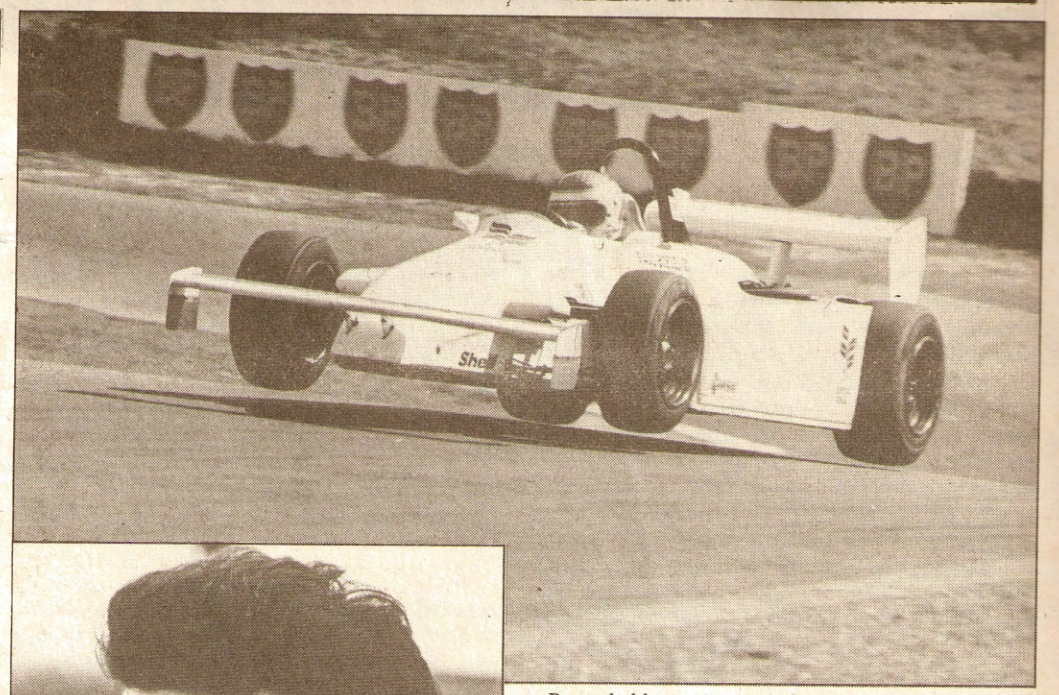
Armed, like almost everyone else, with one of Ron Tauranac's Ralt RT3/81s, Raul made his mark first time out at Silverstone, qualifying third in the dry, just a couple of tenths slower than Palmer, and finishing third in the wet." I had never driven on wet tyres before, you don't have them in Brazil or Formula Ford. I didn't know what to do. Ron Tauranac said put on lots of wing which we did; I thought the car was undriveable. After finishing third I thought I was the tops and that if I drove sensibly I was going to do okay that year." Drive sensibly, and consistently, is exactly what Boesel did. In the 20 round Marlboro championship he finished 16 times in the points, 12 of them in the top three and won three times.

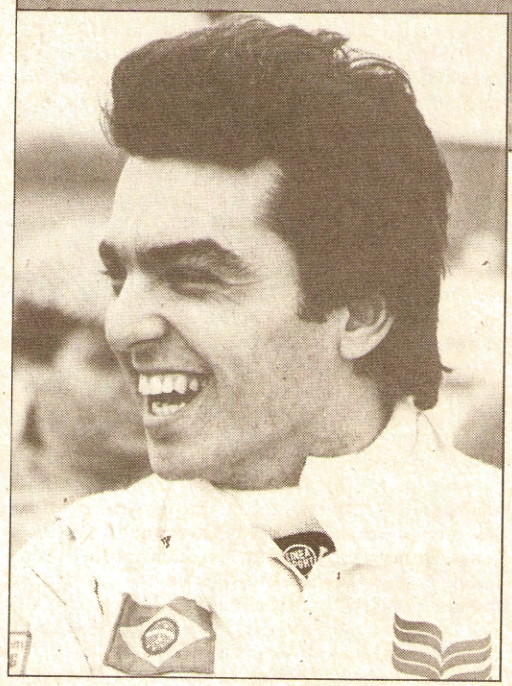
"You know I was really surprised how well it went. I had read about other drivers' careers in F3 like Roberto Guerrero, Kenny Acheson and Chico Serra in their first year. They were inconsistent, sometimes very bad. I expected the same, you know sort of midfield stuff."

Among the highlights of what, by any standards, was an extremely good first year of F3, Raul remembers his third race on the Silverstone GP circuit. "I had qualified third but had an electrical problem on the warm up lap and had to start from the back in the wet. At the end of the first lap I was 40s behind the leaders but I finished third just eight seconds behind. That felt good. But, other than the races I won, I think I enjoyed the British Grand Prix race most of all. I had a fantastic battle with Palmer in front of all those people — his fans — it was a great race and I enjoyed beating him although I was very upset when the marshals reported me for pushing him off. I felt like the whole of Britain was against me! I rehearsed my speech, in my best English, for two weeks before the tribunal to claim my innocence. It made me very happy to win the case."

Raul's performances were well received in Brazil although he says "Moreno's publicity machine was better than mine. Because he had a Lotus testing contract he got all the big publicity even if I won. But that doesn't worry me too much."

Although he was more than happy with the way his first year went, Raul was still thinking in terms of another season of Formula 3 in 1982. "At the end of the year my sponsor asked me about doing Formula 1 and all my family too. But I said 'No' I was too inexperienced and must take it easy. Of course I wanted to do it, but I wasn't prepared to make any serious moves until after the McLaren test. I didn't take any notice of my sponsors or family then. I was prepared to stay in Formula 3 if the test didn't go well."





Remarkable consistency in last year's F3 championship paid dividends for the ever cheerful young Brazilian driver.

Just in case the test did prove fruitful, Boesel had started to activate the final stage of his master plan and taken the trouble to introduce himself to a number of Formula 1 teams." I don't have any managers or anybody else helping me so I thought it would be useful to meet some of the people. Some of them said 'who?' and I had to explain who I was and what I'd done. I don't think these guys have much time to find out what is going on outside F1. Obviously they knew about Palmer but he's British so it's not surprising. I showed them my results and told them about the McLaren test and their attitude changed. It really helped me a lot. After the test their attitude was completely different — they all wanted to talk to me!

"I then went back to Brazil to see what sponsorship I could find. Cafe do Brazil were already happy with my results and wanted Formula 1 and with Nelson Piquet winning the World Championship it wasn't too difficult to find enough to be able to arrange a drive. I presented a business package to the Tourist Board who want to encourage people to go to Brazil and the car will say "Fly to Brazil". My family are looking for sponsors for me all the time and through them I have a number of personal sponsors too.

"You know a lot of British drivers are very jealous saying that we South Americans come over here with a lot of money and have an easy time, but it's not like that. They forget that we are living in a foreign country, with a different language and food and no real friends to share a win with or help you through difficult times. Okay, my father put up a guarantee for my F3 drive in case I didn't find a sponsor. But the pressure was on me to get results. If it went wrong at any stage I was finished. In the early days I was ready to cry when I went home at night but I have never thought about going back to Brazil. I am here and I have a job to do."

Having secured his sponsors in Brazil, Boesel returned to England just four days before FISA's deadline for the teams to nominate their drivers." Although I had spoken to Brabham, Arrows, Tyrrell, Ensign and March before I went back, Ensign and March were my only real opportunities, although I must say that Bernie Ecclestone was very helpful to me all along. My first choice was to go with Ensign but if I had been them, with just one car, I would have chosen the more experienced driver as they did with Guerrero, March had Jochen Mass as a number one which is really good for me because of his experience which I can learn from. I think for the team we will be a good combination. Also March want to make their mark in Grand Prix racing, as I do, and hopefully we can do it together. I like their enthusiasm and the new car which I drove at Ricard is very good, even nicer than the McLaren.

"I am not worried about it being my first year of Formula 1. After all every season I have had so far has been in something new! I have got to pre-qualify if there are more than 30 cars but I am not too worried about that; I am a professional racing driver and so I must believe in my ability to do the job. I know I still need mileage, although as well as doing 20 races last year I also did 30 whole days testing, and it is not going to be easy. What I am hoping for is consistent progress during the year, not ups and down, but a gradual move forward. I know I must use my head and not make too many mistakes."

Talking to Boesel makes you realise very quickly that he is a very mature and determined young man, who knows exactly what he wants in this world. Despite his sudden rise to fame he is extremely modest. Browsing through this year's *Autocourse* and *Automobile Year* annuals after our talk he says." You know I saw these books for the first time last year and dreamed that one day I would be pictured in them, and I'm here already. It's fantastic! Unbelievable! And I might be on the same grid as Niki Lauda this year", he beams with boyish enthusiasm moving to the edge of his chair as if he wants to jump up and down with excitement.

His precise and extremely smooth driving style will serve him well in Grand Prix racing and his good looks and charm will ensure he slips easily into the society. But above all, his sheer determination to follow his carefully chartered path to the top will make sure that Raul Boesel is another Brazilian name we are going to hear a great deal more of in the coming years. ■



In typical Rallycross pose are the two Escorts of Graham Hathaway and Bill Riddle last November at Snetterton.

