# Autosport

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VALVOLINE MOTOR OIL

Haymarket publication

April 15, 1982 50p




# F2 action from Thruxton

## Circuit of Ireland news □ Long Beach GP in colour

## he Safari Rally story □ New F1 turbo □ All Faster sport

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# Autosport

**April 15, 1982 Vol 87 No 2**

## FRONT COVER

Thruxton marked an improvement in the Ralt-Honda team's fortunes, especially those of Kenneth Acheson — the talented Ulsterman finished second to Johnny Cecotto in an exciting climax to the race. Photo: Jeff Bloxham.

## NEXT WEEK

At last . . . the World Endurance Championship gets under way with the first round from Monza — Full report of the Circuit of Ireland — Grand Prix Preview: Imola — Long Beach's Chris Pook interviewed — RAC Rally 50 years celebration — Backstage — Plus all our usual news and features*

*These items correct at time of going to press.


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## CENTRESPREAD

This week's centrespread depicts Mike O'Brien's works-run Anson SA3C which is competing in this year's Marlboro British Formula 3 Championship. Photo: Jeff Bloxham.

# Williams dilemma continues

The seemingly endless dilemma of Frank Williams continues. Thanks to the dithering of Alan Jones and Carlos Reutemann, Frank spent much of the winter looking for drivers, and now the Argentine's 'final' retirement has left him in the same unhappy position.

We spoke to Williams at the weekend, but he was understandably reluctant to be drawn on the question. "I'll be making up my mind in the middle of this week," he commented. "We've got a couple of days' testing at Zolder, and then a couple at Imola. I hope to have a second driver settled in time for him to do part of the Imola test — in fact, I must do that, because I want him to get some time in the car before the race at Imola."

At Long Beach, of course, the 'spare' Williams was handled by Mario Andretti, but the American is not available for Imola, having a clashing CART commitment at Atlanta that day.

In the past days, virtually everybody with a competition licence has been mentioned in connection with the Williams ride. Frank has been in touch with Alan Jones, but his former number one made it clear that a return to Grand Prix racing was out of the question — for this year, anyway. There have even been suggestions of a comeback for Jody Scheckter but these may be discounted.

Since the disqualification of Gilles Villeneuve at Long Beach, there have been rumours in Italy of a possible withdrawal from racing by Ferrari, potentially putting Villeneuve and Didier Pironi on the street. Our man in Italy doubts, however, that Ferrari would quit, whatever his grievances with FISA and FOCA, and says that, in any case, a Ferrari contract is so watertight as to preclude any driver from going elsewhere.

It would seem, therefore, that Williams will not be able to acquire the services of a 'superstar to take Reutemann's place. It is known, for instance, that an increasingly frustrated Jacques Laffite is approaching the end of his tether with the Talbot-Ligier team, but the Frenchman — who started his Formula 1 career with Williams — is securely locked in to his contract.

Nigel Mansell is another man linked with Williams, and Frank is known to have tried to sign him towards the end of last season. Colin Chapman, however, was not prepared to let Mansell go, and it may be safely assumed that now the position would be the same.



*Frank Williams at Thruxton last Monday.*

On the face of it, then, the four most likely candidates for the most coveted drive in Grand Prix racing would appear to be Messrs Daly, Warwick, Fabi and Henton. Brian's arrangement with Arrows is a short-term one, pending the return to fitness of Marc Surer, and it is thought unlikely that either the Theodore or Toleman teams would stand in their way, should either of the Dereks be offered the ride. By the time this is read, Frank's decision should have been made.

At the weekend, Williams confirmed that the FW07's racing days concluded at Long Beach, and that the new, startlingly quick FWO8s will be raced at Imola and thereafter. During Jonathan Palmer's recent Silverstone test in the car, the young Englishman found that he needed only a dab on the brakes for Stowe, and that Club was flat . . .

**STOP PRESS: PAGE 4**

# Toleman press on

Despite the withdrawal of their major sponsor, Candy, after last week's Long Beach Grand Prix, the Toleman F1 team is pressing ahead with plans to build a brand new car. They will also continue to develop their current TG181 design which has scarcely lived up to its recent Ricard testing form, as can be shown by their recent failures to make the grid in either Brazil or California.

"There are reasons why the car went well at Ricard in February and proved such a disaster in Rio," said Toleman spokesman Chris Witty earlier this week, "and our design staff have at least tried to cure the faults until we can get an all-new car running by mid-August. Mind you, it hasn't helped that chassis and suspension loadings have increased by as much as 300 per cent with the latest skirt systems. In fact, the current crop of cars are now generating more downforce than when they had fully sliding skirts two seasons ago."

The team is painfully aware that their Formula 1 track record of three starts in 30 attempts is hardly an enviable one, but with Candy's departure, a replacement will have to be found although Toleman Managing Director Alex Hawkridge has stipulated that they will attend all the races from San Marino onwards. The team is due to test at Imola this week.

Their new car will remain faithful to the Hart four-cylinder turbocharged engine which is now proving reliable and responding well to continual refinement.

Remarking upon the suggestion that Derek Warwick could be on the Williams short-list as a replacement for Carlos Reutemann, Hawkridge added that Toleman had no objections to his being approached, but would not be drawn any further on the subject.

# Rebaque moves into the Brickyard

Hector Rebaque has not, after all, retired from motor racing. The Mexican former Brabham driver will drive as Danny Sullivan's team mate in the Forsythe Industries CART team this season, and last week he took part in the 'Rookie Orientation Test' at the Indianapolis Motor Speedway, along with several other first-timers.

The weather at Indy was extremely cold — well under 40deg — and therefore no quick times were recorded. Fastest, in fact, was Roger Mears, older brother of Rick, who lapped the Machinists Union Penske PC9B at a little over 180mph — and was promptly disqualified for going too fast! They take this safety business very seriously at the IMS, you know: remember those nylon-jacketed 'fire fighters' trying to cope with Rick Mears's pit fire last May?

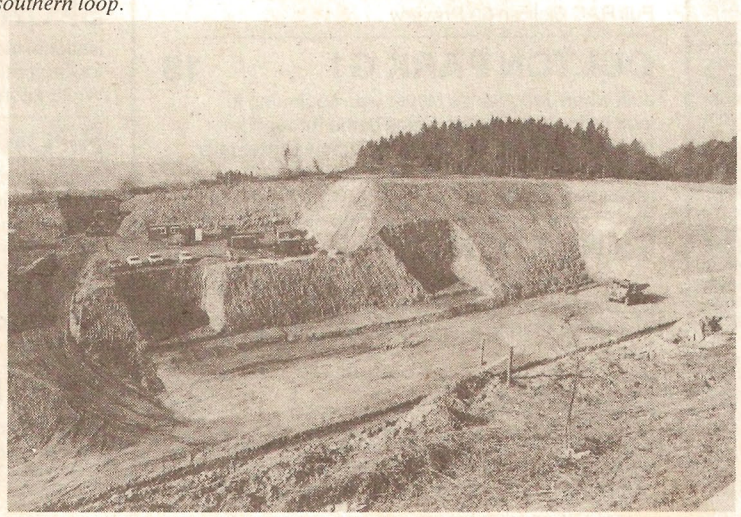
Rebaque and Sullivan were both present, each having a go in the single Forsythe March 82C, and a further example was given an airing by Bobby Rahal. Also seen was Desiré Wilson, having a shakedown run in her Theodore Racing Eagle-Cosworth DFX. The South African lady lapped at over 170mph without trouble, but then suffered a blown engine (see page 3).

Not exactly a rookie, of course, Bobby Unser was also out at the Brickyard, in one of Josele Garza's Marches. At the end of the week it was confirmed that the 1981 500 winner will drive the car in this year's race.

# Nurburgring alterations under way

*After many years of discussion and on-off negotiations, construction of the new Nürburgring has finally begun. The new 2.6 mile circuit will be sited adjacent to the existing southern loop.*



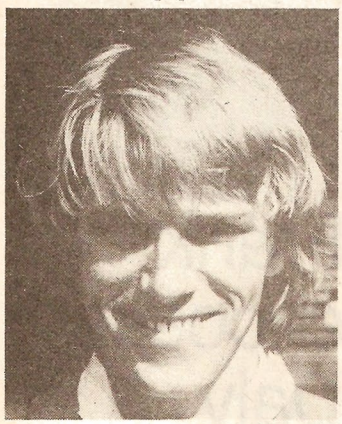
# Watkins Glen to be put on the market

The future of Watkins Glen seems ever more bleak — but perhaps there is light ahead. Our American Editor reports that April 1 was the date set by a New York bank for either a repayment of $900,000 in loans or, at least, the production of a financial statement. Apparently, they received neither.

Therefore it is believed that the bank will now foreclose on the Glen's owners, which effectively means that they will put the place up for sale — cheap.

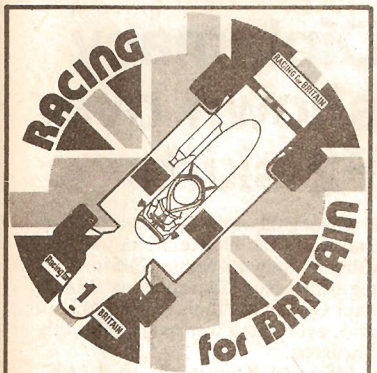
If the Glen goes on the market, a likely asking price is $500,000. Among the possible buyers, goes the rumour, are Chris Pook and Bill France.



The second in the occasional series, The Valvoline Collection, this week features F2 Spirit-Honda driver Stefan Johansson. Stefan recently had an eventful F2 race at Thruxton, starting from pole position and leading before pitting with tyre problems. On returning to the fray he managed to power his way back to second place before a wheel detached itself from the car out at the complex.

Photos: David Winter and John Townsend.




## Sunbeam supporters

The Caribbean Airways Raceday meeting at Brands Hatch over the Easter holiday included a 'Racing for Britain' Shell Super Sunbeam race, over 10 laps of the Indy circuit. As ever, a close race ensued, with victory going to Terry Grimwood, the publisher of Cars and Car Conversions, and the event managed to raise in the region of £2,000 worth of pledges for the 'Racing for Britain' campaign. Those competing included Dai Llewellyn, who was backed by Inside Belgravia magazine, Steve O'Rourke, Vyvyan Mackeson (TV South), David Briggs (Capital Radio), Chris Goffey (Top Gear, BBC2), former World Speedway champion Freddie Williams, Terry Grimwood (Piper FM, Demon Tweeks, Midas Cars, Spax shock-absorbers), Carolyn Grant-Sale (Zip Discount Centre, Hermetite, Kart & SuperKart magazine), Martin Hines (Zip Discount Centre, Hermetite, Kart & SuperKart magazine), Richard Nichols (Dees of Croydon, Duckhams, Dave Lee-Travis, John Wolfe Racing, Custom Maid), John Llewellyn (Arrow Aids), Peter Dron (Motor magazine), Carole Difford (Kent Messenger newspapers) and Colin Singleton (MRS Brands Hatch Racing).

# The President proposes . . .

Just when you thought it was safe to go back in the water . . . Jean-Marie Balestre's proposals for the future of Grand Prix racing have become known. This time the FISA President has chosen not to release a statement, but to communicate with a journalist from each country, in the hope that this will 'spread the word', which seems astonishingly naïve for a man who claims to have been a journalist himself.

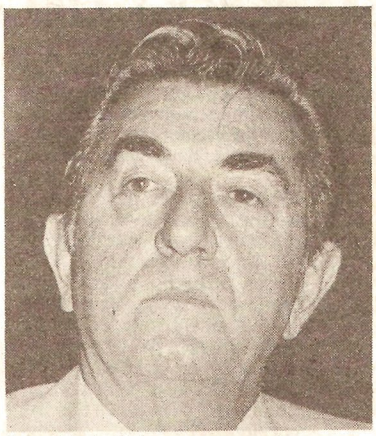
In France, however, his proposals have already been announced, and we should stress here that these are proposals for 1983 — not 1985, after the expiry of the Concorde Agreement, when the new Formula 1 comes in. Balestre has, of course, already 'threatened' to resign, should his proposals not be accepted, which means that he aims to drive a coach and four right through the Concorde Agreement.

Balestre says that his proposals will go through on condition that they are accepted by a consensus of the constructors, and he reckons that 80% would be enough, despite the fact that the Concorde Agreement calls for "unanimous agreement" for rule changes.

The situation in Formula 1 has become critical, says Balestre, because the power of the turbo engines has "provoked bad feelings among the Cosworth users," who have therefore exploited a loophole in the rules relating to minimum weight (a reference to the controversial 'water tanks'). The problem that the FISA President faces is not to penalise some teams more than others with his new proposals. "I am not an engineer," he says. "It is up to the constructors to draw up the details involved."

Broadly, Balestre's proposals are as follows:

1. *Reduce the width of rear tyres from 18ins to 14ins, their maximum diameter to be 24ins.* This proposal, it is claimed, met with approval at a meeting of the tyre manufacturers in Long Beach. We heard a different version at the time.



*Jean-Marie Balestre — no engineer*

2. *Ban qualifying tyres.* No one with any sense would disagree with this intention, but how to police it? It is proposed that each car should be allocated a maximum number of sets of tyres (say, 10) for a complete Grand Prix meeting, practice and race. Each set would be numbered before practice. Then lots would be drawn so as to choose sets for practice and race. This, in theory, would rule out the use of qualifiers.

3. *Reduce the size of wings, the effect of ground effect, and ban skirts.* This, says Balestre, is to respect the wishes of the drivers, and he says its objective is to "lose five seconds a lap, solely through a reduction in cornering speeds."

4. *Reduce from 250 litres to 200 the amount of fuel available per car per race.* This would obviously create a major problem for the turbos and also for the 12-cylinder engines.

5. *Reduce the weight limit from 580kgs to 550.* His objective here, claims Balestre, is to "reduce the performance gaps between the teams." In future, all weighing of the cars would be done *without* topping up the coolants, although there would be a tolerance of 2%, to allow for split radiators etc.

6. *Ban six-wheelers and four-wheel-drive.* Here, claims Balestre, the objective is to rule out a possible alternative to the reduction in cornering speed imposed by the measures in previous clauses. Goodbye to the Williams project. . .