Old games, new faces

Beginning this week is a two part seasonal survey of the major off-track motor sport series. Rallycross kicks off the review with Minicross, Sporting Trials and Production Car Trials winding up this first instalment.

In the first instalment of our two-part review of the off-track categories in British motor sport, some of our regular contributors 'out in the sticks' look back at the 1981 Rallycross, Minicross, Sporting Trial and Production Car Trial seasons.

Rallycross continued its pattern of growth of recent years, with the upward trend being marked primarily by sponsorship of the premier RAC Championship by Lloyds & Scottish: the mud of rallycross made quite a change from historic meetings. Keith Ripp's Fiesta beat off the challenge of the other Fiestas — now established as likely successors to the evergreen Escorts — of Ian Rawle and Trevor Hopkins, while Will Gollop walked the Winter Stars Championship and Hopkins took the TEAC Lydden Hill Championship.



Keith Ripp was the man to beat in the Lloyds & Scottish series.

Rallycross

With Britain in the middle of a recession, and many companies and organizations content to weather the storm in order to be around when the tide turns, it is somewhat amazing to be able to write about a sport that has just ended one of it's most successful years for some time. Such is the story of the British rallycross scene, and 1981 has seen new cars, faces, and sponsors arriving at every event.

In looking for a reason behind all of this, we find several contributing factors. Not least of these has been the hard work to emerge from within the British Rallycross Drivers Association. Throughout the year the BRDA worked to arrange sponsorship deals, brought a new wave of promotional ideas to the fore, and generally impressed all concerned with their efforts. I'm convinced that a body such as this creates a good impression with circuit owners, businessmen and spectators. Very often much of the credit is due to them.

The decision of Lloyds & Scottish to back the official British series was a major breakthrough. Although Car Colours were ready to continue, they sportingly backed down, and the RAC championship rightly became the nation's premier series.

It took in eight rounds, six in England, plus Talbenny and Knockhill. The Scottish venue was hosting it's first event for several years, and here the value of the BRDA was shown to the full. With Lanarkshire CC in full co-operation, several southern based organisers were 'imported' over the border, this ensuring a first-class return of the sport to the welcoming Scots.

The first seven rounds of the L&S went to different drivers, two of them, **Keith Ripp** and **Ian Rawle** coming from the Division 1 category, this for cars up to 1600cc. Ripp's Fiesta won the sixth round at Talbenny (a somewhat lucky victory), while Rawle's Mini helped him secure his first ever outright success at the troublesome Northampton Stadium.

The opening round at Snetterton had seen **Trevor Hopkins** emerge ahead, the Hepolite Glacier Fiesta driver looking as though he might well be heading for his fourth RAC title. This was not to be, as during the latter half of the season his challenge waned.

Round 4 saw **Denis Atkinson** score his first victory, as he took the ex-Tony Drummond Escort to the flag at Aintree. **John Greasley** was to dominate both the third and final rounds at Lydden Hill, the only circuit to be used twice, and the only driver to score two victories. With a little luck 'King John' could have taken his Dage Group/Car Colours Porsche to further success at Aintree and Knockhill. However at the Merseyside venue, as in Fife, it was an Escort driver who came

good, this time in the stocky shape of **Barry Squibb.**

Following disappointment at Talbenny when his Escort died within sight of victory, it was an aptly named **Graham Hathaway** who went to Shakespeare country for the penultimate round at Long Marston, and took top honours in a rather controversial Superfinal.

The new format of 1981 worked very well, it gave the smaller Division 1 cars a fair crack of the whip, this demonstrated by **Keith Ripp** who emerged as the new British title holder. During the series, in addition to Ripp and Rawle's top placings, Division 1 victories had gone to **Nick Oatway** (Escort), **Barry Hathaway** (Fiesta), **Trevor Reeves** (Mini and Metro) and **Bruce Male** (Mini). With Ripp's 'Hot Car' device taking the overall championship, Reeves secured the Division 1 title, with Hopkins getting some reward in the form of Division 2 honours.

The arrival of Lloyds & Scottish on the scene definitely gave rallycross a much needed prestige boost and must have been an influence in attracting other major sponsors. Perhaps the best known among these came in the form of British Telecom. During mid-season they arrived to back the UK and Continental programmes of the then British champion, Graham Hathaway.

The most exciting newcomers are those that bring together not only a sponsor, but hitherto unseen machinery as well. Falling into this category were the Unipart Metro of Trevor Reeves, the Latham's of Loughborough version for **Phil Cooper,** and **Steve Whaley's** Turbo Alfasud appearing in the distinctive colours of Varta Batteries. Reeves enjoyed a season as a works driver, and after the Metro's debut using a pushrod power unit, the space-framed car turned out to be Ripp's closest challenger once a switch had been made to the 16-valve unit. In sharp contrast, Cooper's was based on a standard bodyshell, and aided by Marque Cars it appeared only 11 weeks after taking delivery. Preparation was of a high order, and the wishbone rear suspension was unique. Like the Metro, Whaley's Alfa made it's first public appearance at the Easter Monday Lydden. After early promise, the car ran into a spate of piston and clutch problems. Nevertheless Steve and brother Mike persevered, the best showings coming in autocross, where many problems were solved.

Rallycross has long enjoyed a reputation of providing a high content of technical innovation, 1981 was to be no exception. Wessex were well represented here, with **Bill Riddle** using their Turbo BDA unit in his Escort, and **David Potter's** Mini appearing in supercharged form. Sadly, by mid-season they had both disappeared. As they vanished, so **John Backham** brought his Janspeed powered twin-turbo TR8 to the line. A most interesting device, an intensive development period could see it emerge successful.

Still with power units, the Titan inspired 16-valve Pinto based device proved very competitive. **John Welch's** fuel injected version appeared in February, followed soon after by the carburettored one of **Len Croxton,** his machine sporting the distinctive colours of Edward Jones (Timber) Ltd. Quaife continued to use the sport as a development arena for their transmissions, including the unique 'Rangechange'.

After something of a revival during 1980, interest in GT machinery remained rather static. Just when it looked a winner, **Dimi Mavropolous** put his Esprit up for sale, as he returned to rallying. Nothing was seen of **Richard Painton** after Aintree in early May, a pity, as his TR8 was really flying on that occasion.





Above: replacing the Mini as the main front wheel drive challenger are the Fiesta and Metro, here Barry Hathaway's Car Colours Fiesta staves off a challenge from the new car of Rallycross, the Metro, of Trevor Reeves. Below: Stud Nicolaou's Mini holds off Keith Ripp, Barry Hathaway and the Mini of Trevor Reeves at Lydden last March.

Ron Douglas however, switched to this category, and his Car Colours Renault 5 Turbo gained good results abroad, although it made only one brief appearance in the UK Suffolk driver **Ollie Oliver,** appeared in a variety of vehicles, the most amazing being a 4.7 litre Ford Mustang. He is now threatening to use a De Tomaso Pantera!

In addition to Greasley, Porsches were fielded by **John Clark, Rob Gibson, John Cavendish** and **Peter Brown,** while **Colin Parry-Williams** switched to a 3.5-litre verison, after several seasons in an Escort. **Ron Johnson** progressed well to take his Alpine A310 into third spot in the GT division at the Lydden International, but the most interesting newcomer was surely the Fiat X-19 of **Harry Hope,** the first GT car seen in Division 1.

Amongst other interesting new machinery we found the Colt Mirage of **Colin Slaughter.** This FWD hatchback found everything to its liking at the European Lydden, taking third overall behind **Schanche** (Turbo Escort) and **Monten's** Turbo VW Beetle.

Not so fortunate was the Plasmor entered Ascona 400 of **Tony Drummond.** The car really seemed too large for 'Drumbo's' flamboyant driving style, and a return to Escort motivation seems on the cards.

The season saw a wealth of new drivers, once again many from northern grasstrack circles. These included **Mike Waudby, Brian Thornton, Martin Tinker,** and **Tony Procter,** all in Mini's with the exception of Procter, who arrived with a fearsome Essex V6 powered 3.4 litre Capri! Further south, **Dave Pritchard,** and fellow Hereford resident **Basil Thomas,** appeared in Mini and Metro, while the Blue Line powered 1600 Escort of **Tony Brant** was driven to very good effect. 'Newcomer of the year' and an award from the BRDA to prove it, was Maidstone's **Mark Lloyd.** Lloyd (his father's company prints AUTOSPORT) handled his Hartman Inks Escort with tremendous aplomb, gaining numerous high placings.

Other than the L&S, only two championships were contested. The single venue Lydden series, and the Winter Stars which in addition to Snetterton, took in the opening event at Northampton Stadium. **Will Gollop** scored a popular victory in this, his Saab GB Turbo 99 winning the final round at Snetterton in January. In fact this was to be his only outright success of the year.

The Lydden championship fell to Trevor Hopkins for the first time, Hoppy' winning the opening rounds in February and March. The outcome of this four round series was in doubt right to the very last Superfinal. Barry Hathaway nearly pulled it off, but eventually had to content himself with the Division 1 title, brother Graham doing likewise in Division 2. **John Welch** took the final round, another driver destined to take one victory only — a lean year by his standards.

There should have been a four round series at Brafield. **Keith Farrance** had taken a well earned win in the first of these, but when a very small entry was received for round 2, the championship was abandoned. It was at the Northampton venue in late May, that we saw the best performance from the VW Beetle of **Warwick Barnes.** With second overall, he proved just what could be achieved a very limited budget.

Only 21 meetings comprised the year, four being of non-championship status. Three of these were held at Deepcut. This temporary venue was on the site of an old army barrack near Bagshot. The brainchild of Colin Howard, it's express purpose was to raise funds in aid of the 'International Year of the Disabled'. A trial event backed by Edward Jones and Len Croxton, was held in April, this giving victory to the Ripspeed Fiesta of **Derek Scarrow.**

A two day affair in June saw sponsorship coming from Car Colours, and the impressive array of trophies were the only reward, other than the satisfaction of raising over £2000 for the Spastics Society. **Barry Squibb** found the answer during the Saturday proceedings, and when Bill Riddle/Rob Taylor made it a one-two for the Whites Tippers team the following day, the weekend became something of a Hampshire white-wash!

Lydden hosted the remaining event, with Car Colours again involved, joined on this occasion by Duckhams. The meeting saw Avon tyres joining in the rubber-wear stakes alonside M&H, and they celebrated by scoring a first ever victory courtesy of Graham Hathaway.

To close 1981 came the opening rounds of the 81/82 Snetterton and Lydden championships. Keith Ripp cleaned the board in the Norfolk venue's opener, but in very wintry conditions, it was **Tony Bardy's** Mini which reigned (or snowed!) superior in round two. The Lydden series saw Trevor Reeves back in the Dove Group's 'old nail' 1500 Mini. "They go quicker just before they blow up" quoted Trevor. Well it didn't expire, but it did get him his only victory of '81.

December 27 should have seen the sport returning to Brands Hatch, but Arctic — style weather had other ideas. Nevertheless, Brands looks very promising, and like L&S will bring more prestige.

Many competitors again took in regular trips abroad, indeed their exploits would make a separate feature. For **George Warren** a meeting in Germany will be remembered as the day he notched up a victory right on the doorstep of his sponsors — Hartmann Inks. Medway based **Graham Strugnell** concentrated his efforts towards the Dutch scene, where he used to good effect, not only the Clubman, but also contested the Innocenti series based at Valkenswaard. Likewise Alfasud driver, **Tony Bibb** made regular forarys into France with his Weight-watchers backed car.

ARTHUR DEBENHAM

LLOYDS & SCOTTISH BRITISH RALLYCROSS CHAMPIONSHIP

1, Keith Ripp	129
2, Trevor Hopkins	121
3, Graham Hathaway	113
4, Dave Fuell	111
5, Trevor Reeves	108
6, Denis Atkinson	100
7, Bruce Male	94
8, John Greasley	92
9, Barry Hathaway	86
10, Keith Farrance	84

WINTER STARS CHAMPIONSHIP

1, Will Gollop	66
2, Brian Peacock	36
3, Keith Farrance	34
4, Ian Thompson	31
5, Derek Scarrow	30

TEAC/LYDDEN CHAMPIONSHIP

1 Trevor Hopkins	73
Division 1 Champion Barry Hathaway	61
Division 2 Champion Graham Hathaway	69



Having been runner-up for two years it was Mick Hill's turn to take the crown.

Old games, new faces

continued

Minicross

More meetings, more drivers and faster cars, unquestionably 1981 saw the most healthy and entertaining Minicross season so far. Whether the country's economic situation has played this low cost formula a helping hand or not is impossible to say but for a sport originally designed to introduce people to motor sport, it is at present doing very nicely recruiting folk from other branches of the game. At every meeting last year at least one new entrant appeared and very often they were equipped with machinery to give the established lads a run.

Shared between six venues the 1981 TEAC/MDA Championship was run over 10 rounds with a competitor's best eight results to count at the end of the day. Sussex driver **Mick Hill** took the coveted title this year much to his relief as he has finished in the runner-up spot for the two previous seasons. During the Grand Prix-style championship Mick won two of the events outright and usually finished well placed in the others. This consistency led to him clinching the title by the penultimate round. Romford's **Phil Wickham** finished second overall and should be well pleased as this was his first attack on the full championship season. Third place fell to **Terry Hall** who's consistently good final placings enabled him to lead the points chart on two occasions and for a while looked as if he might sew the whole thing up. Pete Smith again put in a good show finishing fourth, just one place down on his previous season's efforts.

The London and Southern Counties MRA again staged their domestic Minicross championship and, as if to really drive the nail home, Mick Hill successfully defended this one, this time from **Russell Calderwood** and **Ivor James.**

Apart from the championship events the Minicross also enjoyed extra racing with the Production Car Rallycrossers at Lydden Hill. This was followed shortly by a very successful trip to Brafield Stadium in Northampton which may well have propagated more events of its type there in 1982.

Championship-wise things will be a little different next season. In conjunction with the MDA it is the Billericay MC who will be running the show. However, this does not mean that a new group of officials will be undoing all the hard work which has been done to date. Many of the old officiating hands have already offered their support (and it has been accepted for next year's duties.

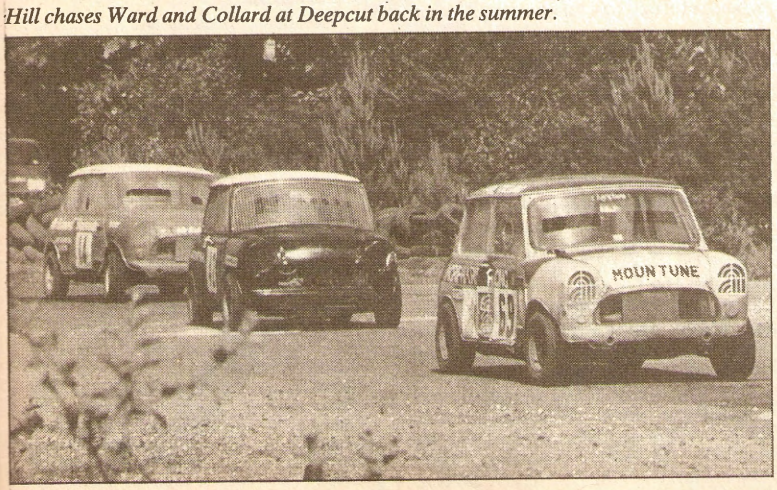
Yes, last year was good for Minicross, it was a year when the Minicross Drivers Association became recognised, the sport gained tremendous respect and there was an abundance of drivers with good events. Perhaps what is most important though is that the sport still provides a good day out.

TREVOR HILL

TEAC/MDA Minicross Championship

1, Mick Hill	174
2, Phil Wickham	160
3, Terry Hall	158
4, Pete Smith	151
5, Steve Shield	132
6, Russell Calderwood	130
7, Andy Mizen	115
8, John Horner	106
9, Terry Jenkins	103
10, Ivor James	100

Hill chases Ward and Collard at Deepcut back in the summer.



Sporting Trials

In the world of Sporting Trials changes tend to be small and slow so it was surprising that quite a significant change occurred in 1980. For the first time for ten years, neither Jack Pearce nor Julian Fack won either of the main championships. Both the British Trials Championship and the Semperit/BT&RDA British Experts Trial greeted new winners.

The British Trials Championship was won for the first time by Cornishman **Roger Bricknell**. In so doing he completed a unique double for he won the Production Car Trials Championship some years ago. By the end of the first half of the season it looked like a one horse race as Bricknell had a huge lead. But in the second half **Jack Pearce** gradually nibbled away at it until, with four events to go it was nip-and-tuck. But then Roger put together two handy wins and it was all over. Jack Pearce managed to finish second still driving the 850cc Kincraft but in third place was **Chris Highwood** who celebrated the feat by getting married.

The events in the championship were of average quality with no one event standing out as an event to remember. Several trials were rougher than they should have been, some by accident, some by ignorance. One finds it difficult to see for instance how the High Peak Trial won the BT&RDA award for the best Trial of the year when it utilised sections which have been used over and over again in the last few years. Nevertheless, there were many interesting events. The Jacobean is remembered for having been the muddiest trial for many a day and proved a benefit for king blasters **Tom Stevenson** and **Richard Allen** while the Harrison featured one of the closest battles for ages with a four-way tie for second place and a three way tie for sixth and some of the shortest finger nails all season. The Stone Trough was very pleasant, mainly because the sun shone while in the south the November Sporting Trial was super.

In the BT&RDA Championship the main interest comes in one big burst. All year drivers gather points in the championship but this only qualifies them for entry to the British Experts Trial which is held on the second Saturday in December. For the first time for many years there were several inches of snow on the ground and if the trial had been scheduled for Sunday it could not have taken place. All year one had become accustomed to Roger Bricknell doing a hatchet job on the opposition and winning by miles but this time it was the turn of **Stuart Butterfield**. All year his performance in the leaf sprung car, modelled on Lol Hurt's Special had been improving and at the end of November he won the Johnson Trial by a convincing margin. So



Roger Bricknell — Trials Champion.