7. *Introduce further cockpit reinforcement.*

8. *Make compulsory the fitting of functional, on board, starter systems.*

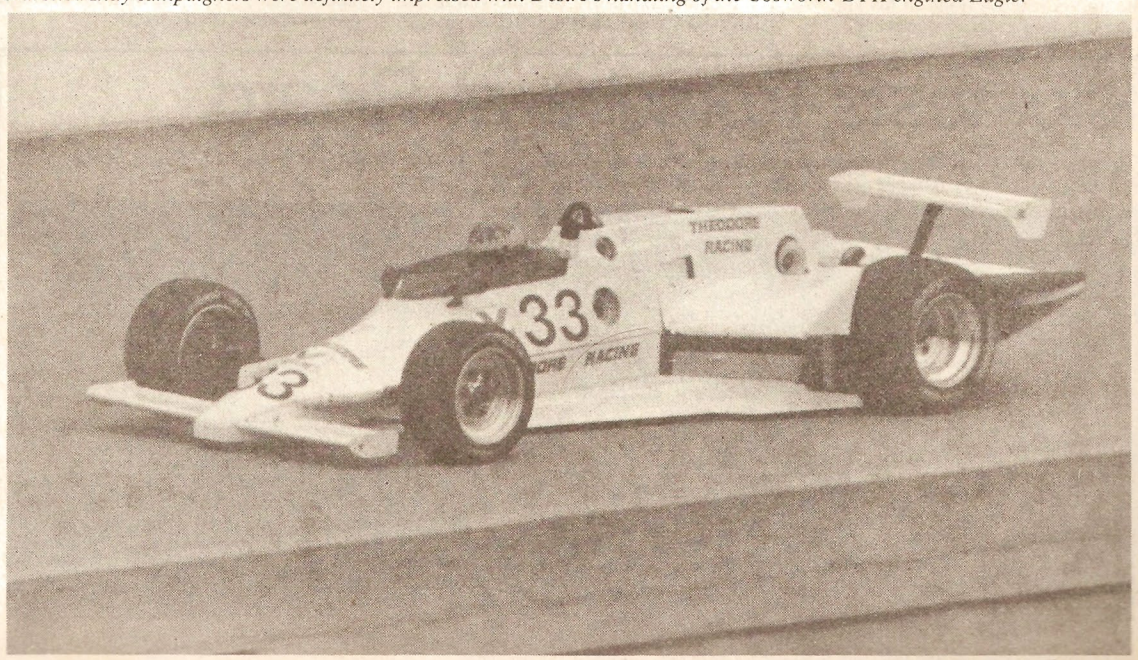
Balestre says that FISA is willing to accept amendments to each proposal, but that it will not break up the package. He anticipates that the proposed measures will lead to "clashes"(!), but stresses that he will resign if they are not, in broad form, accepted.

The Formula 1 Technical Group is due to meet in Paris next Tuesday and Wednesday (April 20/21), and the proposals will then be discussed by the Formula 1 Commission, who will decide whether the proposals should go before the FISA Plenary, which meets in Casablanca on May 1, and is part of the FIA Plenary.

In the meantime, next Monday is the day the 'water tank' Tribunal meets in Paris; this in response to the protests lodged by Ferrari and Renault at the last two Grands Prix. Ferrari have also appealed against the disqualification of Villeneuve's 'twin wing' Ferrari at Long Beach, of course, but no date for that hearing has yet been set.

# Desiré makes her Indy debut

*Desiré Wilson jetted back from "Rookie Orientation" at the weekend, and reports were most favourable of the Kent-based South African's first-ever Indy laps over April 7-9. The set-speed qualifying requires the Rookies to lap at 160mph, 170mph and so on under observation and despite initial gearbox oil pump problems Desiré soon matched the pace. But she only covered a total of 47 laps during the three days before the VDS engine blew a piston, although the team run by Derek Mower for Teddy Yip plus several seasoned Indy campaigners were definitely impressed with Desiré's handling of the Cosworth-DFX engined Eagle.*



# Ivens Lumar to build own F2 car

One Formula 3 team taking a close look at Formula 2 at Thruxton was Mike Reid's Ivens Lumar outfit, who are currently conducting "a feasibility study" on building their own F2 car for next year.

Former Lotus designer Nigel Stroud has already penned the initial outline of the car which will be built in the F3 team's premises near Silverstone.

Before finally committing themselves to the project, the team are keen to get a firm commitment from a tyre and engine manufacturer so that they can design a package, and former ICI Chevron F2 team manager Tony Harvey is co-ordinating the project.

# Trevor's lucky escape

Monday's Marlboro British F3 race at Thruxton was unfortunately blemished by a nasty accident that befell impecunious Loughborough driver Tony Trevor. He lost control of his ex-James Weaver/Mike O'Brien Ralt RT3 through Church corner on the opening lap and was a helpless passenger as the car somersaulted itself to destruction across the grassy outfield.

The car was very badly damaged and Trevor was trapped for a while before being released and taken to Odstock Hospital in Salisbury. He was described as "comfortable" on Tuesday morning, although nursing a broken arm and ankle, together with various other injuries. He is expected to be confined to the Amesbury Ward for a couple of weeks or so.

Even more unluckily, a BARC marshal was also injured as a result of the accident. Mark Richards was rushing to Tony's car when he tripped over a rabbit hole and cracked a bone in his leg. We wish both men a speedy recovery.

# Golden Le Mans shaping up well

This year's Le Mans 24 Hours looks like having its best entry for a very long time. For this, the 50th race, no fewer than 36 Group C cars have been entered, and a great many more have been turned down.

The Group C runners include four Ford C100s (three works cars, one from Alain de Cadenet), four March 82Gs, two Nimrod-Aston Martins, three WM-Peugeots, two Mirages (Mario and Michael Andretti, Rick Mears/John Morton), two Saubers (one driven by Hans-Joachim Stuck), two Lola 610s (Guy Edwards/Rupert Keegan, Brian Redman/Ralph Cooke), seven Rondeaus — Rondeaux? — of which four are works cars (Henri Pescarolo/Jean Ragnotti, Jean-Pierre Jaussaud/Jean Rondeau, Francois Migault/Danny Sullivan, Gordon Spice/TBN), one Kremer Porsche C82 (Danny Ongais/Ted Field), three works Porsche 956s (Jacky Ickx/Derek Bell, Vern Schuppan/Jochen Mass, Al Holbert/Hurley Haywood), one Cougar, one Dome (Chris Craft), one GRID-Plaza (Emilio de Villota/X), one De Cadenet (Dorset Racing) and one Porsche 936J (the Martin brothers).

The leading entries in the poorly-supported Group 6 class are three factory Lancias (Michele Alboreto/Teo Fabi, Piercarlo Ghinzani/Hans Heyer and, an interesting pairing, Riccardo Patrese/Rolf Stommelen. The German has not driven for Lancia before). John Fitzpatrick is to drive one of five Porsche 935s in the IMSA GTX class, which also features five Ferrari 512BBs (two of which will be crewed by John Paul, *père et fils*, with Preston Henn, and by Jean-Claude Andruet/Claude Ballot-Lena).

Oh yes, and in the IMSA GT class there is a pair of Chevrolet Camaros, one of which will be driven by NASCAR men Dick Brooks and Hershel McGriff. The latter began racing in 1945, and won the Pan-American Road Race in 1950. . .

# Avon go long distance

Avon will be making their long distance sports car racing debut at Monza this week with the Lola and GRID teams. "It's another new field for us said IRTS boss Jean Mosnier on Monday, "but we shall be giving it our full support."

In the testing of the two new Group C challengers at Donington last week Rupert Keegan was the quicker of the two in the Lola by 4 secs, lapping in the 1m 7s bracket. "It felt really good even though we were wrong on the gearing."

# More protests over skirts

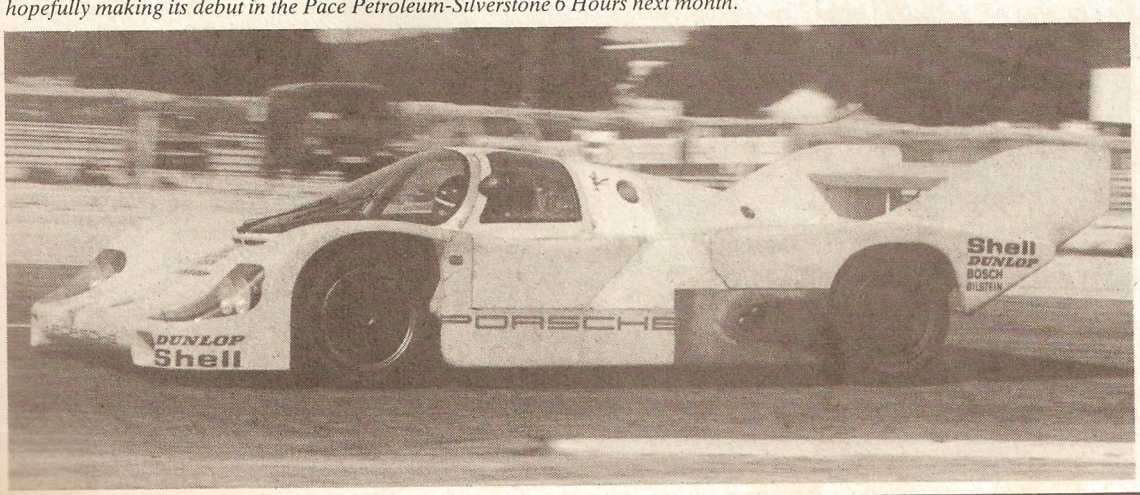
It seems that no Formula 1 race is complete these days without some behind-the-scenes wrangling, protests and counter-protests. The Oulton Park Gold Cup last week proved to be no exception to this recent trend. Having qualified third fastest in Thursday's practice sessions 1978-78 ShellSport and Aurora champion Tony Trimmer saw fit to protest the quicker cars of Jim Crawford and Val Musetti over the skirt rule.

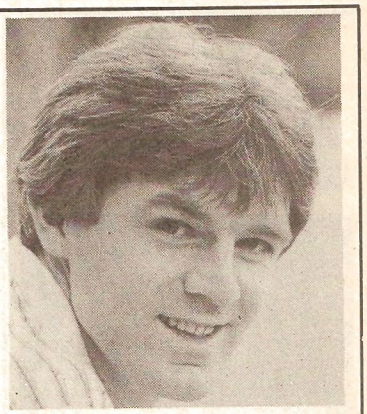
Flexible skirts are not allowed in the British F1 series although fixed strips are permissible, provided that they are at least 6cms from the ground with the driver seated. Trimmer maintained that the skirts on all cars should be level with the *flat* monocoque floor of each chassis but both the AMCO Ensign and the Colin Bennett-run March have dimples in the tub and Trimmer took exception to these appendages, an old F2 loophole.

The protest was eventually thrown out, and Trimmer's team lowered the Fittipaldi to suit — it promptly won, through stamina rather than speed!

# Ickx tests Porsche at Ricard

*The new works Porsche Le Mans challenger was tested at the Paul Ricard circuit last week by Jacky Ickx and Derek Bell, prior to hopefully making its debut in the Pace Petroleum-Silverstone 6 Hours next month.*



# Frank chooses Daly

*As we closed for press, we received the marvellous news that Frank Williams has finally made up his mind about his new number two, and has chosen Derek Daly. The Irishman is to be released immediately by Theodore and will test an FW08 at Imola tomorrow (Friday) in preparation for the San Marino Grand Prix. It is rumoured that his place at Theodore may be taken by Derek Warwick.*

# Diplomacy shown over F2 skirts

Following the rumpus over cars' skirts in Formula 2 at Hockenheim, which resulted in Steward Sidney Offord reporting Ralt's Ron Tauranac and Maurer's Paul Owens for their behaviour on the grid, everything went very smoothly at Thruxton.

FISA acted positively to a plea for strict scrutineering and RAC officials Cecil Mitchell and Peter Jowett undertook the task thoroughly and in everyone's minds, fairly and reasonably. "It's bloody good", said Spirit's Gordon Coppuck. "We are all playing to the same set of rules. They have shown here what can be done effectively and without argument. I hope it is the same everywhere else.

His sentiments were echoed by everyone and the post-race celebrations began straight away, everybody being immediately satisfied.

# Still no cash for Byrne

An anxious Murray Taylor contacted us on Tuesday morning to say that, contrary to the impression created on the BBC's live coverage of the Thruxton F3 race on Monday, Tommy Byrne has not yet found sponsorship for the remainder of the season. For that one race, Byrne's Ralt featured the colours of Shell Oils and RMC Mortars,

# Obituary

## Basil Tye



British motor sport suffered a tragic setback over the Easter weekend. We deeply regret our duty to report the sudden death of Basil Tye, the popular and respected Managing Director of the RAC Motor Sports Association, this country's national sporting authority. Alone aboard his cabin cruiser on Sunday off Poole harbour in Dorset, he was the victim of a heart attack. He was only 59.

Actively involved in motor sport for 35 years, Basil had at his command a vast experience of administration both nationally and internationally, and his loss leaves a void which will be immensely difficult to fill.

Born in August, 1922, at Sevenoaks, Kent, he was educated at Neylands House School locally, and then at Judd School, Tonbridge, and the Royal Academy of Music. His first introduction to the sport of motor racing which he grew to love came at the age of 15, when he was taken to Brooklands. Having gained a wide technical knowledge of cars through his family's motor trade business, he bought his first racing car, a 1½-litre supercharged Alta, in 1947. Racing a Formula 3 Cooper 500, Basil took part in every race meeting held at Brands Hatch during the first two years of that circuit's transition to car events. With a Jaguar XK120, he competed in races, sprints, rallies and other competitions, and he was a founder member of both the Jaguar Drivers Club and the Sevenoaks & District Motor Club.

On the death of his father, he ran the family motor business until 1953, when he joined the RAC as Assistant Manager of the Competitions Department. Gaining experience of all aspects of the sport in Britain, under Dean Delamont, Basil subsequently held the positions of Deputy Manager and Deputy Director.

He first represented Britain in the international administration of motor sport on the International Karting Commission, of which he became Vice-President. He was also a Vice-President of the FIA Off-Road Events Commission, but will be best remembered, perhaps, for his outstanding work on the Safety Commission. Serving on that body for over ten years, latterly as its President, he had overall responsibility for all Formula 1 circuits worldwide, and he achieved a universal standard on circuit safety during the seventies.