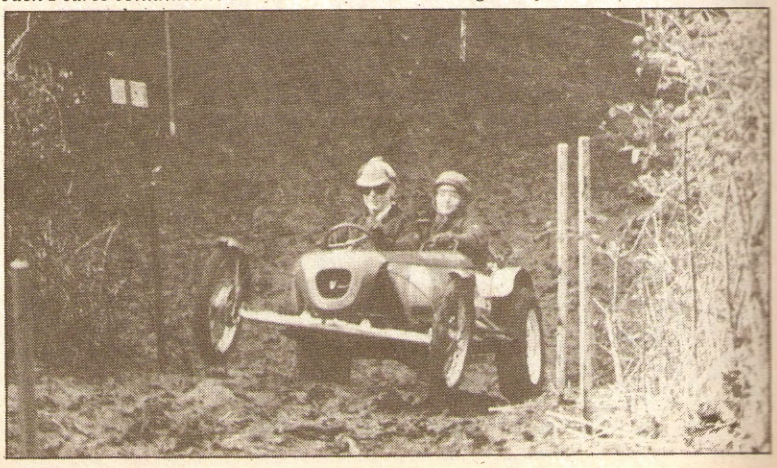
it was hardly a surprise when he won the Gold Star by a huge margin from Roger Bricknell and Richard Allen. Richard's uncle, **Reg Allen** had been in touch with Stuart for a long while but had dropped back on the final round of a trial which had been organised most efficiently by Ron Kemp.

It was a great shame that the normally tranquil world of Sporting Trial was disturbed when allegations that the tyres used by the Gold Star winner and one other driver differed in some material way from the normal Michelin XZX tyre which, along with several other brands are specified in the rules. Happily it was later proved that these allegations were utterly baseless and totally without foundation.

The Gold Star Trial is for the top 25 qualifiers and the Silver Star is for the next 25. Here again it is a pleasure to record the name of the winner for it was long time trier **Eric Eadon** to make it double-top for the north. What was even nicer was that Eric was passengered by his 78 year old dad who must be the oldest man currently participating in any sort of motor sport. But just to prove it is not an old mans' sport the runner up was **Simon Westwood** who is still in his first full season of trialling. The first of the Northern Ireland contingent, **Willie McVicker** was third.

In the regions the pattern was much as before. The three regional championships run from May to May rather than year end to year end. In the North it was totally a **Butterfield** benefit with the brothers finishing first, third and fourth split only by Eric Eadon. **Stuart Butterfield** was the winner — by a healthy margin. But doubt must surround the future of this championship. Qualifying rounds are dwindling, especially to the ▶

Jack Pearce continued to be Bricknell's main challenger all year.



Old games, new faces

continued

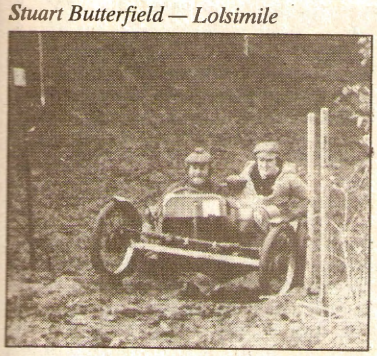
west of the Pennines while fewer and fewer drivers are showing any inclination to travel any distance to qualifying rounds.

In the South the position is a lot healthier with all the qualifying rounds concentrated in Kent and Surrey — which is a little hard on Cornishmen! **Chris Highwood** won the championship by a colossal 47 point margin from **Simon Durling**. However, Durling is now equipped with one of Stuart Butterfield's Lolsimiles yet the championship is being currently lead by **Robin Alexander**. This is one of the few top cars which is still equipped with the old cast iron BMC engine.

In Northern Ireland it was **Nelson Todd** who yet again led the field home, triumphing by 28 points from **Liam Scott** and **Leslie Murray**. **Clive Gracey** was conspicuous by his absence for most of the year so that neither he nor Nelson Todd came across for the Gold Star. The 'B' Class for older cars was won by **Willie McVicker** who has since moved right up to date in the first monocoque trials car, built by the inventive Mike Martin.

The position in trialling is strong although the organisation side creaks at the seams from time to time. One cannot get away from the fact that it is still a very cheap way to go motor sporting. Money does not buy success and thank goodness, sponsorship is still a dirty word.

Stuart Butterfield — Lolsimile



Production Car Trials

The Duckhams RAC Championship

The Duckhams RAC series is not quite as well supported as the BTRDA, partly because points are awarded for overall placings as opposed to classes in the BTRDA Championship, but nevertheless to be the RAC Champion is a most prestigious title and one which **Steve Courts** and his Skoda Combi were determined to win. Initially, the man to make the running was Manchester's **George Harrison**, who drove his beautifully prepared 1275 GT Clubman to outright wins in both the opening rounds, but from then on he had to contend with the vast experience of past champion **Geoff Spencer** in his usual Cooper S, and then the mighty threat of the latest Spencer magic, that of son Ian. Between them, the two Spencers put paid to Harrison's chances and allowed **John Hodgson**'s little Fiat 850 Sport to leap into second place in the championship after some devastating performances in the rear engined class, particularly late in the season. The two Panthers of **Jim Loveday** and **Roger Burn** suffered from small classes all through the year and therefore struggled to gain a good index, otherwise their RAC positions would have been higher.

The BTRDA Series

Class 1 (front engine fwd non-Minis)

There were 3 main contenders here, and as usual in this highly competitive class with it's very standard and evenly matched cars, they were in different makes of car **Ken Hoare** in his VW Golf, **Richard Acres** in his Fiesta 1100 (seems to be better than a 1300) and **Phil Shaw** in his semi-works 3-cylinder Daihatsu Charade. Even though, Ken Hoare had four wins to his credit, and the Golf was really untouchable towards the end of the season, it was fellow Southerner Richard Acres, who took the class award by a string of consistent placings including three firsts. The little Daihatsu took some getting used to, according to Walsall's Phil Shaw, but after three events things were looking good, and a class win at the Lancs & Cheshire event in September was the highlight — just after that, the importers needed the car back and so the best three events couldn't be tackled, a shame because Shaw might just have done it. **John Taylor** put in some early season appearances with his Peugeot 104, the same car that 1980 Champion **Barrie Parker** uses, he came out twice last year, just to keep his hand in and won both times, and **Peter Cookson** had a busy year with three different Fords, a Fiesta, swopped for an XR3 which didn't like grass, and then another Fiesta to end the season and elevate him to fourth in the class.

Class 2 (Minis)

Again three men in the hunt, Sutton Coldfield father and son team, **Geoff** and **Ian Spencer**, and Manchester's **George Harrison**, who's 1275 GT started off with three out of four class wins and looked all set for a superb year — then along came that white and blue Cooper S, with not only the experienced Geoff Spencer behind the wheel, but also son Ian having a go — he's trialled before, but not regularly. Well, Spencer junior excelled and took six class wins out of the last seven events and what a shame he didn't come out of hibernation a little earlier. Ian won the Class, and Geoff was third, sandwiching George Harrison into second place. The other well known father and son team in PCT's is that of **Ken** and **Graham Hoare** from Dorset, but while father Ken sticks to his Golf, Graham brings his Mini 1000 to most events, but it lacks power and only his great ability (he's won the BTRDA Allrounders title for the second year running) and patience gets the poor little thing as high as the others — he was fourth in the class, in front of **Bob Needham**'s 1100 Clubman, **Malcolm Price**'s 1275 GT and **Dave Allitt**'s 1275 GT, all of whom needed more qualifying events, particularly Dave Allitt, who was trying to do a complete season of Autotesting as well.

Colwyn Palmer took his Anglia Estate to the Class win in the BTRDA series.





John Hodgson ran out second overall in the RAC Championship.

Class 3 (Rear wheel drive saloons)

The **Steve Courts** Combi-domination and outright BTRDA victory, allowed the Class 3 contenders another bite at the awards list, and with the class winner award going begging, there was a lively battle between **Courtney Farris** (Moskvich estate), **Colwyn Palmer** Anglia Estate) and **Stuart Nicholls** (Opel Kadett). Palmer's ex-Roger Bricknell Anglia seemed to have the advantage all year, but only just, because the Moskvich was quite useful if it wasn't too wet and young Stuart Nicholls surprised a good many people with his talented driving of the Opel he'll be taking 1300 rallying this year. The final order was Palmer first, Nicholls second (and outright winner of the Alan Eaden Trophy as best newcomer), Farris third and **John Ludford** was fourth, in the Escort Sport he used previously to tow his Imp to trials; he didn't seem to enjoy the foray into Class 3, and the Escort is now again the tow car, as he's returned to Class 5 with the Imp.

Class 4 (Sport Cars)

There aren't many sports cars on the roads nowadays and there are even fewer in trials, which is a sorry state of affairs as they are perhaps the most enjoyable to watch with the drivers and bouncers' antics being on full view. This year they will be in with the saloons of Class 3, which seems perfectly logical, but 1981 was a depressing swansong for the class — just two regular contestants, **Roger Burn** and **Jim Loveday**, both in Panther Limas, suitably modified to out-climb any other sports car that dares to challenge. Jim and Roger had some great battles all year, the former's experience just getting the better of ex-autocrosser Roger Burn. Now and again the odd Midget or Sprite came along, but only **Malcolm Brown's** beautiful white Frogeye attacked the Panthers regularly.