While retaining the Presidency of the Safety Commission, he took over as Managing Director of the newly formed RAC Motor Sports Association Ltd in April, 1979, presiding over the major reorganisation of the administration of British motor sport at that time. He also became the British titular delegate on the FISA Executive Committee and Plenary Commission.

As Managing Director of the British national authority, Basil assumed overall responsibility for the British Grand Prix, the RAC Rally of Great Britain, the British Kart Grand Prix and the London-Brighton Commemoration Run.

He believed very strongly in the concepts of stability and consultation as the means to develop motor sport, and was known for his level-headed and straightforward approach to problems. In his measured and tactful way, he was critical of the international administration, and his concern about the direction which the sport at International level seemed to be taking was firmly expressed last year, when he resigned at last from the Safety Commission, and stood as Britain's first ever candidate for the Presidency of FISA. In the elections in Paris last October, he was defeated by Jean-Marie Balestre by 33 votes to 17, but was encouraged by the measure of support given to his ideas, and was re-elected to the FISA Executive Committee.

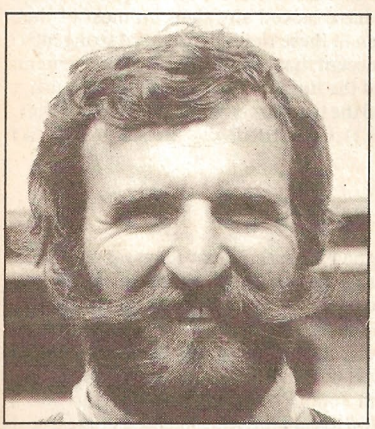
Outside of his obvious talents as an administrator, Basil was a gifted musician, his chosen instrument being the organ. At the age of 18, he became the youngest cinema organist/manager in Britain, and was the first person to have a trio as resident band at a major London dance hall, the Locarno in Streatham. He remained passionately interested in both music and the theatre until his death.

Basil Tye's ability, dedication, unfailing politeness and honesty will be greatly missed. On behalf of all our readers, AUTOSPORT offers sincere condolences to his widow, Beryl, and his only son, Hayden and to his colleagues at the RAC MSA.

QDS

● The Service of Thanksgiving will be held for Basil Tye next Tuesday, April 20, at 2.30pm in the Church of the Transfiguration, Chaddisley Glen, Canford, Poole, Dorset. Floral tributes may be sent to H. Mew & Son, Funeral Directors, 6 Bournemouth Road, Parkstone, Dorset.

## Harald Ertl



AUTOSPORT regrets to record the death of popular racing driver and former journalist Harald Ertl, whose light aircraft crashed in Germany on Wednesday last week. Ertl, 33, was flying with his wife, Vera, and their son, Sebastian, and another family from Mannheim to the island of Sylt in northern German when their 'plane came down near the town of Giessen. Ertl died in the accident, while his wife and son were seriously injured.

A very popular, jovial man, Ertl is probably best remembered in this country for the victory he shared with Derek Bell in a BMW 3.0CSL in the 1973 Tourist Trophy at Silverstone. He and Bell battled fiercely with Jochen Mass's Cologne Ford Capri in both two hour heats, and the Austrian afterwards celebrated by shaving off — in public — his handsome beard. . .

Ertl had embarked on his racing career back in 1969, winning six Formula Vee races in his first season to finish third in that year's Austrian Championship. He stayed with the formula for 1970 but travelled further afield in Europe, finishing second in both the European and Austrian Championships. He started 1971 by racing in both saloons and F3, but soon decided that it was more fun being a journalist. Talented at whatever he turned his hand to, Ertl soon became well-respected as a writer whose ability on the track added to his insight.

That Tourist Trophy win sharpened his racing ambitions, and 1974 saw him embark on a season of F2 which yielded two third places, while the following year he collected a couple of sports car wins in Germany.

In 1976, however, he set his sights in F1, and managed to negotiate a deal with Warsteiner beer to run a rented Hesketh in the Germany Grand Prix at the Nürburgring. An encouraging debut led him to embark on a full season with another Hesketh in 1977, but a lacklustre season was poor reward for his efforts.

He all but retired from F1 after that, but returned for two drives in 1978, the first of which proved to be easily his best performance in a Grand Prix. With Sachs Sporting backing for his Ensign, he was running sixth at Hockenheim before the car's engine blew just a few laps from home. His other outing was in the atrocious conditions which drowned the 1978 Austrian Grand Prix: Ertl's race ended after a collision at the start.

Greater success that year came in the German Group 5 Championship, which he won with a Sachs-supported Schnitzer BMW 320i. He moved up to a Zakspeed Ford Capri Turbo for 1979 and took two wins in the *Deutsche Rennsportmeisterschaft*, although the car proved to be unreliable. The 1980 season brought rather better fortunes, Ertl's four wins netting seventh place in the championship. After that he decided to retire officially from racing, but returned for occasional Renault 5 Turbo Championship outings last year, with little success. He was competing in this category just three days before his death, but an engine problem prevented a good result.

AUTOSPORT shares the sorrow of Harald Ertl's many friends and admirers, and would like to wish Vera and Sebastian a speedy recovery from their injuries.

MJH

*Harald Ertl in the BMW he shared with Derek Bell in the 1973 Silverstone TT.*



# Comment

# Easter extremes

**The Easter weekend, always a veritable feast for motor racing enthusiasts, gave us a sight of two extremes at the top level of the sport in this country. On the one hand the traditional Easter Monday European Formula 2 race at Thruxton was a superb event with a great climax, while on the other the two opening rounds of the British Formula 1 Championship were as disappointing as everyone — including MCD, the championship promoters — feared when so many of the rumours of a few months ago failed to materialise.**

**It seems that Formula 2 never fails to deliver the goods. The 1980 and 1981 seasons were both memorable, partly because they resulted in British champions, and this season looks like being just as good: each year the turnover of talent is considerable, but the new blood always establishes itself very quickly. Rarely has this been more apparent than this season, which has so far been marked by Stefan Bellof's staggering feat in winning his first two Formula 2 races and, on Monday, Johnny Cecotto's first win on four wheels.**

**Thruxton was indeed the place to be last Monday to see raw, young driving talent at its uninhibited best. A good crowd obviously shared these sentiments, and it is clear why Formula 2, an invariably competitive and unpredictable category, is so valued by Silverstone, Thruxton and Donington, all circuits which host rounds of the European Championship.**

**However, attendances in recent years have often suggested that Formula 2 is perhaps the enthusiast's nirvana, and that for the more casual spectators — the ones who go in search of a new entertainment when the sun shines on Bank Holidays — there is no draw as good as the evocative sound of Formula 1. AUTOSPORT has stated this argument many times before, but last weekend showed that Formula 1 can draw people virtually regardless of the quality. Many people undoubtedly went to Oulton Park and Brands Hatch fully realising that they might not be in for the most uproarious of afternoons. But still they went . . . to see a handful of Formula 1 cars.**

**If they are occasional spectators who will not return as a result of the disappointing quality of those two Formula 1 races, we would share MCD's embarrassment. However, we hope those spectators were not too critical, that they enjoyed an extra chance to see near-contemporary Grand Prix cars, and that they will come back if and when the series improves. The fact that the championship will not be dropped, and that strenuous efforts are being made to encourage new entrants who are known to have the cars but not the money, shows how determined John Webb of MCD is to make this series work.**

**His belief that glamorous cars bring in the crowds is, on the basis of encouraging attendances at the two Easter Formula 1 events, correct. AUTOSPORT wants to give the championship a chance, and we hope that readers will lend their support as it gathers momentum.**

**Incidentally, what an easy way to win £5,000! Jim Crawford must still be smarting after this error at Oulton Park on Good Friday . . .**

# Correspondence

**the editor is not bound to agree with readers' opinions**

## Defending Carlos

On reading your correspondence page AUTOSPORT April 18, I felt a letter was in order regarding Carlos Reutemann. He has taken a lot of stick recently, from all sides, and suggestions that his retirement is connected with the Falkland Island incident is pretty sickening.

All drivers have their good and bad days and to that Carlos was no exception. But his experience in F1 was unbeatable, he was consistent in his finishing of GP's and above all he's a very sincere man. So please lay off Carlos.

SURBITON, SURREY — G M JENNINGS (MISS)

## Wondering why

I am not aware of all the problems in selecting an F1 driver, but I feel that a man in Mr Williams's position might have less constraints placed upon him than most of his counterparts. So I wonder why the name of the current F2 champion, Geoff Lees has not yet been mentioned?

EDGBASTON, BIRMINGHAM — MICHAEL TIMBERLAKE

## Fantasy becoming fact

I could say 'Alice doesn't live here anymore', but to set the record straight John Nichols does not live at Lambourn, Berks anymore.

I am referring of course to your article in AUTOSPORT, April 1 entitled 'Fantasy becomes fact', which I received today, the day after my birthday, so may I thank AUTOSPORT for what might be my best birthday present ever. I am of course, as you will have gathered, the John Nichols mentioned in the article, and now live on the Costa del Sol for health reasons.

I am flattered that six architects were invited, for I am a qualified architect, with experience in town planning. I was involved in the Oscar and Reynard Formula Ford projects in their infancy, racing both.

When my business is established I wish to return to racing, and it is a dream of mine to construct a circuit near Malaga, where we have 320 days of sunshine, making it an ideal place for racing and tyre testing. If any consortium of businessmen are interested in the proposal I should be interested to hear from them.

Should the London Grand Prix be held, I hope that I am present.

JOHN NICHOLS
*ITC (Liberia) Ltd*

## Simple answer?

May I, through the pages of your publication, put forward a point of view which may be held by many enthusiasts in this country?

The retirement of Carlos Reutemann and success of Keke Rosberg have provided Frank Williams with an excellent opportunity which he appears to be squandering. Although Britain has for the past 20 years or so dominated F1 as far as the teams are concerned; for the past eight years home-grown drivers have not had their fair opportunities due to financial considerations.

The Williams team were keen enough to get their hands on a British driver, namely Nigel Mansell, after Lotus had given him the opportunity to show his worth. They now have in Rosberg an obvious number one, so now is the time to show a bit of enterprise and bring-on local talent themselves, rather than to try established stars who are no longer interested in F1. Another year for Reutemann was a mistake and a year of part-time Mario Andretti will also be a mistake.

The obvious question is who? Palmer is committed to a year of F2. Henton is probably not a good bet following his trials and tribulations with Toleman and Arrows. Warwick and Mansell aren't available, so the obvious answer is to at last give Geoff Lees a chance in a competative car. Surely he deserves nothing less having convincingly won the F2 championship last year. He might not be a success, but if he is, Williams will have done their bit in giving a British driver a long-awaited chance.

CORGLETON, CHESHIRE — JOHN KINSEY

## Tarnished Trophy

Having been an Oulton Park season ticket holder for many years, I thought I had become immune to the disappointment often experienced at major Oulton Park events in recent years. Thin grids and non-starters I have come to expect; but five starters for the Gold Cup on Good Friday must surely represent the nadir of this once proud event. Could this be the same Gold Cup previously won by Jim Clark, Jack Brabham and Jackie Stewart?

The reduced status of this fine circuit must indeed sadden all northern enthusiasts who used to attend major meetings in large numbers.

I would like to point out that there is still one unadvertised event remaining at the circuit. This is the sport of spotting the "Ladies" and "Gents" toilets. For a considerable time the toilets overlooking the Avenue and Cascades have lacked any signs on most of their entrances. Even in these times of financial stringency I find it hard to accept that Motor Circuit Developments Ltd cannot find the funds in their budget for a brush, a can of paint and the temporary services of a sign-writer.

MACCLESFIELD, CHESHIRE — BARRY M LOVAT

## Racing spirit

At the Donington F3 meeting last week I was very lucky not to have had a nasty accident, when it was noticed that all but two of the six studs that hold the disc to the the wheel had sheered off in practice. Not being at all mechanically minded, without any mechanic I would not have raced, if it had not been for the help and assistance from John Craddock, Rob Morgan and a special thank you to Ed Tuijl who lent me a brake disc. I eventually finished fourth in the race, thanks to their assistance and racing spirit.

TUNBRIDGE WELLS — STEVE HINE

## Correcting the Elite

I would like to congratulate you on your excellent profile of the Lotus Engineering Company, but I would like to clear up one small mistake. The Type 14 Elite was not introduced at the Earls Court Motor Show, 1956, but was infact conceived in the autumn of that year and announced at the aforementioned show of 1957.

EARLSDON, COVENTRY — SIMON CLOONEY

## Amateur night

Having just watched the Long Beach Grand Prix on TV I feel it is time to air some of my own views.

The Americans sure like their good ol' concrete walls, which give no mercy whatsoever; De Cesaris was lucky only to leave his boot behind and not his foot. This incident reminded me of Patrick Tambay at Las Vegas last year, when he had to hop half way round the circuit before receiving medical attention. Surely the first aid crews hadn't fallen asleep?

But for every one watching, the tow truck was the high-light; the sight of the recovery truck cruising round the track with F1 cars dodging it made the entire Grand Prix circus look like amateur night at the dodgems. Have these people had no training at all?

CLACTON-ON-SEA, ESSEX ROY BARCLAY

## Quality qualifying

I am writing to you to say that I agree with everything that Gilles Villeneuve and Nigel Roebuck said in *Fifth Column* (April 1, 1982). Something must be done to slow down the cornering speeds.

Ban ground-effect, ban solid suspension. I like to see racing cars with large tyres and wings, so why can't we have cars like they were in 1976. I too remember the really exciting practice sessions. When the track was really crowded in the last few minutes; then, when it was over we would wait to hear who had pole position. I have been to the British GP since 1968 and am looking forward to this year's. However I am a bit worried about the speeds they will be lapping at Brands Hatch.

Ken Tyrrell's idea of grid placings from the previous races would mean no non-qualifers and 30 or more cars in all the GP races.

Being an avid fan of Emerson Fittipaldi and a member of the FFF I noticed that the front cover picture of Emerson in a JPS Lotus 72 was taken from the Race of Champions and not the Rothmans 50,000 (as stated by AUTOSPORT).

DARTFORD, KENT STEPHEN CHAPMAN

## Experienced advice

I was interested in the article under the heading of *Qualifying, a joke*, in a recent issue of AUTOSPORT and Ken Tyrrell's suggestion that the grid position could be based on the finishing order of the previous race.

I don't think this would work as the grid at Long Beach would have had such potential front runners as Arnoux, Villeneuve, Lauda and Laffite at the very back of the grid, as none finished the previous race. How about the fastest lap by each competitor in the previous race to count for the grid?

I still follow the ups and downs of GP racing through the medium of AUTOSPORT although I am in my 83rd year.

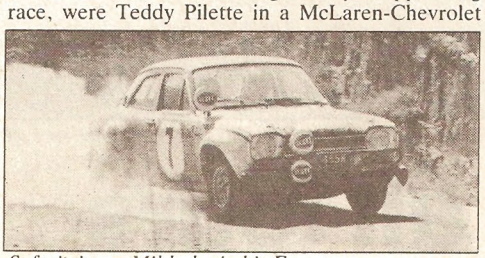
LYNDHURST, HANTS W R ROBBINS

## 10 Then as now? 25

Gérard Larrousse won the first round of the European Sports Cars championship at Paul Ricard (AUTOSPORT, April 13, 1972). Driving a two-year-old car "borrowed" for the occasion, Larrousse beat the latest Lola T290s and Chevron B21s after each of the race favourites fell by the wayside.

Surprise of the meeting, though, was the new experimental Osella Abarth 2000P driven by Arturo Merzario, which dominated practice and the race until lap 38 of the first 45 laps when one of the wishbones on the rear suspension collapsed, caused by Merzario constantly riding the car up on the steep wide kerbs. This left Jo Bonnier a comfortable victor of the first part although he was to hit trouble in the second 45 lapper, leaving the way open for Larrousse.

The fifth round of the European F5000 Championship was won by Graham McRae driving a Leda-Chevrolet at the Belgian Nivelles circuit. By coming third in the first heat and then winning the second comfortably, the New Zealander took the North Sea Trophy, also setting a new lap record. Second and third overall in a generally disappointing race, were Teddy Pilette in a McLaren-Chevrolet



*Safari victor, Mikkola, in his Escort.*

M18B and Ray Allen in a McLaren-Chevrolet M18. Most interesting car of the meeting was John Cannon's March-Rover 725, still only in prototype form, which finished a creditable fourth in the second heat.

However, the big news was the result of the East African Safari, for the first time ever, a European had won the rally. Hannu Mikkola and Gunnar Palm, driving an Escort RS achieved the meritorious feat of being the first overseas crew to win the Safari. Although they had problems in the first part, they took the lead just after half distance and led from there to the finish. Behind them came yet another overseas crew, the then current European Rally champion, Sobieslaw Zasada and Marien Bien from Poland, in a works Porsche 911S.

An early leader was the Datsun 240Z driven by Safari winners for the past two years, Edgar Herrmann and Hans Schuller, but they dropped back with troubles and finally finished fifth. The Ford team lost Joginder Singh and Sembi before the end of the first leg, which made this another Safari landmark as it was the first time that Joginder has failed to finish.

The French season opener at Montlhéry was reported (AUTOSPORT, April 12, 1957), being the Coupes de Vitesse meeting. The Marquis de Portago had little trouble winning the main event at the wheel of a 3-litre Ferrari, from Louis Cornet in a 1½-litre Maserati and with David Piper in a 1100cc Lotus in third place.

More important news, though, was the first Formula 1 race of the year — the *Gran Premio Siracusa*. And it was the fracture of a short length of fuel piping that prevented Stirling Moss and his Vanwall from starting off the season in great style by winning the Syracuse GP. Instead, a loss of five laps put him back from first to eighth place, and in the final stages of the 273.4 mile race, the enthralled spectators saw Moss's dramatic efforts to recoup his loss. In the process, he smashed Fangio's 1956 lap record by over 5mph, leaving it standing at 107.64mph. Moss drove like a demon to climb back to third place in what was an epic drive.

Although continental cars won the race, it was an English driver that took the laurels. Peter Collins won the race in the latest Ferrari at 102.4mph, comfortably heading his team mate, Luigi Musso, in last year's



*Collins accelerates out of the Hairpin.*

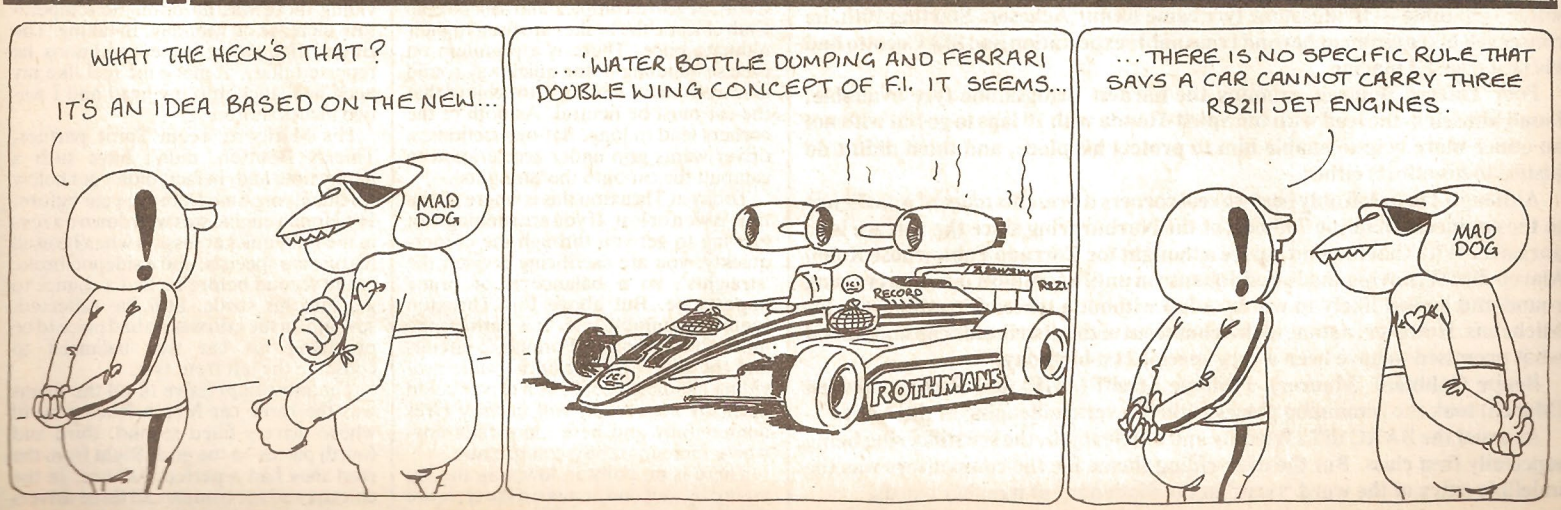
Ferrari. Fourth, having been caught just before the end, was the Italian veteran, Piero Taruffi in a rather old Maserati, and fifth came Ivor Bueb, in his first ever F1 Grand Prix. Of the 16 starters, only seven finished, the final pair being the 1½-litre F2 Coopers of Jack Brabham and George Wicken.

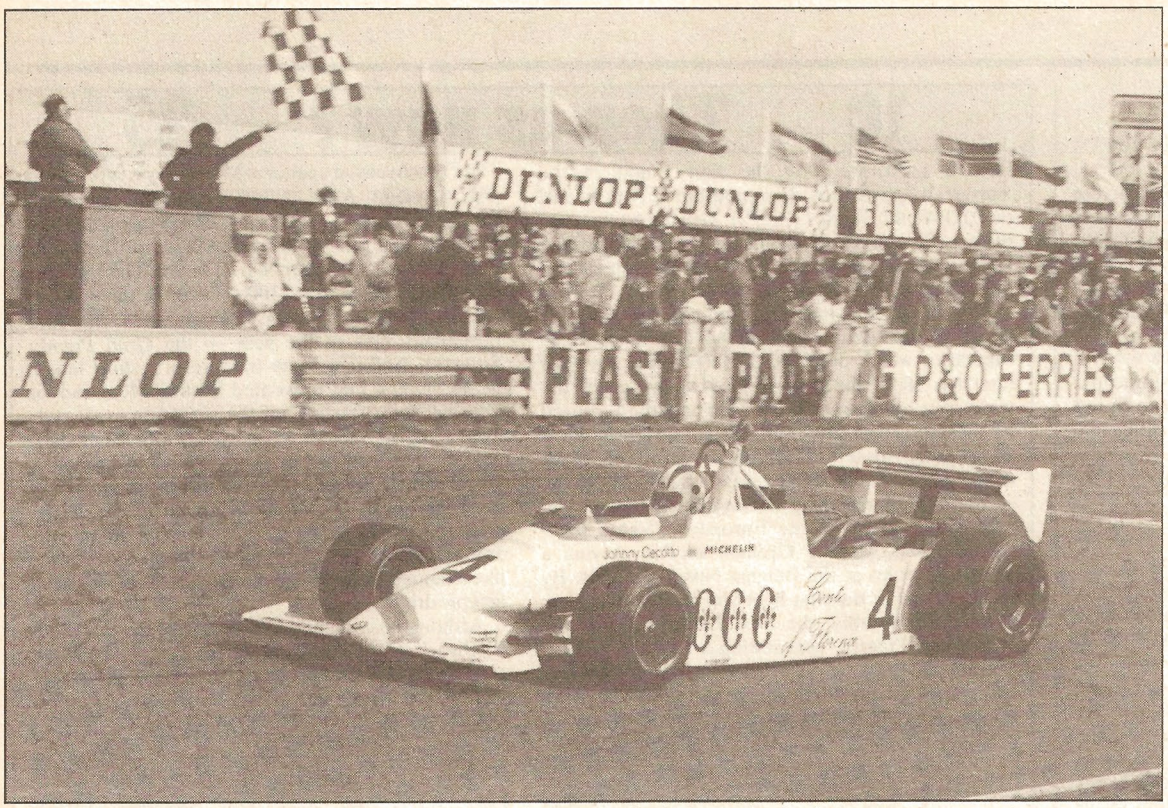
On the home front, Oulton Park held their annual classic, the British Empire Trophy. The race was won by Archie Scott-Brown driving the new Lister-Jaguar.

However, the pattern of the race was slightly different due to the need to conserve fuel. So this year there was no final and the Trophy went to the driver who recorded the fastest race average, regardless of which "heat" he was in. As a result, much of the racing was a lot closer as there was no need to preserve the car for another event. Other winners were Graham Hill in the 1200cc class with his 1100cc Lotus Climax; Ron Flockhart in the 1201-2000cc class, driving a 1500cc Lotus-Climax; and in the over 2000cc class Scott-Brown, with Roy Salvadori second in the 2½-litre Aston Martin DBR1/250.

# Catchpole

by Barry Foley






*Johnny Cecotto acknowledges the energetic flag-waving of Bob Lentell which signifies his first ever motor race victory.*

# Cecotto on all fours

Tyres the deciding factor on the abrasive Thruxton circuit — Cecotto triumphant for March-BMW and Michelin after pit-stop — Spirits and Fabi shine — Tense closing stages see Acheson second — Report: IAN PHILLIPS — Photography: JEFF BLOXHAM.

**You can tell that Johnny Cecotto comes from a different world — he actually drinks his victory champagne! The former 350cc World Motorcycle Champion vindicated his switch to cars, just 16 races earlier, with a dramatic win in the P & O Ferries sponsored Thruxton European Formula 2 championship round.**

**Right from Thurday's unofficial practice he and the works March team looked likely winners. Neither a blown engine in proactice nor an exploding tyre and resultant pit-stop during the race could prevent him taking the lead for the first time just four laps from the end of the 55-lap race. And even then he had Stefan Johansson's Spirit-Honda, which had also pitted for a similar reason, breathing down his neck! The pair of them had caught and passed the ill-tyred cars of Thierry Boutsen and Kenny Acheson with just five laps to go in a spate of excellent, breathtaking motor racing. For Cecotto, March, BMW and Michelin it was a richly deserved and rightful victory after a thoroughly convincing weekend all round.**

**Johansson, who had been on pole and led for 26 laps before his tyre explosion, was never able to finish his excellent job as his Spirit shed a wheel nut two laps from the end and the car was pitched ignominiously into the bank. There is no justice in this world.**

**Into second place after a superb restrained drive with his Ralt-Honda on a softer — gamble — Bridgestone tyre came Kenny Acheson. Starting 10th, he conserved his equipment beyond reasonable expectation and like Cecotto had his best ever F2 placing.**

**Poor Thierry Boutsen, running the hardest Bridgestone tyre available, found himself in the lead with the Spirit-Honda with 10 laps to go but with not an ounce more grip to enable him to protect his place, and third didn't do justice to his efforts either.**

**Although Thruxton only has two real corners it presents more of a challenge to the engineers than the 700-odd at the Nurburgring since the surface is so abrasive. With that in mind, spare a thought for Corrado Fabi, whose Roloil March-BMW, having shadowed Johansson until a tyre blow out, was cruising round and looked likely to win by a lap without a trace of trouble from his Michelins. However, a stone took a chunk out of the distributor cap and ruined what promised to have been a very special 21st birthday.**

**Beppe Gabbiani (Maurer), Philippe Streiff (AGS) and Richard Dallest (March) took the remaining places without ever challenging at the front.**

**As usual the BARC did a friendly and efficient job, the scrutineering being especially first class. But the over-riding theme for the competitors was the indelible entry of the word 'tyres' in the dictionary of naughty words.**

## ENTRY & PRACTICE

Since 1968, Britain's Easter motor racing programme has been highlighted by Thruxton's round of the European Formula 2 Championship. The circuit hasn't changed much since it opened for business, but it still presents a unique challenge to the competitors. In the old days it used to be whether or not a driver was brave enough to go 'flat' all round the back. When Jochen Rindt and Ronnie Peterson were winning and thrilling the crowds it was *all* down to the driver to produce the sparkle needed for victory.

How times have changed!

While those with obvious ability are still at the front, they find they are joined by those not so gifted. Except for two corners the *whole* of the circuit is now 'flat', but the emphasis has very much shifted to the car.