Class 5 (rear engine r.w.d.)

The rear engined cars came out in their dozens last year, mostly Imps, some Fiats and the occasional Beetle. Southerner **Ian Palmer** was the most consistent performer with his 850 Fiat which just seems to have the edge on the old Imps and with a total of five wins he took the class in fine style. **Mike Stephens**, who has swopped cars numerous times over the years must be wondering what to try next as he finished second five times in the year but couldn't quite manage a win. Nevertheless he staved off **Ron Summer's** Imp by just a single point for the runner up award in Class 5, with **John Ludford** next up in fourth place with his Imp. Fifth was young newcomer **John Pritchard** who has been going better and better in his first year and must be a threat now and he's one of several newish faces to Class 5, David Hanley's Beetle being another to show well on some events, **Mike Trim, Conrad Norris** and **Jim Williamson** also getting in on the action on numerous occasions.

Class 6 (limited production cars)

A very sad state of affairs in this class with some events not even having a single entry, but that's not Welshman **Keith Jones's** fault and he took his Ginetta out enough times to win the award from **Mac Hazlewood's** Dellow, who appeared just once at the Tocky Bonk event where he won the class.

It was indeed that very event organised by Dudley & Halesowen Car Club which won the BTRDA 'best event' award, and what a popular win, for the June trial which had attracted many names from the seventies not to compete but to marshall. They were under the guidance of Mike Harrison as Clerk of Course and it really was a superb event, resting the award from Owen Motoring Club's Ernest Owen Trial in September which has been the one to beat for many years.

NICK POLLITT

The Duckhams RAC PCT Championship

1 Steve Courts (Skoda Combi)	105
2 John Hodgson (Fiat 850 Sport)	86
3 George Harrison (1275 GT)	84
4 Jim Loveday (Panther Lima)	79
5 Roger Burn (Panther Lima)	76
6 Ian Palmer (Fiat 850 Sport)	69
7 Mike Stephens (Imp)	66
8 Colwyn Palmer (Anglia Estate)	62
9 Geoff Spencer (Cooper S)	59
10 Ron Summers (Imp)	49

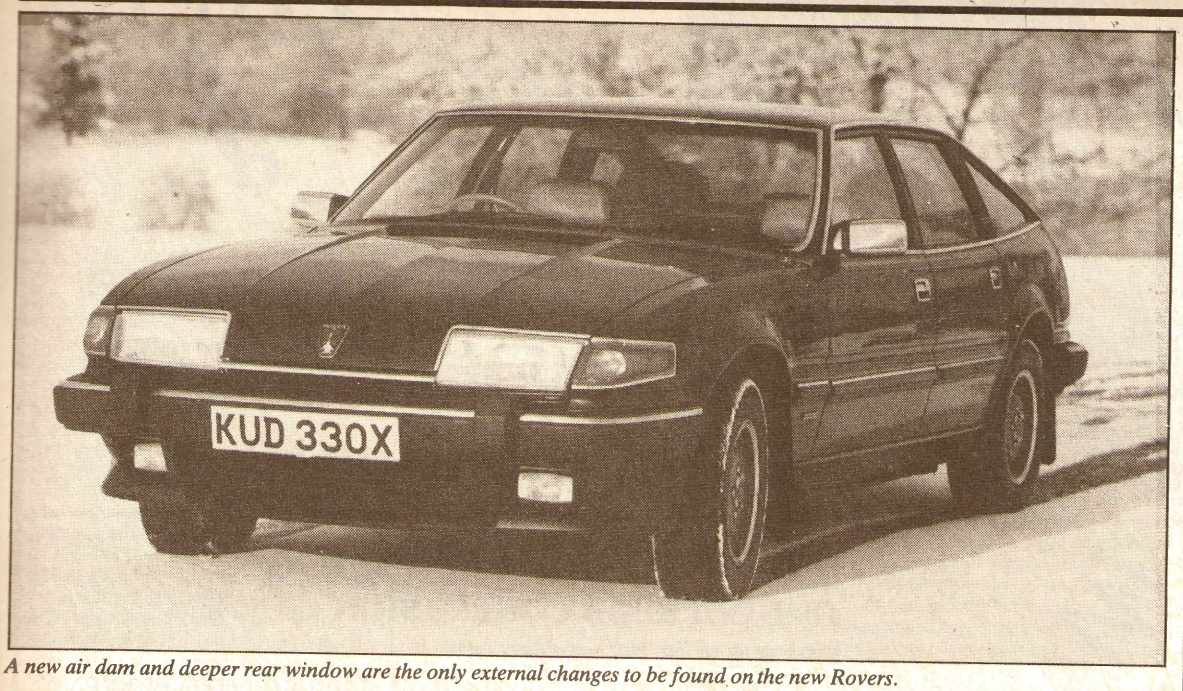
11 events, best 7 to count

The BTRDA PCT Championship

1 Steve Courts (Skoda Combi)
2 Ian Spencer (Cooper S)

Class Winners

Class 1	Richard Acres (Fiesta 1100)
Class 2	George Harrison (1275 GT)
Class 3	Colwyn Palmer (Anglia Estate)
Class 4	Jim Loveday (Panther Lima)
Class 5	Ian Palmer (Fiat 850 Sport)
Class 6	Keith Jones (Ginetta)



A new air dam and deeper rear window are the only external changes to be found on the new Rovers.

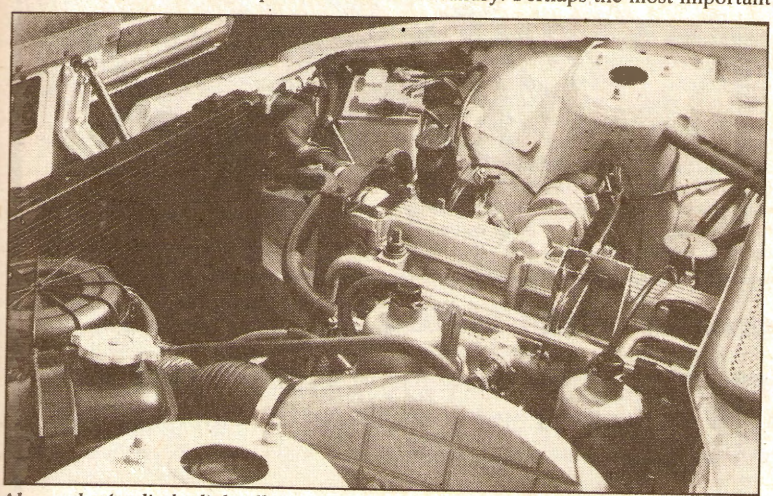
Old dog, new tricks

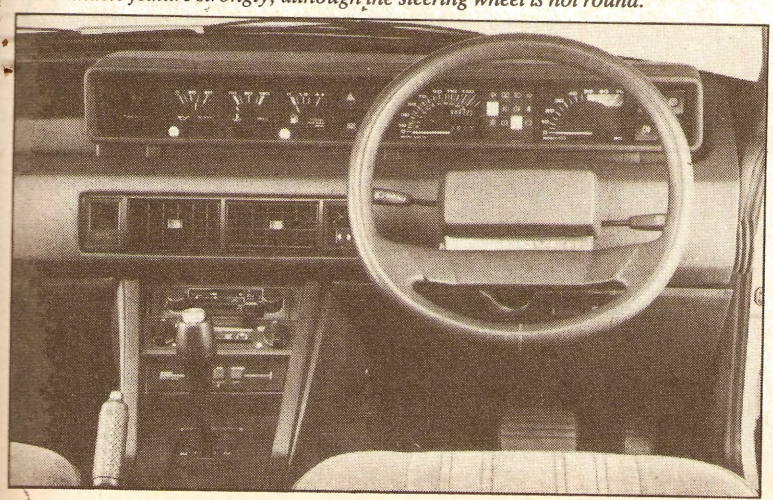
The latest Rovers are catalogued in six different models, of which five are newly styled and equipped versions of existing cars, while an additional vehicle places an emphasis on economy. Although it has a similar 5-door body shell to that of the V8 and 6-cylinder Rovers, the new 2000 has a 4-cylinder light-alloy power unit developing 101 bhp, which gives a maximum speed of 104 mph and 0-60 mph acceleration in 12.5 secs. At the top of the range, the 3500 V8 achieves 126 mph and 8.6 secs, both cars equipped with the 5-speed manual gearbox.

The 2000 naturally has less elaborate standard equipment than the 6-cylinder and 8-cylinder models, but there are so many optional extras that the economy model can almost rival the Vanden Plas for luxury. Perhaps the most important change, that applies to all types, is the deeper rear window, which makes parking so much easier. There is a new air dam, though this does not apply to the 2000, and an advanced trip computer is only standard on the Vanden Plas, although listed among the optional extras.