Those two sequences of corners occupy perhaps 11 per cent of the elapsed time for a lap. For 7secs at the Campbell, Cobb, Segrave complex and 4secs at the Club chicane the brakes are used to their ultimate once. There is a premium on precise handling — the quick way round is away from the kerbs and to achieve that the car must be neutral. As both of the corners lead to long, flat-out sections, a driver wants grip under acceleration to catapult the car onto the 'straights'.

Today at Thruxton this is where all the time is won or lost. If you are running a lot of wing to get you through the corners quickly, you are sacrificing revs on the 'straights', so a balance is of prime importance. But above this Thruxton requires a durable tyre. It is perhaps the most abrasive of all Formula 2 circuits and the slightest imbalance, while providing handling problems a driver could normally cope with, will destroy tyres unmercifully and here more than anywhere there must be a compromise.

There is no point in lowering the lap record by a second or more if the tyres are shot in ten laps. The good grid position was in most cases secondary to setting the car up to finish the race on the same tyres it started with. This time the teams knew their race set-up after official practice. The raceday warm-up would serve only as confirmation that they were right, not as an after hours dice game. The equation is made even more difficult by the fact that testing opportunities at the circuit are severely restricted.

In a perverse way, the advent of ground effect cars to the current state of the art has brought back to Thruxton not so much driver skill, but bravery. The circuit is extremely bumpy and with the cars being so stiffly sprung they are pitched about in a literally spine jarring manner. The Bump (*née* Church Corner), on full tanks especially, requires a metaphorical tightening of the crutch straps and a deep breath before a driver will commit himself 100 per cent. It's not the challenging corner it was, just plain dangerous.

Having had just two days testing in February at the circuit, when few of the cars were ready, every team rushed over from Hockenheim ready to use the two half-hour sessions on Thursday afternoon prior to Saturday's official qualifying. A pattern emerged then which was to continue throughout.

Quickest in the first session on Thursday and the first on Saturday was Stefan Johansson in the Marlboro Spirit-Honda. He sat out most of Thursday's second session and spent the majority of Saturday afternoon running potential race set-ups as his morning time looked untouchable.

His pole time was a second under Thierry Boutsen's 1981 time and the result of just one banzai lap right at the end of the session. The latest generation of Bridgestone qualifiers are more soft race tyres than one lap specials, but each of the Spirit drivers had one set of development tyres from last year good enough for just one lap.

With 28 cars circulating on a 66s lap, traffic is always a problem, but Johansson got it just right. Prevously he had been unable to break 1m 6s.

"The tyres are finished", he grinned climbing out of the car, wiping copious amounts of sweat off his brow and starting to bounce around on the balls of his feet with a jaunt which left nobody in doubt that here was a man who'd done his job perfectly and was proud of it. His rivals have learned over the years that Johansson in this kind of mood is very much on top.

He didn't get within 0.5sec of the time in the afternoon but was still one of only three drivers to break 66s. He did a lot of laps on possible race tyres with almost full tanks which left him and the Bridgestone men reasonably happy providing there was no dramatic temperature increase on Monday. In taking 'The Bump' flat under these conditions he reported that, "it made me feel like my neck had stuck into my head and I was two inches shorter".

His Marlboro Team Spirit partner, Thierry Boutsen, didn't have such a happy time and, in fact, didn't get below his qualifying time from the year before. His Honda engine was well down on revs in the first, quicker session when he used his one lap specials, and a sidepod broke in the second before he had a chance to get into his stride. Still, he reflected, seventh on the grid was no bad place to be providing his car was balanced to conserve the left front tyre.

The most impressive of all the teams was the three car March Racing outfit whose drivers filled second, third and fourth places on the grid. Right from the start they had a perfect balance. In the chicane and the complex all three drivers

— Corrado Fabi, Johnny Cecotto and Christian Danner — were deceptively quick from Thursday onwards. They were all able to steer a mid-course through the kerbs all the time and there was never a hint of a scrabble. And having got through the corners quickly they showed a straightline speed advantage too.

Ralph Bellamy and Robin Herd expected to get the cars circulating in the high 64s in the afternoon, but a strong wind rendered the session generally slower and Fabi, whose second fastest time from the morning served to keep him on the front row, excused himself from paying Herd the 10 bottles of champagne which was the stake for a 64.8s lap.

Having been fastest on Thursday, Johnny Cecotto had to wait until the second session before being able to give his best. He was third fastest in the morning despite a blown engine before he had the chance to use qualifiers. It was all down to the second session when he took 0.5sec off his time and topped the whole list just ahead of Fabi. Of all the drivers he was the smoothest.

Completing the happy day for March, BMW and Michelin was Danner who also improved in the second session and only just failed to break 66s. Danner actually blistered a Michelin qualifer for the first time but generally the team had no wear problems even on the softest race tyres which were used by all three under race conditions.

The good all-round performance of chassis, drivers and tyres generated a lot of enthusiasm from the BMW Competitions department representatives, and now they know the Honda challenge can not only be matched but beaten, some development tweaks from Munich can be expected soon.

Once again the potential of the Ralt-Honda combinatin was not truly realised. "We know which way not to go", said Ron Tauranac after two practice sessions spent juggling tyre combinations. Jonathan Palmer's fifth quickest time stood from the morning, the first part of the afternoon being wasted with a car which was oversteering through the Complex quite alarmingly. The doctor, though, was not unduly worried, feeling that the car was well set up for the race.

His team-mate, Kenny Acheson, was showing signs of worry. His tenth quickest time was set on race tyres and was not unrespectable but the lack of grip through the two corners disturbed him and certainly the copious understeer displayed at the Complex didn't look conducive to quick times. Sunday morning's cursory polish and spanner check turned into a long day of rebuilding on both cars as Palmer's tub was found to be unstuck around the front suspension mountings, while Acheson's car had buckled engine mounts which probably went a long way to explaining all their other problems.

It was interesting to note on the approach to the Complex just how the various skirts systems were working. Welcome stringent scrutineering throughout practice meant that everyone was playing to the same set of rules. Perhaps because of the Hockenheim dramas, Ralt were being whiter than white, but the RH6/82s and the Minardis looked almost too legal! The Marches and Spirits looked borderline, while the Maurer's triple spring set-up saw them legal in the pit lane at all times but sitting on the ground on the circuit. It was a different set-up to that used at Hockenheim but it was within the law and nobody questioned it, perhaps because they weren't quick?

Once again it was Stefan Bellof who was the quickest of the three works Maurer drivers with a time set in the afternoon. His euphoria after two successive wins was literally brought crashing down on Thursday when he tangled with Acheson at the chicane, which sent the Maurer very hard into the impressive tyre wall which absorbed the impact well. However, with the exception of the monocoque, everything on the car was bent and apart from a slightly sore neck the young German was fit enough to accept Acheson's apology gracefully.

A spark box orientated misfire spoiled his first session but he showed no lack of confidence in the afternoon, his 'five-to-one' grip on the steering wheel giving a clear insight into just how hard he was working in the corners. Designer Gustav Brunner certainly wasn't happy after practice, being worried about tyre wear on the whole left side of the car and more particularly the lack of acceleration out of the corners. "We are still quick at the end of the straights, but we don't get on to them quickly enough. Bellof's car is a bit heavy but even with Hockenheim wings we are slow until the end of the straight."

One area where there was a marked advantage was under braking into the Complex with Bellof, Beppe Gabbiani and Peter Schindler all able to stand on them five metres later than anyone else. Both Gabbiani and Schindler were considerably slower, again, than Bellof, and both of them extremely untidy through the corners.

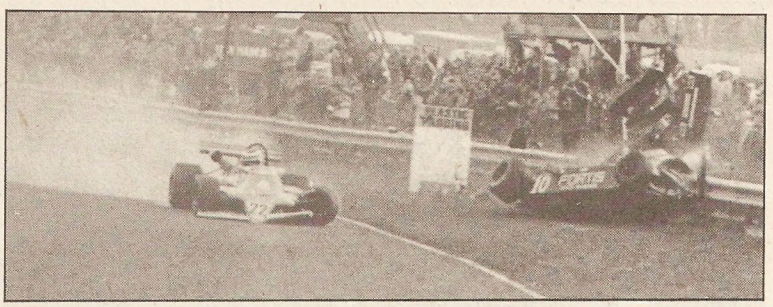
Jo Gartner was once more the quickest of the privateers with his Heidegger-powered Merzario March, taking eighth place on Pirellis. The qualifying tyres were good only for one lap and he never found a clear one, but the race tyre was quick, the only worry being the excessive wear rate on the left front. His team-mate, Richard Dallest, at last got his car running properly but his style seems frankly more suited to saloon cars.

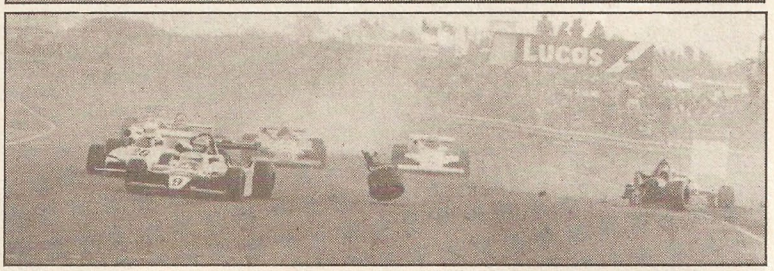
Also looking very good on Pirellis was Alessandro Nannini in the leading Minardi. Despite his lack of experience, the young Italian looked good and quick and, most important of all, tidy; he was almost 1sec quicker than his team-mate Paolo Barilla. "We have no problems," said designer Giacomo Caliri, "not even over tyres — we don't have a choice like the others".

Eddy Bianchi was the quickest of the Avon runners in 15th place with Alberto Colombo's Toleman-Hart chassis 01. The Avon men were a little puzzled by their position and, while admitting that their qualifier was not the ultimate, put the situation down to car problems more than tyres. Certainly Frank Jelinski would have been higher up in the now Mader-powered Schafer Maurer had it not been for a fuel system problem while del Castello put a crease in the front of his Toleman tub with a kerb-bashing exercise at the chicane in the afternoon.

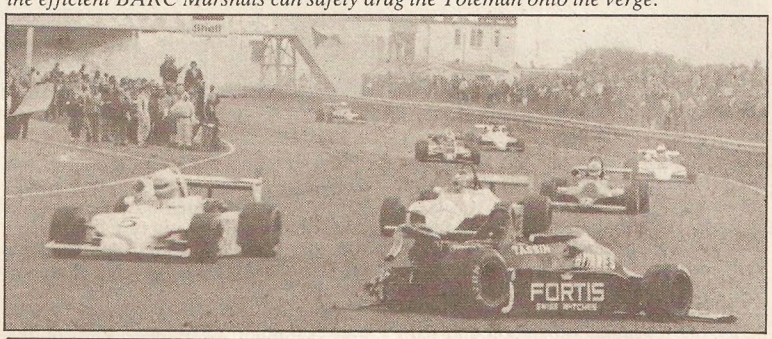
The two Docking-Spitzley Toleman-Harts were mysteriously off the pace. Carlo Rossi was fractionally the quicker of the two having had an engine blow-up in the morning, while Thierry Tassin suffered the same fate in the afternoon and was most disappointed not to have had a better chance to go well on a circuit he knows well and likes a lot. "I can't blame anybody or anything for my position", he said, "I just don't know what's wrong". Alan Docking was in no doubt that it was a tyre problem and on an Avon A1/A2 mix in the warm-up was happy to find both cars considerably quicker than they had been in practice.

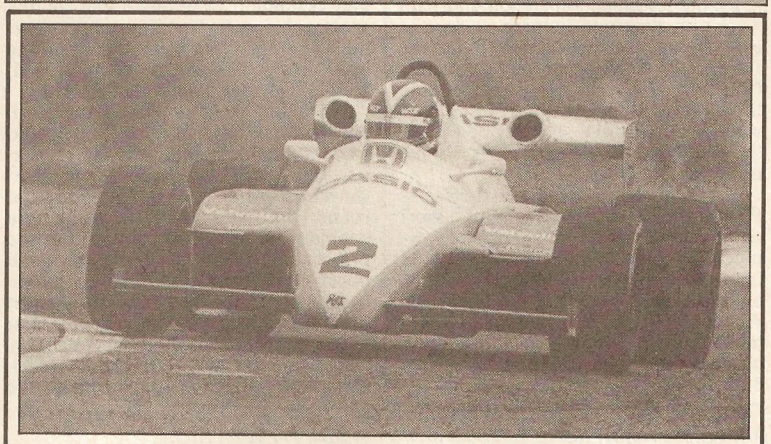
Also desperately disappointed after the encouraging early performances of their debutant drivers were the French AGS team, and they too were unable really to pinpoint what was slowing them by 2secs or more.





*An horrific first-corner incident eliminated the luckless Thierry Tassin and Roberto del Castello on the spot. Having been squeezed into the pit barrier by Fabre's AGS, Tassin's Toleman ricocheted across the track at Allard, striking the armco a mighty blow (top). An entire rear corner is torn away from the Belgian's car (above), the errant wheel and suspension bounding back into the track where the stricken chassis came to rest. Mercifully Thierry hopped out unhurt but his machine remained on the racing line until the field had passed on its second lap (below). Here Danner heads the main pack before the efficient BARC Marshals can safely drag the Toleman onto the verge.*





*Jonathan Palmer pitted for attention to the Ralt-Honda's jammed throttles but tigered on to 11th place at the flag.*

**Qualifying** **Weather:** sunny, cold **Existing record:** 1m 8.00s

| | | | |
|---|---|---|---|
| Stefan Johansson (S) | Spirit-Honda 201 | **1:05.33** | 1:05.86 |
| Corrado Fabi (I) | March-BMW/Rosche 822 | **1:05.62** | 1:05.79 |
| Johnny Cecotto (YV) | March-BMW/Rosche 822 | 1:06.20 | **1:05.70** |
| Christian Danner (D) | March-BMW/Rosche 822 | 1:06.21 | **1:06.09** |
| Jonathan Palmer (GB) | Ralt-Honda RH6/82H | **1:06.25** | 1:06.81 |
| Stefan Bellof (D) | Maurer-BMW/Heidegger MM82 | 1:07.55 | **1:06.49** |
| Thierry Boutsen (B) | Spirit-Honda 201 | 1:06.66 | **1:06.50** |
| Jo Gartner (A) | March-BMW/Heidegger 822 | **1:06.51** | **1:06.51** |
| Alessandro Nannini (I) | Minardi-BMW/Mader FLY 281B | 1:07.76 | **1:06.55** |
| Kenny Acheson (GB) | Ralt-Honda RH6/82H | 1:06.69 | **1:06.72** |
| Beppe Gabbiani (I) | Maurer-BMW/Mader MM82 | 1:07.08 | **1:07.00** |
| Peter Schindler (A) | Maurer-BMW/Mader MM82 | **1:07.34** | 1:07.44 |
| Richard Dallest (F) | March-BMW/Mader 822 | 1:08.69 | **1:07.44** |
| Paolo Barilla (I) | Minardi-BMW/Mader FLY 281B | 1:08.29 | **1:07.47** |
| Eddy Bianchi (I) | Toleman-Hart TG280 | 1:07.93 | **1:07.55** |
| Frank Jelinski (D) | Maurer-BMW/Mader MM82 | 1:08.15 | **1:07.74** |
| Philippe Streiff (F) | AGS-BMW/Mader JH19 | 1:08.42 | **1:07.81** |
| Roberto del Castello (I) | Toleman-BMW/Heidegger T850 | 1:08.86 | **1:08.24** |
| Pascal Fabre (F) | AGS-BMW/Mader JH19 | 1:08.99 | **1:08.29** |
| Carlo Rossi (I) | Toleman-Hart DS1 | **1:08.35** | 1:08.64 |
| Thierry Tassin (B) | Toleman-Hart DS1 | 1:08.49 | **1:08.45** |
| Oscar Pedersoli (I) | March-BMW/Mader 812 | **1:10.35** | 1:11.24 |
| Guido Dacco (I) | Minardi-BMW/Mader GM275 | 1:10.90 | **1:10.57** |
| Harald Brutschin (D) | March-BMW/Konrad 812 | **1:10.93** | 1:11.33 |
| "Pierre Chauvet" (A) | Maurer-BMW/Mader MM82 | **1:10.98** | 1:13.46 |
| Franz Konrad (A) | March-BMW/Mader 812 | 1:12.39 | **1:11.76** |
| Tomas Kaiser (S) | Toleman-Hart T850 | **1:12.11** | — |

## RACE

Raceday dawned a little warmer than practice, and caution was certainly the word on tyres. Michelin's Pierre Dupasquier flew in for his first taste of Formula 2 racing and was urging everyone to go for the hardest tyres possible — an option

**continued**

taken by Maurer for Bellof's car and AGS but flatly refused by March's Ralph Bellamy who would do no more than put marginally harder tyres on the left hand side.

In the warm-up on full tanks, his decision was vindicated as Cecotto, Fabi and Danner were easily the three fastest, Johansson's fourth best being 0.4sec slower than Danner. It was interesting to note that the old Bruno Giacomelli March trick of running a very long fourth gear was being used, which got rid of a change into fifth before the complex and allowed the cars to run longer round the back before the unsettling upward change.

Although Stefan Johansson had been able to run quickly on Bridgestone's softer race tyre, it was wearing out after 20 laps and so both he and Boutsen and Palmer ran the hardest possible tyre while Ron Tauranac opted for a gamble with Acheson's car and ran the slightly softer tyres. "We know we won't have any grip," said Spirit's John Wickham, "but going on the way Toleman and Maurer have won this race in the past couple of years, we reckon it's better to use something we know will last the distance. If we finish we'll be at the front."

Fifty-five laps round Thruxton is hard work, and with the tyre situation so critical nobody was looking to charge away at the start. The March team was looking really strong but still none of their drivers was going to be the one to find out if their choice was a good one.

As the lights flashed green, the front half of the grid got away in orderly fashion, Johansson leading from Fabi and Cecotto. Behind them, though, there was mayhem. Tassin found himself being squeezed and squeezed towards the armco by Fabre. Eventually and inevitably his Toleman came into contact with the AGS. It slewed across the track and crashed heavily into the bank, before it bounced back onto the track, everything except the driver bent.

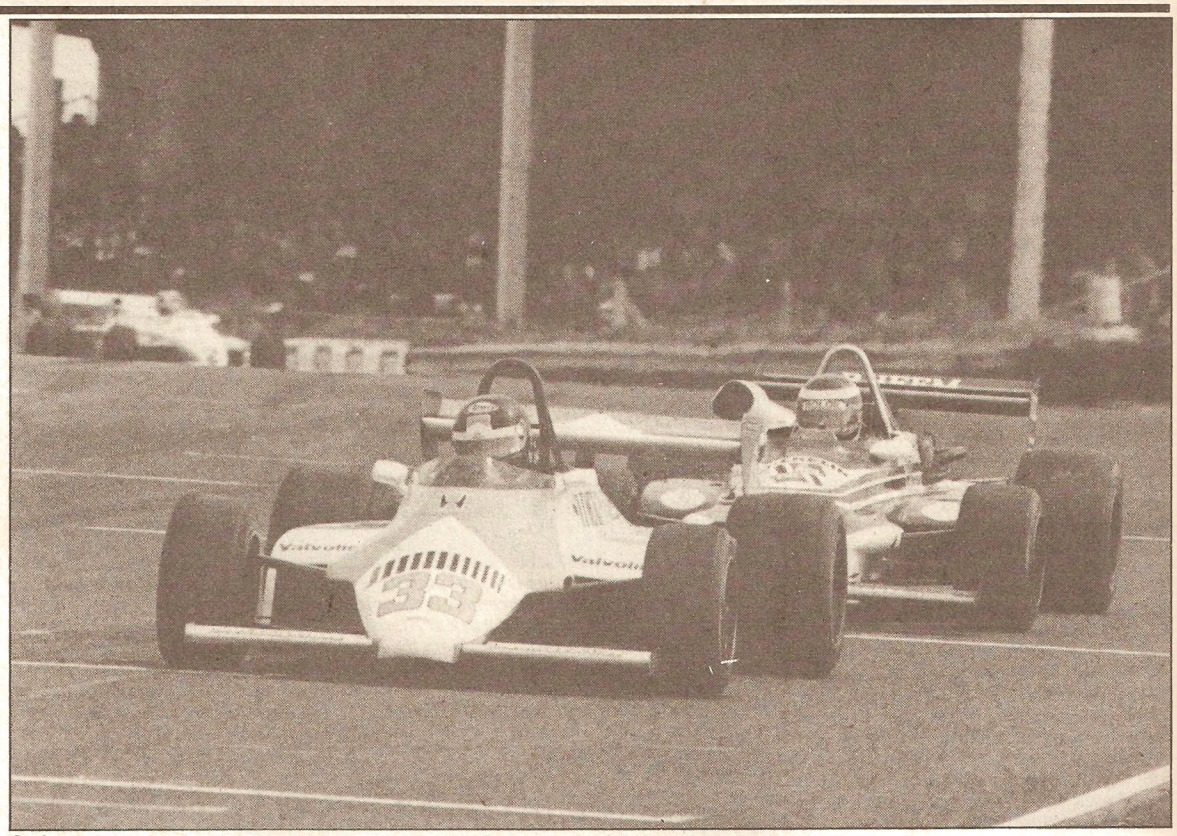
Del Castello's car became involved and a front wheel was virtually torn off while Rossi's sister Toleman was hit by a flying rear wheel as he crawled away, his clutch having slipped badly on the line. He pitted a lap later for a new front wheel and tyre.

At the end of the first lap it was all very orderly into the chicane, with Johansson leading Fabi, Cecotto, Palmer, Danner, Boutsen, Nannini, Jelinski, Gabbiani and Acheson.

Also missing at this point was Bellof, who over-revved his engine on the line. It expired before the completion of the lap.

Palmer slipped past Cecotto at the complex on lap 2 and by lap 5 there was a pattern emerging. Johansson and Fabi were running nose to tail at the front, the Italian making no serious attempt to get past. A little further back Palmer and Cecotto were doing the same, and further back still Danner and Boutsen were keeping each other company. All six drivers were seemingly running well within themselves.

Not so those running behind. Nannini, who had been penalised a minute for jumping the start, was mixing it with the exuberant Gabbiani, whose pre-race decision to shorten his gears meant that he was on the rev limiter as well as the kerbs. On lap 4 Acheson, really pussy-footing it on his soft tyres, latched on to the pair but refused to be drawn into the fracas. Gabbiani found a way past Nannini on lap 5, the Minardi's front fins being bent in the process. Acheson followed a lap later and soon dispensed with Gabbiani. It was now a straight fight between the four Honda-powered cars on their Bridgestones and the three works March-BMWs on their Michelins. Bellof excepted, the cream of F2 could all envisage victory if they played it wisely.



*Stefan Johansson's Spirit-Honda set the pace, pressed every inch of the way by Corrado Fabi's March.*

Sadly the situation didn't last long as Danner, having given best to Boutsen on lap 6, coasted into the pits three laps later just before Acheson caught him to retire with a broken valve.

By the tenth lap Johansson and Fabi were well clear and running as close as ever. "I was just pacing myself and my tyres," said Johansson afterwards while Fabi said, "I was probably quicker than Stefan except in the places where I wanted to overtake so I decided to sit there and wait for him to make a mistake or for his tyres to go."

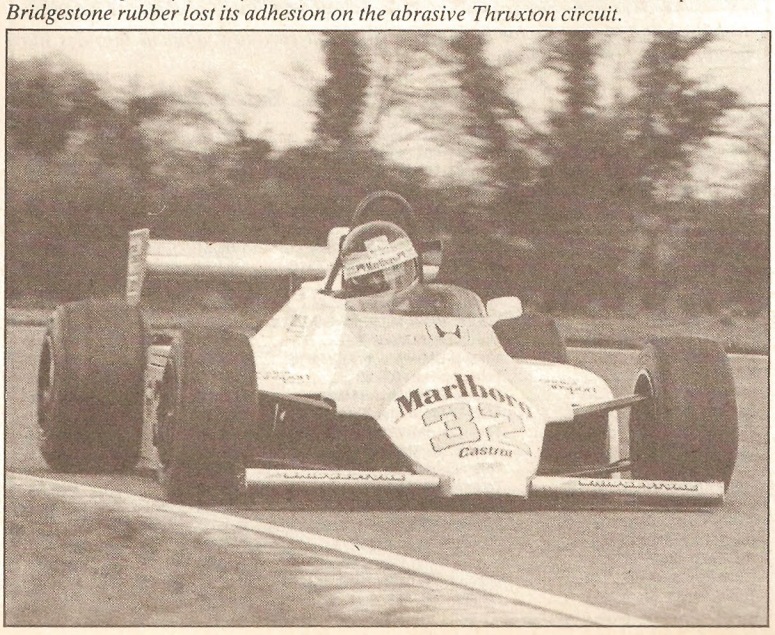
Similarly in third and fourth places, Palmer and Cecotto were running almost as one with the leading pair still very much in sight. Boutsen was out of immediate contention but again running a good conservative pace in fifth. Acheson was equally lonely in sixth, intelligently resisting the temptation to be a hero and extract the maximum from his soft tyres.

"I was itching to have a big charge, but seemingly having moved up four places without passing anybody I reckoned everyone was already in tyre trouble so I was just tip-toeing round hoping there might be enough left for a big charge at the end."

Now well behind, Gabbiani, Streiff and Schindler were providing all the spectacular stuff, Nannini's understeering Minardi having spun in the chicane and dropped back behind Jelinski, Barilla, Gartner, Dallest and Bianchi.

Up at the front it remained static until lap 15, when the first of the anticipated tyre problems struck, although unexpectedly it was Cecotto's Michelin-shod car which suffered. Absolutely flat-out round the back his left front tyre exploded as he was starting to put the pressure on Palmer. The flailing tread buckled the front fin as the Venezuelan fought to control the car and brought it back to the pits as fast as he could, "but with my eyes virtually popping out of my head from the vibration." Some slick work in the March pits replaced the one tyre and had him back in the race in 14th place behind Bianchi and Nannini.

*The second Spirit of Thierry Boutsen also led but Cecotto and Acheson strode past as his Bridgestone rubber lost its adhesion on the abrasive Thruxton circuit.*




One lap later, just as it seemed that Palmer was inching closer to Johansson and Fabi, the Casio Ralt went straight on at the chicane at unabated speed and with wheels locked. It looked as though the car was about to be enmeshed in the catch-fending but Palmer managed to spin it to a dead halt inches short. The throttle had jammed wide open on him quite without warning. He fiddled around under the dashboard and got the V6 back into life and struggled into the pits on the ignition switch. A quick wrench with a screwdriver unjammed the throttle and he was on his way, still on the same tyres which he was soon to find out were flat-spotted and going to give him an uncomfortable ride.

So by the 20th lap we still had Johansson and Fabi at the front and still waiting for each other to make a move. Boutsen and Acheson were now up to third and fourth without having stretched themselves. Streiff had elbowed his way in front of the two untidy Maurers with Schindler now ahead of Gabbiani.

Struggling away on Pirellis further behind were Barilla and Dallest, Gartner's earlier faster pace having extracted the best from his tyres after five laps, and he dropped behind Bianchi and Cecotto, who was now up to 11th place.

The next five laps saw Fabi putting a bit more pressure on Johansson, the Roloil red blending with the Marlboro dayglo orange as he sniffed for a place to go by. By lap 25 it looked as if the birthday boy was going to make the first move, but he was saved the troubled. In a repeat of Cecotto's earlier drama, Johansson's left front Bridgestone shed its tread round the back. Fabi hesitated slightly and then sailed past as Johansson headed back for the pits as fast as he dared, the vibrating steering wheel burning his hands through his gloves. Boutsen went past him at the chicane and took no comfort from what he saw. All four tyres on the Spirit were changed and Stefan was back in the race in ninth place splitting Dallest and Barilla, who had just been passed by Cecotto.

At lap 30 Fabi was leading by over half a lap and it was the bunch featuring Johansson that he was going to lap next if he felt so inclined. There was no way

anybody was going to catch him, and he just settled into an easy pace as did Boutsen and Acheson in second and third places.