On the 2600S, 3500SE, and Vanden Plas, there are improved Nivomat self-energising, ride-levelling units. Burr walnut door trims and wood veneer are featured on the more luxurious models, which can be distinguished by their different wheel equipment and 195/70 HR 14 tyres, instead of 175 HR 14. Power-assisted rack and pinion steering is found on all but the 2000 and 2300, while the instruments and binnacle are new.

The fuel consumption of the new 2000 is 42.6 mpg at 56 mph, 32.8 mpg at 75 mph, with an urban figure of 23.9 mpg, using the manual 5-speed gearbox. At similar speeds, the Vanden Plas automatic gives 31.9, 23.6, and 18.5 mpg. All models now have a 12,000 miles service interval.





Above: the 4-cylinder light alloy power unit develops 101bhp. Below: new instruments and binnacle feature strongly, although the steering wheel is not round.

Road Impressions

I was able to drive a useful cross-section of the new Rover models in the South of France. The 2000 is intended as an economy version but the O-series 4-cylinder engine copes extremely well with the large and impressive body. The car is both smooth and lively, with well-chosen ratios for the 5-speed gearbox. It also handles better than the bigger-engined Rovers, no doubt due to the light weight and rearward location of the power unit.

Curiously enough, I was less happy with the Vanden Plas, in spite of its most elaborate equipment, partly because the automatic transmission was not as rewarding as that superb 5-speed 'box with its high gearing. Personally, I would also prefer a softer ride in such a luxury car and I insist on a proper, round steering wheel, which can be allowed to self-centre between my fingers.

Nevertheless, the Rover is a car that is greatly admired in the UK and the latest models have some worthwhile improvements, while the 2000 is certain to increase the scope of the old firm.

JVB

Briefly . . .

● BL have now announced the prices of the new Rover range described opposite. The range starts at £7450 for the 2000, rising to £14,787 for the Vanden Plas. The popular 2600S costs £10,177.

● It may look old-fashioned, but the latest Morgan 4/4 features Ford's brand new CVH 1600cc engine as fitted in the Escort XR3. It is the first time the engine, usually mounted transversely to drive the Ford's front wheels, has been positioned in line to drive the rear wheels. The basic price of the 2-seater 4/4 is £7245 and the waiting list is still as long as your arm.

● More than 20,000 Lotus 16 valve ohc light alloy engines have been built. The engine, which began life as the type 907, first powered the Jensen Healey and now in modified type 912 form powers the entire Lotus range as well as the Lotus Sunbeam. The 20,000th unit off the production line was, in fact, another variant . . . the type 910 which forms the heart of the Esprit Turbo.

● The 'light at the end of the tunnel' is getting stronger in Hethel. Registrations and sales figures of Lotus models for the last three months of 1981 were 76 per cent better than the same period in 1980, while production is sold out through to the end of March this year.

● The best car on sale in Britain last year was the new BMW 5 Series according to the Guild of Motoring Writers, who have awarded the car their Top Car '81 accolade.

● New car sales in Britain in December last year, rose for the third consecutive month. In all 56,330 new cars were sold, 10.5 per cent more than in December 1980. In 1981, however, car sales were 1.9 per cent below 1980's figure of 1,484,622, according to the SMMT.

December Top Ten

1 Ford Cortina	6101
2 Austin Metro	6069
3 Ford Escort	5807
4 Ford Fiesta	4370
5 Vauxhall Cavalier	3577
6 Ford Granada	1455
7 Triumph Acclaim	1348
8 Vauxhall Chevette	1187
9 Volvo 200 Series	1088
10 Renault 5	1038

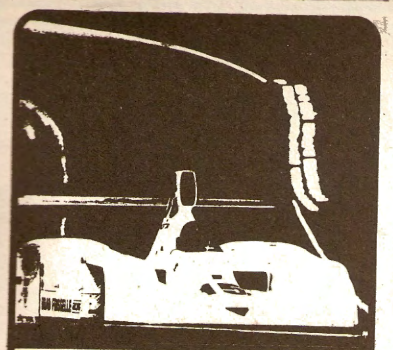
1981 Top Sellers

1 Ford Cortina	159,804
2 Ford Escort	141,081
3 Ford Fiesta	110,753
4 Austin Metro	110,283
5 Morris Ital	48,490
6 Vauxhall Chevette	36,838
7 Vauxhall Cavalier	33,631
8 Datsun Cherry	32,874
9 Vauxhall Astra	30,854
10 BL Mini	28,772

● Talbot's new baby car is to keep its European name, the Samba, when it goes on sale over here next month. The dimutive 3-door front drive hatchback will be available in three engine sizes and with four levels of interior trim. There will also be a cabriolet version available in the summer.

● It's good to know that somebody somewhere has money . . . in 1981 no fewer than 1955 wealthy overseas buyers took charge of new Rolls-Royce Silver Spirit, Silver Spur and Bentley Mulsanne models. That represents 26 per cent more export sales than in 1980. And despite the recession, 1220 of the models were sold in this country, a figure the company consider to be "very satisfactory".

● More than 1 million Toyota Land Cruisers have now been built, the most important markets for the 4-wheel-drive vehicle being the Middle East, Australia and Venezuela.



International Races

MANFEILD

Oxton on top

New Zealand's four-round Aurora AFX Formula Pacific International Series was thrown wide open at Manfeild last weekend when a rare mistake by Roberto Moreno allowed reigning champion David Oxton (Pye-Ralt RT4) to take the spoils. The Brazilian still leads the series after three events but will be under pressure at this weekend's final round at Christchurch from fellow Ralt drivers Oxton and Steve Millen. An electrical fault restricted Millen's progress in the firt of two 27-lap heats but he fought back strongly in the second part to finish runner-up, thus claiming fifth overall behind Oxton, Australian Robert Handford, American Peter Greenfield (Ralt RT4s) and local man Eric Morgan (RT1).

Maintaining his marvellous form, Moreno qualified on pole position yet again, his Greg Siddle-run Ralt now bearing allegiance to KB Lager and the Auckland Coin and Bullion Exchange, with a time of 64.38s, which was well underneath Aussie John Smith's old record. Oxton had completely rebuilt his car during the previous week and reaped the reward by setting second best time at 64.59s, followed by Steve Millen (65.53s) and Robert Handford, who will be remembered to British enthusiasts as driver of a Formula Ford PRS a couple of years ago.

The first 27-lap heat turned out to be rather processional as Moreno, Oxton and, for a time, Millen cruised away at the front, although there were several defections from the cavalcade further down as the race wore on. First to go, right at the start, was Dave McMillan, whose Datsun-powered RT1 was nudged into the pit-wall in preliminary jostling. Not long afterwards, Ken Smith also abandoned his ex-Fabi March 78/79B with a broken throttle cable, while American Mike Rosen suffered a comprehensive engine failure after 18 laps. One lap later, Millen relinquished his third place in favour of Handford when an earth wire detached itself from the fuel pump and then Graham Watson gave up with seemingly incurable fuel problems. This really was turning into a race of attrition!

In the end, Moreno finished over 30secs ahead of Oxton with Handford next. These were the only cars to complete the distance. The only moment of drama was provided when Oxton came unstuck on oil deposited by Rosen's expiring Ralt but he managed to collect the blue Ralt before it left the track.

The start of heat 2 was considerably cleaner than the first, and the pattern was quickly established apart from McMillan, who ran strongly in third place with his older RT1. Ahead of him, Oxton tenaciously held on to Moreno and drove most tidily. As he said afterwards, though, there was nothing he could do except hope that the Brizilain would run out of luck and make a mistake. On lap 13, when leading by around 4secs, Moreno lost it at the fast, 100mph sweeping bend that leads onto the pit straight, spinning off backwards into the rough. Oxton joyfully took over the running as Moreno attempted to rejoin the track but his hopes of fighting back were dashed as the rear of his Ralt burst into flames. Moreno duly vacated the car as helpers extinguished the fire and Oxton was left to romp home an easy winner. Behind him came Millen, the impressive Handford, McMillan, Smith and Greenfield, who was making his only appearance in the series having hired McMillan's usual RT4.

Watson was an early pit visitor with a recurrence of his carburetion problems but the first real excitement came when the brakeless Chevron B39 of Grant Campbell charged into the rough at the same place that Moreno was later to come to grief. The incident looked very dramatic but Campbell emerged unscathed and his car suffered only minor damage.

The spate of retirements caused several arguments about the overall results but these were finally resolved after a thorough search of the of the MANZ rule-book and the results shown below will stand.

PETER GREENSLADE

Steve Millen is Moreno's closest challenger as the series goes into its final round.



MANFIELD (NZ)
Jan 16
Aurora AFX Formula Pacific International Series, round 3
2 × 27 laps, 101.50 miles

Aggregate result:
1, David Oxton (Ralt RT4), 59m 01.13s, 103.19mph;
2, Robert Handford (Ralt RT4), 1hr 00m 07.76s;
3, Peter Greenfield (Ralt RT4), 53 laps;
4, Eric Morgan (Ralt RT1), 52 laps;
5, Steve Millen (Ralt RT4), 50 laps;
6, Tom Donovan (March 77B), 50 laps; etc.