For ten laps the race went dead at the front. The progress of Cecotto and Johansson was not really spectacular. It took Cecotto until lap 36 to get past Streiff, Gabbiani and Schindler, and Johansson until lap 41. The order was then still Fabi by a mile or more, Boutsen, Acheson, Cecotto and Johansson. There was a good chance that the two pit callers might make it to second and third but even then such a thought was still fanciful. Then, with ten laps to go, the whole picture changed and the race came alive. Fabi, who could have lapped the whole field if he had wanted to, approached the chicane coasting silently. He didn't bother to try and make it to the pits, just parking out of harm's way. His normally jovial face told the story of the 21st birthday present he'd promised himself which hadn't materialised. A stone had taken a large slice out of the distributor cap and the BMW was starved of its spark. He graciously accepted the condolences of the chicane onlookers as eventually Boutsen's Spirit came round to take the lead.

Mentally one expected the Honda to bark just a little louder. But it didn't, and in fact with the focus now on the car it became very apparent that all the grip was gone. Boutsen is one of the neatest drivers around but it was taking all his skill to keep the sliding car going in the right direction. But having got so far, surely he could make it to the end safely?

No, was the emphatic answer. Suddenly Acheson was making giant inroads into his lead and Cecotto was in striking distance of him, and Johansson had a clear run up to them all!

Once more we had a motor race on our hands.

The two at the front had to make their worn out tyres last another 20 miles while the two behind had thrown all caution to the wind.

Within just one lap the quartet were covered by 10secs and with five laps to go anything could happen.

The luckiest man of the lot was Bianchi, who, having been called in for a fresh Avon left front, was about to be lapped by all of them and saw it all. Acheson had no answer to Cecotto ("I gave it my all but there was nothing left in the tyres") who flashed through and was quickly onto Boutsen, who also could wring no more grip out of his Bridgestones.

At the start of lap 52, Cecotto was leading an F2 race for the first time from Boutsen, Acheson and Johansson, the blanket now being 5secs and ever-shrinking. As they came barrelling up to the chicane next time, Johansson slipping past his striken Bridgestone mates and then they were all faced with his Swedish friend, Tomas Kaiser, sitting in the middle of the road, stationary, in Stefan's old Toleman!

Cecotto, Johansson and Acheson got through reasonably safely, but it was a mighty near thing for the luckless Boutsen, his Spirit understeering way off line and only just squeezing through.

At the complex Cecotto had 3.5secs over Johansson and even though it was 4secs at the chicane the Swede was really fired up and prepared to ruffle the still very smooth and neat Cecotto. A bigger contrast in styles at such a time there couldn't ever be, but sadly the ultimate confrontation never happened. Exiting the complex on the penultimate lap, the Marlboro Spirit snapped away from Johansson and spun into the bank. As the car was spinning Stefan caught sight of the right rear wheel retaining nut carrying on down the road. . .

Understandably he was not in the best of humour as he arrived at the pits.

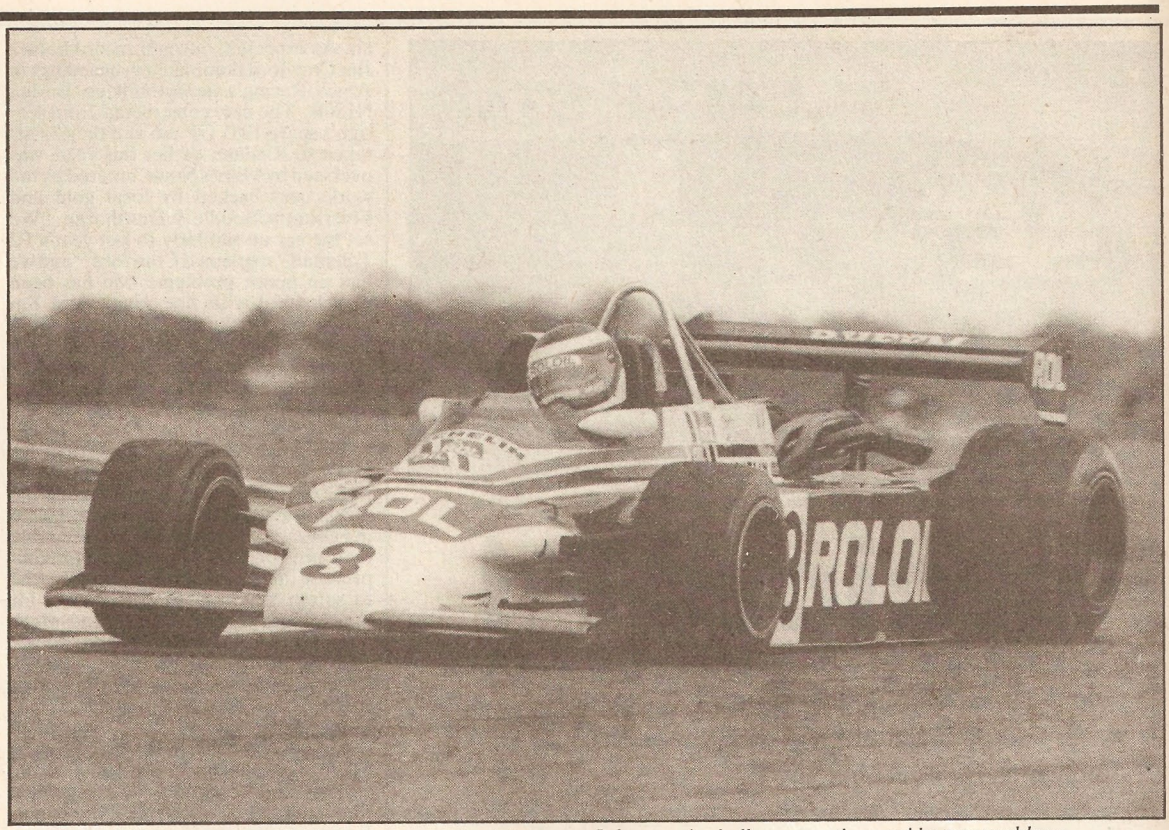
So Cecotto was left to reel off the last lap all alone after a splendid drive. Right from Thursday afternoon he had looked a likely winner and but for his early tyre problem — itself more likely a manufacturing fault rather than a wear problem — could have won by a really big margin. He was glad he hadn't had to counter Johansson in the final lap and half as he felt there wasn't much left in his left rear tyre, but savouring his champagne as if he'd not really done much, he paid all the right compliments to the team and his equipment: "Everything was just fine."

For Acheson, 12secs adrift at the end, it was also a triumph. He was happy to have scored six points, but the real benefit will be to his morale. He'd brought the Ralt home on soft(er) tyres by using his head and that was a *real* achievement. It had always been thought that the Ralt was easier on tyres than the Spirit, and the fact that Boutsen, who is not hard on his rubber, was in worse trouble on the really hard tyres confirmed it. The Belgian had done everything to bring the car home and although four points might seem little reward for his efforts now, he will look back at the end of the season and relish them.

Gabbiani became the only driver to have scored in all three races with his fourth place, but he only had himself to blame this time for running out of revs too early. It looked like Schindler was going to get his first points, but ten laps from the end he finally overshot his braking into the chicane and walloped the tyre wall where Bellof had left a Maurer impression on Thursday.

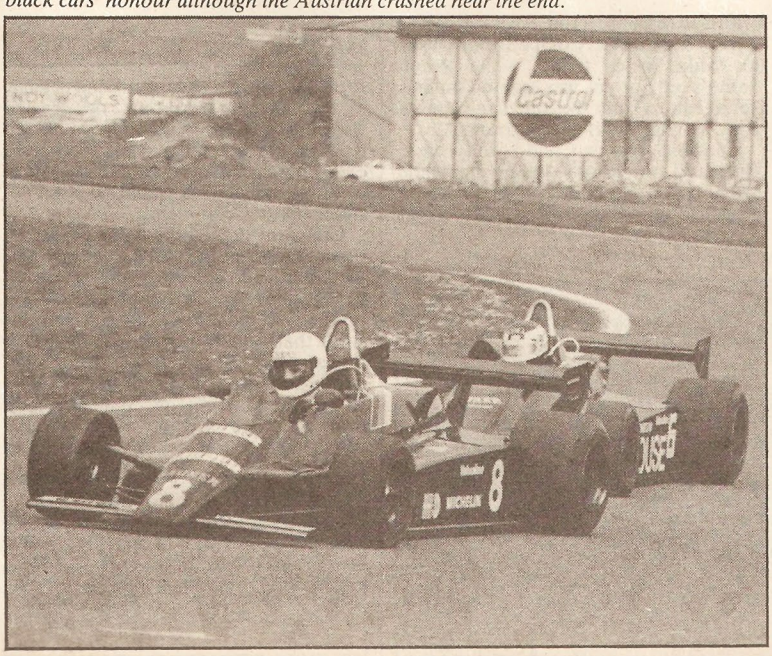
Streiff was still in touch with Gabbiani, the AGS looking in dire troube on the hard Michelins. Dallest similarly was in poor shape with his Pirelli-shod car but by sticking at it took sixth place and remained unlapped.

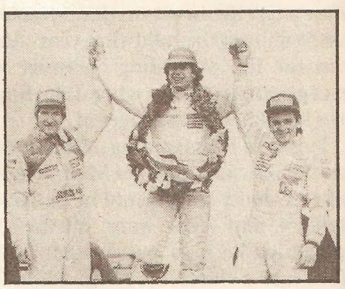
For a Thruxton race there were a surprising number of runners still at the end but Barilla, Bianchi, Jelinski and Gartner could only spit out the word 'tyres' at the end. Palmer was credited with 11th place and fourth fastest lap (behind Cecotto, Fabi and Johansson) after Nannini and Fabre had been given their jump start penalties.




*Distributor failure cost young Fabi an almost certain victory once Johansson's challenge was thwarted by tyre problems.*

*With Bellof out on the opening lap Peter Schindler and 'Beppe' Gabbiani upheld the black cars' honour although the Austrian crashed near the end.*



**THRUXTON (GB)**
**Apr 12**
**European Formula 2 Championship, round 3**
**55 laps, 129.58 miles**

1, Johnny Cecotto (March-BMW 822), 1h 3m 49.22s, 121.82mph;
2, Kenny Acheson (Ralt-Honda RH6/82H), 1h 4m 1.00s;
3, Thierry Boutsen (Spirit-Honda 201), 1h 4m 5.09s;
4, Beppe Gabbiani (Maurer-BMW MM82), 1h 4m 17.21s;
5, Philippe Streiff (AGS-BMW JH19), 1h 20.26s;
6, Richard Dallest (March-BMW 822), 1h 4m 28.37s;
7, Paolo Barilla (Minardi-BMW FLY281B), 54 laps; 8, Eddy Bianchi (Toleman-Hart TG280), 54 laps; 9, Frank Jelinski (Maurer-BMW MM82), 54 laps; 10, Jo Gartner (March-BMW 822), 54 laps; 11, Jonathan Palmer (Ralt-Honda RH6/82H), 54 laps; 12, Alessandro Nannini (Minardi-BMWFLY281B), 54 laps, incl 1m penalty; 13, Pascal Fabre (AGS-BMW JH19), 54 laps, not running, accident; 15, Pierre Chauvet (Maurer-BMW MM—2) 52 laps; 16, Franz Konrad (March-BMW 812), 51 laps; 17, Guido Dacco (Minardi-BMW GM75), 50 laps; 18, Tomas Kaiser (Toleman-Hart T850), 44 laps, running but not classified.

**Fastest lap:** Cecotto, 1m 7.37s, 125.90mph (**record**).

**Retirements:** Peter Schindler (Maurer-BMW MM82), 46 laps, accident; Oscar Pedersoli (March-BMW 822), 46 laps, spin; Corrado Fabi (March-BMW 822), 44 laps, distributor broken; Christian Danner (March-BMW 822), 8 laps, engine; Carlo Rossi (Toleman-Hart DS1), 7 laps, transmission; Harald Brutschin (March-BMW 812), 1 lap, engine; Thierry Tassin (Toleman-Hart DS1), 0 laps, accident; Stefan Bellof (Maurer-BMW MM82), 0 laps, engine; Roberto Del Castello (Toleman-BMW T850), 0 laps, accident.




*Jim Crawford leads the field into Old Hall to start his record-breaking charge.*

# Farcical F1

The Gold Cup fiasco — Five start, two classified at finish — Crawford smashes outright record, then his car — Lapped Trimmer scores fortunate win — Report: MARCUS PYE — Photography: PETER McFADYEN.

**There was a time when the Oulton Park Gold Cup meeting for Formula 1 cars commanded respect. Three works Ferraris were entered for the prestigious Easter event in 1968; Jackie Stewart's Matra overcame Chris Amon's Ferrari after a terrific tussle on that occasion while Jacky Ickx emerged victorious in his Brabham the following year. Since 1973 however the Gold Cup has been run for the prevailing 'premier national formula' of the time with the exception of last year when John Surtees scored his fourth triumph in the race in a special historic pageant.**

**Friday's 29th running of this once classic event saw the re-launch — after a year's intermission — of MCD's British F1 championship and to say that it got off to a shaky start would be understating the case. A total of five ill-matched drivers and cars were mustered for this fiasco. Sixty-five seemingly interminable laps passed before the chequered flag was shown to Tony Trimmer's clutchless Fittipaldi, during which time Jim Crawford contrived to throw away a lap's advantage by crashing into one of the three remaining cars on the circuit.**

**Although MCD apparently had over 20 potential competitors at their pre-launch meeting last year, it does not require a crystal ball gazer to see that finance within Britain is the limiting factor here. The money did not, and does not, exist to run a successful international Formula Atlantic championship in this country at present, let alone an F1 series. One fact which did arise from the two-day event is that F1 cars still attract the paying public for a sizeable audience witnessed the action and thronged to the cars in the paddock. Formula 5000, Group 8 and British F1/F2 had their ups and downs over the years but, even at their worst, none was as bad as this.**

## ENTRY & PRACTICE

There was much talk before the meeting of several overseas drivers 'shopping' for rides in the British F1 series, but negotiations with numerous capable teams apparently came to nought as only four teams arrived for Thursday's practice sessions, Colin Bennett running two cars from his Warrington base. Late efforts to organise a run in Nick Mason's Tyrrell for BRSCC Competitions Director Mike Wilds failed, while Robin Smith's old Surtees was entered but has yet to return from the States in CanAm trim, leaving merely five entrants.