Heat One: 1, Roberto Moreno (Ralt RT4), 29m 29.64s, 103.24mph; 2, Oxton, 29m 53.81s; 3, Handford, 30m 03.11s; 4, Grant Campbell (Chevron B39), 26 laps; 5, Morgan, 26 laps; 6, Greenfield, 26 laps; etc. **Fastest lap:** Moreno, 1m 04.38s, 105.13mph **(record)**.

Heat Two: 1, Oxton, 29m 07.32s, 104.58mph; 2, Steve Millen (Ralt RT4), 29m 59.80s; 3, Handford, 30m 04.65s; 4, Dave McMillan (Ralt-Datsun RT1), 30m 05.25s; 5, Ken Smith (March 78/79B), 30m 15.25s; 6, Greenfield, 30m 19.05s; etc. **Fastest lap:** Moreno, 1m 04.9s, 104.28mph.

Aurora AFX Formula Pacific International Series
After three of four rounds

1 Roberto Moreno (Ralt RT4)	43
2 Steve Millen (Ralt RT4)	38
3 David Oxton (Ralt RT4)	36
4 Graham Watson (Ralt RT4)	16
5 Robert Handord (Ralt RT4)	15
6 Mike Rosen (Ralt RT4)	13
Ken Smith (March 78/79B)	13

Final round: Jan 23, Lady Wigram.

WEST PALM BEACH

Paul's Pro-FF1600

One week after the Sebring opener, Formula Ford and Sports 2000 competitors travelled the 100-odd miles across Florida to the West Palm Beach circuit for the first Pro-race meeting of the year. As before, Mike Andretti proved to be the man to beat in Formula Ford but a broken engine put paid to his chances and enabled John Paul Jnr to take the spoils.

Andretti's Lola qualified comfortably on the pole and seemed to have the race firmly in his pocket until the untimely failure caused his retirement, thus elevating an entertaining tussle between John Paul, Chip Ganassi (Crossle) and former National Champion Bob Lobenburg. The latter was driving the same new Van Diemen that Hubert Phipps had used to good effect at Sebring.

In the Sports 2000 event, Tiga again had the upper hand as John Christiansen came through to beat the previous week's winner Rex Ramsey with Andy Blank scoring a third-place finish for March.

West Palm Beach (USA)
Jan 17
National Pro-Formula Ford 1600
20 laps — 44 miles
1, John Paul Jnr (Crossle-Stimola 50F);
2, Bob Lobenburg (Van Diemen-Wenz RF82);
3, Chip Ganassi (PRS-Stimola 81F); etc

Sports 2000
20 laps — 44 miles
1, John Christiansen (Tiga-Nelson SC81);
2, Rex Ramsey (Tiga-Nelson SC81);
3, Andy Blank (March-Nelson 82S);
4, Reggie Smith (Tiga-Nelson SC81);
5, Bill Cannon (Chevron-Nelson B52); etc.



Mike Andretti — Lola debut win.

SEBRING

Andretti for Lola

The opening American Regional race meeting of the new season proved to be a good one both from the point of view of British manufacturers and for the Andretti family. As reported in Sports Extra last week, 19-year old Mike Andretti took the honours with his brand new Carl Haas Racing Lola T640 in the National FF1600 event, leading home a string of Crosslé, PRS and Van Diemen cars.

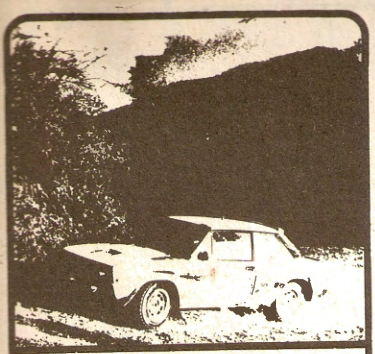
Andretti in fact romped away to a comfortable victory — most un-Formula Ford-like — but in his wake was a tremendous tussle between the Skip Barber Racing Crosslé 50F of Georgia's John Paul Jnr and the Stimola Racing PRS 81F of Formula Super Vee racer Chip Ganassi. Not far behind these two came Hubert Phipps in a new Van Diemen FR82 entered by American importer Essex Racing, while older Crosslés followed in the hands of Bill McGehee and Jackson Yonge.

On the same weekend, a race for Regional licence-holders saw another member of the Andretti clan, Mike's cousin, John, took a creditable second place in his Crosslé 50F behind the similar car of Canadian driver Kris Hornyah.

British interest was also high in the accompanying Sports 2000 event, where US Tiga agent Rex Ramsey scored victories in both the Regional and National races with his SC81 model. Team-mate Reggie Smith followed Ramsey home in the Regional event, while Andy Blank took the runner-up slot in the more senior race with his March 82S ahead of the Lola T592 of Syd Demovsky and Royale S2000M of Hugh Kleinpeter.

Sebring (USA)
Jan 9/10
National Formula Ford 1600
32 laps — 44.8 miles
1, Mike Andretti (Lola-Stimola T640);
2, John Paul Jnr (Crosslé-Stimola 50F);
3, Chip Ganassi (PRS-Stimola 81F);
4, Hubert Phipps (Van Diemen-Wenz RF82);
5, Bill McGehee (Crosslé-Motorsport 40F);
6, Jackson Yonge (Crosslé-Stimola 40F); etc

National Sports 2000
32 laps — 44.8 miles
1, Rex Ramsey (Tiga-Nelson SC81);
2, Andy Blank (March-Nelson 82S);
3, Syd Demovsky (Lola-Bertils T592);
4, Hugh Kleinpeter (Royale-Nelson S2000M); etc.



International Rallies

RUSSIAN WINTER RALLY

Czech shock

The Czechoslovakian crew Svatopluk Kvaizar and Jan Soukup surprised everybody by taking first place in the Russian Winter Rally held recently. The event was the final round of the Peace and Friendship Cup which could have been won by any of four drivers who started the rally.



Agisher's Moskvich failed to finish

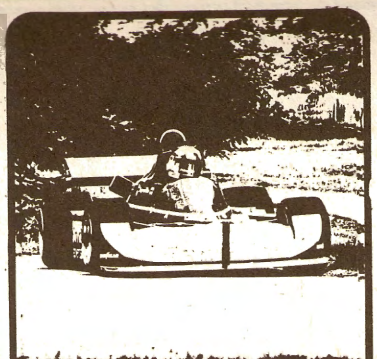
Sub zero temperatures and blizzard conditions made the going difficult particularly as studded tyres are not allowed. Most of the crews spent time off the road and it was clear that the winner was going to be the driver who had the best luck rather than the fastest car.

The first stage was held on the Olympic cycling track in Moscow and there was a great deal of hard racing taking place with Kvaizar baulking Ferjancz. The frustrated Ferjancz tried too hard on stage six and spent too much time off the road resulting in 23rd place and third place in the Cup.

This was the first time a foreign driver had won the Russian Winter Rally and with Vaclav Blahna in second place the Czech one-two must have been particularly pleasing. Of the 56 starters, 45 crews finished the 800 Km event.

Russian Winter Rally (SU)
Dec 23

1, Svatopluk Kvaizar/Jan Soukup (Skoda 130RS), 4897pts;
2, Vaclav Blahna/Pavel Schovanek (Skoda 130RS), 4904pts;
3, Nikolai Elizarov/Sergei Gogunov (Lada 1600), 4939pts;
4, Vello Yunpuu/Aarne Timusk (Lada 1600), 5054pts;
5, Valeri Filimonov/Mihail Devel (Skoda 1600), 5116pts;
6, Igor Bolsih/Nikolai Bolsih (Skoda 1600), 5132pts.



Off-Track

RALLYCROSS

Scarrow's title

Derek Scarrow became the new Winter Rallycross champion at Snetterton last Sunday when his Ripspeed International entered Fiesta finished a strong second to '78/79 winner Graham Hathaway in a furious Superfinal that saw Hathaway racing hard to take outright victory with the British Telecom/Blue Line Escort. Scarrow had begun the final round on a commanding lead but with double points up for grabs in the final race, Hathaway was reluctant to concede defeat until the final flag had fallen, though he was to face strong opposition not only from the series' leaders but also from within his own Division as Bill Riddle pressed Hathaway all day and proved the only other Div 2 driver capable of breaking the three minute barrier.

No sooner had practice begun then Brian Betteridge was a retirement with his VW Beetle while fellow VW driver Adrian Oliver had one side of his Beetle's engine stripped down to rectify a seized rocker arm. Lying second in the series and only nine points behind Scarrow, Tony Bardy suddenly had his efforts rudely terminated when the transfer gear broke on his Mini but Colin Waudby quickly offered his car and the Yorkshire lads set about giving Bardy the best possible chance of a stab at the title. Keith Ripp hadn't entered, despite his fourth place in the points behind Hathaway so Rob Taylor on 46 was also looking for a good finish, but he too was forced to join the ranks of non-starters when a half shaft broke during practice.

In the first runs, Mark Lloyd put up a good showing with his MkI Escort to lead the Div 1 contingent until when, in heat 3, Dave Stevens became the first driver of the day to get below 3min. His Fiesta was really flying but Scarrow was in determined mood and, despite having to fight off Peter Booker's moderately successful advances in heat 5, once the white Fiesta had taken the lead on lap 2, there was little hope of stopping Scarrow from recording a very fast time of 2min 56.0sec and, with Booker just a shade over 3min, Fiestas held the top three places in Div 1. The pattern changed little as the runs progressed, Scarrow reducing his time further to set BTD at 2min 54.4 with the inexperienced Booker doing an excellent job of staying right with the leaders throughout the day. Chris Lodge began to creep up the order and matched Booker's time on run 2 but Bardy was having to work hard to make the finals in a strange car, his efforts paying off nevertheless.



Derek Scarrow clinched the Winter Rallycross Championship with a fine second.

In Div 2, the racing got off to a tremendous start as Graham Lepley held off Riddle and Colin Page for the first lap before an off into the bank allowed Riddle through to record an excellent time. Page had passed the errant Escort but as Lepley collected it all together and rejoined the racing, the Blue Line boss eventually had to settle for third place as Lepley stormed back up through the field. Ron Hudson won his heat to join the front runners and Graham Hathaway faced little opposition in his run as Peter Harrold pulled out with fuel problems on his Turbo charged Beetle. Hathaway knocked one sec off his time in the second run and elected not to race a third time, allowing Riddle the chance of a better placing on the A final grid with another sub 3 min time as the meeting's sponsor, John Cross in the Autocross Escort moved up the order with a good win from Oliver and Hudson.

Booker had made the Div 1 'A' final but as the lights changed to green, his Fiesta was left stranded on the line with no drive. The race was stopped while Booker was rescued but then the gremlins struck a second time, for Bardy, and he headed back to the paddock with a distinct lack of oil pressure as the remaining six cars lined up for the restart.

Scarrow was quickest off the line to lead Lodge and Lloyd as Stevens tucked in right behind the third placed man. Scarrow was never headed, ensuring himself the best possible chance of taking the title and a good drive up through the field saw Stevens taking second place as the flag fell after five laps. Next came Lodge and Lloyd to go through to the Superfinal as relative newcomer Paul Jackson and Antony Ashwell completed the order.

In the Div 2 'A' final, Hathaway took a clear lead as Riddle lost it rounding the first corner and delayed the rest of the field, Graham Standage coming off the worst. Cross took second place followed by Hudson and Page with Riddle recovering to fifth ahead of Oliver, Standage and a misfiring Chris Murrells. Hathaway was still in with a slim chance of the title but, despite winning the Superfinal, Scarrow was right there behind the yellow Escort in second place to take his first ever title. Cross and Stevens finished a good day's racing in third and fourth place while Lodge just got the better of Lloyd virtually on the finish line, ahead of Page and an ailing Hudson.

BILL MANTOVANI

SNETTERTON
Jan 17
Snetterton Winter Rallycross Championship
Final Round

Superfinal: 1, Graham Hathaway (Escort); 2, Derek Scarrow (Fiesta); 3, John Cross (Escort); 4, Dave Stevens (Fiesta); 5, Chris Lodge (Mini); 6, Mark Lloyd (Escort). **Div 1 'A' Final:** Scarrow. **Div 2 'A' Final:** Hathaway.

Graham Hathaway's Telecom Escort speeds toward the Div 2 'A' Final.





Ormond Christie was absolutely unbeatable at Wimbledon Stadium.

HOT RODS

Happy Christie

Two days into 1982 and Ulster's World Hot Rod Champion Ormond Christie was back in England to land his first major title of the new year. On this occasion it was the 'British Drivers Championship' held at Wimbledon Stadium on January 2 and screened the same afternoon on LWT's World of Sport.

Christie was racing his championship-winning Toyota Starlet for probably the last time in this country—he's due to tour South Africa next month and hopes to have a new car on his return. And in his last performance before his visit to South Africa he simply couldn't put a foot wrong, winning the race by three-quarters of a lap.

Qualifying laps decided the grid for this year's 30 lap race, with pole position falling to the current World Champion after a rapid 15.7secs lap on what was a very wet and slippery Wimbledon tarmac.

Only Midland wet-track expert Peter Grimer could offer any serious challenge to the Ulsterman's time, with his fastest lap of 15.91s to share the front row. Spedeworth's Chris Griggs and George Polley salvaged the second row for the 'home' contingent while Barry Lee, complete with a LWT camera, could muster only a poorly 16.61 which left him on row 5. There was even more humiliation for Leo when Christie lapped him in the closing stages, although Barry did save some grace by fighting back to unlap himself!

One interesting addition to the line-up was the appearance of rallycross star John Welch, who had rented Mick Collard's Escort for the event, making good progress as the meeting went on.

One rolling lap and Christie was away like a rocket, leaving Grimer reeling in the fierce clutches of Griggs and Polley, until George fell by the wayside with electrical problems after only a couple of laps. Griggs and Grimer now had Micky Hall to contend with, Hall trying his utmost to find a path around the two battling cars ahead.

This entertaining dice had now enabled Christie to open up a good quarter-lap advantage over the rest of the pack. Hall fought to get on equal terms with Griggs, having passed Grimer on the pit turn. The two cars tussled over second spot for several laps before Hall broke free. Grimer now cashed in on Hall's persistence, following Mick through into third. All the while Christie was happily and successfully weaving his Toyota through the back-markers, often without the assistance of the blue flag.

Steven Dance was enjoying a steady race back in fifth, holding off the pressures from Pete Winstone and Nigel Murphy who headed the start of a long line of cars. Griggs was still hotly pursuing Hall and Grimer, and his chance to snatch third place came when Grimer suffered slightly in the middle of the packed action. This also presented Hall with the opportunity of regaining his second spot and he lost no time in passing Grimer. However, Griggs's gallant drive ended soon afterwards when he pulled off onto the centre green with a fuel malady.

By now Christie had made that epic move past Lee, to put the former World Champion one lap down. The crowd loved every minute of the struggle, with Leo eventually getting back to unlap himself. Ormond was obviously in no mood for a fight with only seven or so laps between himself, the chequred flag and the victory.

A little way ahead of him was the scene of another desperate battle, this one between Hall and Grimer for second position. It had been a splendid fight the whole time and it continued this way right until the flag, with Hall just pipping Grimer.

ANN PATRICIA NEAL

Barry Lee was not his usual self in the Stadium suffering the ignominy of being lapped.



WARCO CUP TRIAL

Fourth in a row

Stuart Butterfield won his fourth Trial in succession when he won the Warco Cup on January 10. He also moved into the lead in the 1982 British Trials Championship for which this was a qualifying round as well as a round in the Fives Ways Tyres/BTRDA Championship. Despite appalling weather in the rest of the country which meant that nearly half the entry failed to turn up, the trial took place in bright sunny weather, and it surpassed even the Peterborough MC's own high standards.

It was not easy though. The early leader was Robin Alexander but he gradually lost ground and was caught by Jack Pearce at the close so that he dropped to third and only just beat Julian Fack who climbed some great hills. Richard Rimes powered his way to fifth place while sixth place was filled by Bob Dayson. Bob claimed to be driving apallingly at the lunch break but this turned out to be some sort of psychological gambit as he had his best result for some time. But the revelation was Bob's protegé Phil Ledgerwood in David Morris's old Facksimile. He drove really well, was seventh at lunch and only dropped to tenth place by the close.

Ron Bland was another to go well and he so nearly got into the top ten but had to be satisfied with 11th place in by far his best day's sport. David Bastable also was going like a train and was delighted to beat John Ward in a tie-break for 14th place. Even at the other end of the field John Briggs and Roy Frisby were not disgraced and climbed some good hills in the very icy and very tricky conditions.



Butterfield — fourth victory.

Warco Cup Trial
Jan 10

1, Stuart Butterfield/Graham Hoyle (Lolsimile), 66pts; 2, Jack Pearce/Brenda Pearce (Kincraft), 74pts; 3, Robin Alexander/Antonia Alexander (Jabs), 76pts; 4, Julian Fack/Meg Marion (Impunity), 78pts; 5, Richard Rimes/Julia Rimes (Concord), 92pts; 6, Bob Dayson/Ian Dayson (Facksimile), 99pts.

Stuart Butterfield and Graham Hoyle negotiate the snow in their Lolsimile.



International Events

Date	Venue	Event
Jan 23	Kyalami, S Africa	South African Grand Prix — Formula 1 World Championship, round 1
Jan 24	Lady Wigram, New Zealand	Lady Wigram Trophy — F/Pac, G1/2, FF1600

National Events

Date	Venue	Event/Club	Details
Jan 23/24	Ross Spur Service Area, (MR162/610256)	Rally	Ross Traders Trophy Rally — Start: 23.00
Jan 23/24	Pocklington Industrial Estate, (MR106/791478)	Rally Selby DMC	Moss Tyres Three Swans Rally — Start: 00.30
Jan 23/24	Battle Hill Garage, Battle (MR199/753153)	Rally SWL MC	Marsh Mist Rally — Start: 23.00
Jan 24	Street End Farm, Broad Oak, Heathfield, (MR199/603236)	Sporting Trial 750MC	Spring Coomber Trial — Start: 11.00

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



LOW TO MIDDLE TAR As defined by H.M. Govt. DANGER. H.M. Govt. Health Departments' WARNING: THINK FIRST - MOST DOCTORS DON'T SMOKE