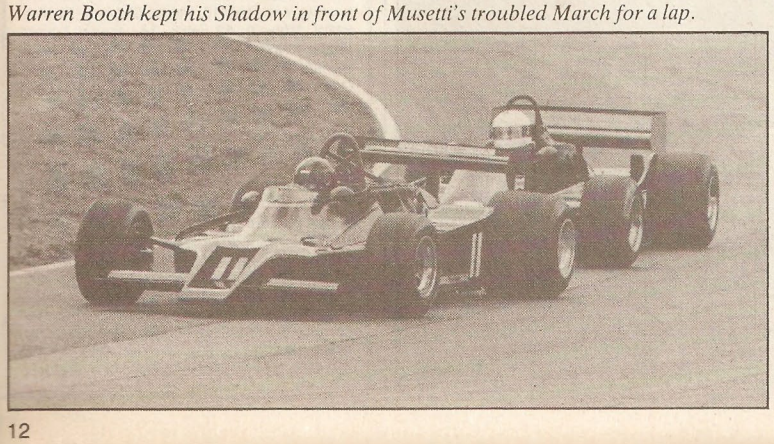
Of these, two cars had barely run in British F1 trim prior to qualifying, while Warren Booth had not driven his ex-de Angelis/Purley/Evans Shadow DN9B at all. As expected, outright record holder Jim Crawford dominated proceedings in Amco Racing's newly-built up Ensign N180B. The car, constructed from Ensign's spare 1981 GP tub and the chassis taken to Kyalami earlier this year, was overseen by Morris Nunn, entered by the works and backed by local gold and silversmiths Boodle & Dunthorne. "We set the car up similarly to last year's F2 Toleman," explained Crawford, "and we had no major problems. Mo has been very helpful with fine tuning and I'm getting used to the hard ride of a modern F1 car. The Avon control tyres feel much grippier than the old 'wooden' Goodyears." The former Lotus F1 driver took pole position, over 2secs clear of Val Musetti's March.

The Anglo-Italian stuntman had his ex-Daly March 811 going reasonably well, Colin Bennett having rebuilt the machine since its shunt at Brands Hatch in February. Hampered by an unsuitable rear anti-roll bar, Musetti had to compromise on his race settings, being loathe to soften the front to compensate for excessive oversteer. "We've too much rear roll stiffness for the spring rates," said Bennett, "so we have fitted a larger 761-type wing to combat its sudden snappiness." Bennett's second charge, Monegasque-resident Australian Arnold Glass had both his McLaren M29s in the paddock, switching to the ex-Prost M29/2 on race morning when the engine in ex-Watson M29/4 went flat. Racing for fun, the 55-year-old businessman narrowly failed to beat the minute barrier.

Third fastest was 1977/8 ShellSport G8 and Aurora champion Tony Trimmer, back in the fray with Japanese industrialist Mutsuaki Sanada's ex-Rosberg/Serra Fittipaldi prepared by Paul Vincent in North London. Trimmer was pleased with the car's progress, but less happy with the skirt regulation, protesting the cars of Crawford and Musetti for having 'dimples' in the base of the tub allowing increased skirt depth. After a protracted meeting with the RAC, the situation was resolved (see *Pit & Paddock*) and Tony's car modified as far as possible to suit the revised rules.

Warren Booth had invested in 'softer' sports car cams for his DFV in the course of its winter rebuild, the Blackburn motor trader sacrificing horsepower in the interests of longevity. A little support from Stein Lager helped with the bills for the 1979 National Formule *Libre* champion who bettered his best F2 time round Oulton inside 20 laps on Thursday. "At least we are here," he grinned, "and I am hoping to pick up enough prize money to go to Brands."

*Warren Booth kept his Shadow in front of Musetti's troubled March for a lap.*



## RACE

Both Crawford and Musetti had dramas in the morning warm-up, the Ensign stopping on the circuit when a bolt fell from the throttle linkage and the March executing a frightening triple 360 degrees spin through Druids when the car's tail suddenly took command.

Crawford judged the lights perfectly, rocketing down into Old Hall ahead of Trimmer while Musetti immediately fell back behind Booth leaving Glass to bring up the rear. So quickly was Jim into his stride that he had a 3secs lead at the end of the lap which he proceeded to extend at will by 2-3secs per lap per tour. Powerless to counter this charge, Trimmer soon drew way clear of Booth who, on being re-passed by the March, gave chase until

**Qualifying**

| | | |
|---|---|---|
| Crawford (Ensign N180B) | 53.48 | **52.66** |
| Musetti (March 811/5) | 55.14 | **54.85** |
| Trimmer (Fittipaldi F8/2) | 59.73 | **55.45** |
| Booth (Shadow DN9/3B) | 59.19 | **57.59** |
| Glass (McLaren M29/4) | 63.02 | **60.49** |

*Glass practised in McLaren M29/4 but opted to race M29/2.

**F1** BRITISH FORMULA 1 — **OULTON PARK** — **1**

Musetti's engine dropped a valve on lap 9.

Thereafter the remaining quartet circulated at ever-increasing intervals with Crawford threatening the F1 record (which Emilio de Villota set in 1980). Jim eased off when he had second-man Trimmer in his sights, eventually lapping the Fittipaldi on lap 36 in a brave manoeuvre with a rear wheel on the grass down the inside of Old Hall.

Trimmer lost his clutch shortly afterwards, but by now was two laps ahead of Booth, so the loss of time was immaterial. Then, on lap 51 the complexion of the 'race' changed dramatically. Literally 15secs after he had smashed the outright lap record, the leader came upon Glass's McLaren down the Avenue. Opinions vary between the drivers but Crawford allowed himself insufficient room — according to Observers at the scene — the cars touched and instantly the Ensign was spinning up the bank, hurtling towards Cascades where it came to rest with three damaged corners and a ripped carbonfibre monocoque undertray. Excuses are superfluous: was it necessary to overtake at a tricky spot with a 70sec cushion and £5000 as good as in the bank?

A bitterly disappointed Crawford returned on foot to see Trimmer take the flag. But this was no formality as his mechanical fuel pump belt broke on the last lap and the car stuttered over the line on the electric auxiliary! Trimmer admitted he was lucky: another few laps and Booth could have been the surprise victor. He finished second, two laps down while Glass — having pitted for a new steering arm after the impact — cruised out to be running at the flag. An inauspicious display all round.

See *Sportscard* for a report of the second round at Brands Hatch on Easter Monday.



*Tony Trimmer inherited the Gold Cup and £5000 on Crawford's demise.*

**OULTON PARK (GB)**
**Apr 9**
**British Formula 1 Championship, round 1**
**65 laps — 107.51 miles**

1, Tony Trimmer (3.0 Fittipaldi-Ford/Cosworth/ Hesketh DFV F8), 1h 1m 51.39s, 104.28mph; 2, Warren Booth (3.0 Shadow-Ford/Cosworth/ Alan Smith DFV DN9B), 63 laps; no other classified finishers.

**Also running at finish:** Arnold Glass (3.0 McLaren-Ford/Cosworth/ Engine Developments M29), 48 laps.

**Retirements:** Jim Crawford (3.0 Ensign-Ford/ Cosworth/Alan Smith DFV N180B), 50 laps, accident; Valentino Musetti (3.0 March-Ford/ Cosworth/Alan Smith DFV 811), 9 laps, dropped valve.

**Fastest lap:** Crawford, 53.08s, 112.18mph **(F1 and outright record).**



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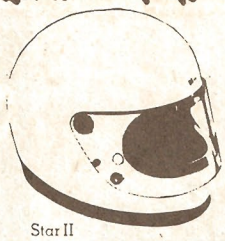
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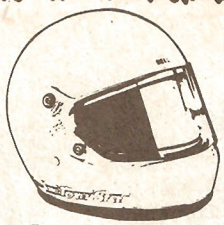
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Magnum II



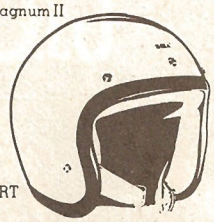
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Tourstar



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RT

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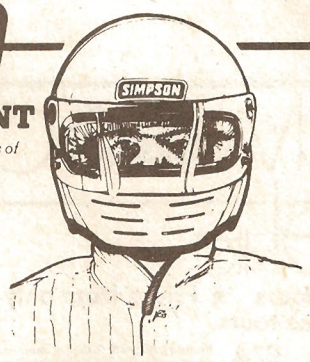
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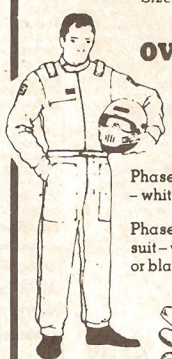
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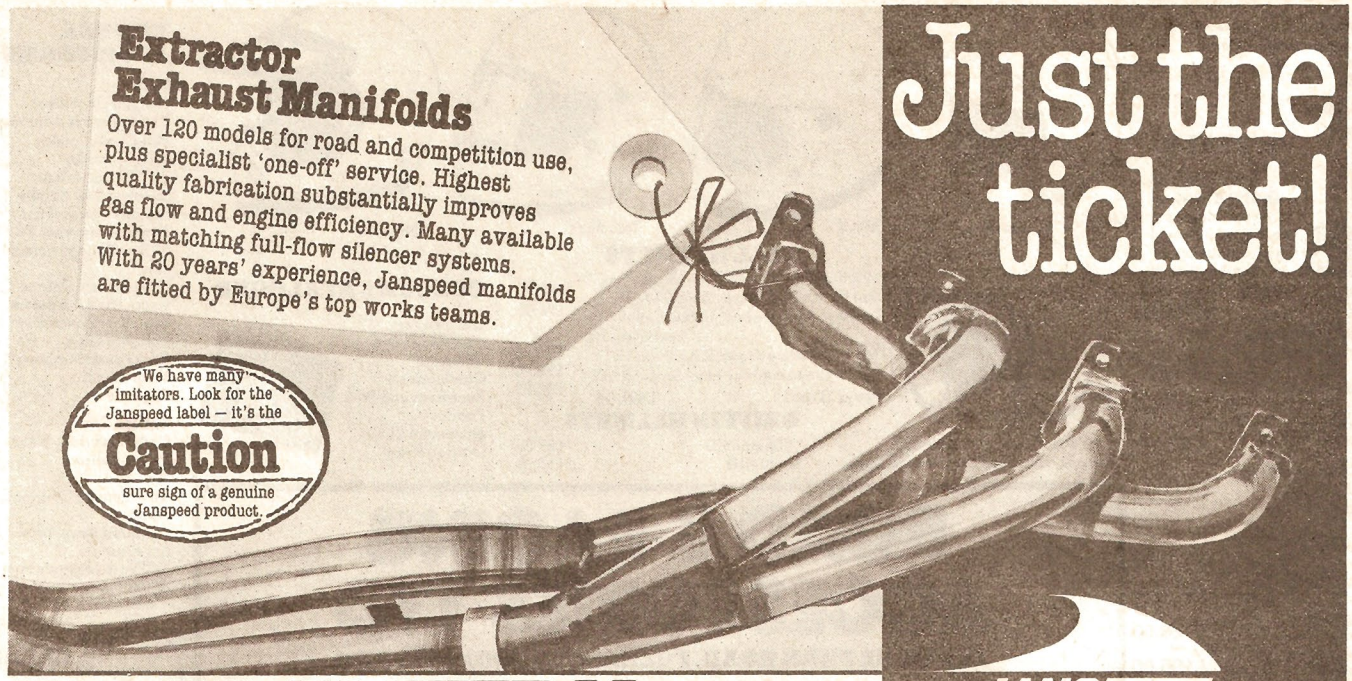
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★ One night in the Hyatt Regency Hotel
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★ Two nights in Brussels
★ See practice
★ Visit Bruge

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**Sunday, May 9th:** After an early breakfast, you return to Zolder for the Belgian Grand Prix. At the end of racing, you rejoin the coach for the drive back to Brussels.
**Monday, May 10th:** The morning is free for sightseeing and shopping in Brussels. Leaving the hotel at 1300, you drive to Bruges where you can enjoy the famous sights, watch lace-making, take a canal cruise and sample the delicious Belgian cream cakes, chocolates and coffee! In the early evening the coach will take you on the short ferry crossing from Breskens to Vlissingen across the River Schelde. In Vlissingen you'll have time to buy dinner and have a drink in one of the friendly restaurants in the old town before returning to the Olau-Line terminal.
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**Monday, May 10th:** After breakfast, we'll take you back to Zolder for your turn! Today there'll be an introduction to the course, classroom theory, and written tests. These will be followed by walking the course for racing lines and braking points to be explained. Finally you will be driven round the circuit in one of the school's saloons. You return to Antwerp at about 1900.
**Tuesday, May 11th:** First lessons in the school's Formula Ford and Formula V single seaters. The morning will be spent driving the first six corners of the circuit, and the afternoon learning the last six. Andre Pilette and his instructors will lead and follow pupils to assess and instruct.
**Wednesday, May 12th:** The day will be spent lapping the full Grand Prix circuit, and at the end of it, The Goodwood Travel Trophy will be presented to the most promising pupil. Leaving Zolder at 1800 the coach will take you back to Vlissingen where you board "Olau Hollandia". After collecting your cabin key you can relax in the lounge bar and have dinner in the restaurant.
**Thursday, May 13th:** Arrival in Sheerness is at 0700, and, for those who have booked it, our coach will be waiting to take you back to London.
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*Scotsman Jimmy McRae's careful drive netted him a third successive Circuit victory.*

# Jimmy's hat-trick

PETER FOUBISTER reports from the Circuit of Ireland Rally.

**Scotsman Jimmy McRae took his third successive Circuit of Ireland Victory over the Easter period and managed to keep the Rothmans Opel Ascona 400 in mint condition in the process. The Finnish contingent had a disastrous rally in many ways — Vatanen with accidents, Mikkola with mechanical troubles and Toivonen with a badly gashed hand. As predicted the action was extremely exhilarating and the atmosphere electric as the cars battled for top honours in this, the second round of the British Open Rally Championship.**

The Circuit of Ireland just overflows with character. A virtually unique challenge around the island over tarmac roads with an uncompromising format. In the days preceeding the start in Belfast the excitement was boosted with the predictions for the forthcoming five days of high speed action.

Would any of the British drivers match their Scandinavian counterparts? Could the Quattro prove as dominant on the tarmac as it did in the forests of Yorkshire? Would the Chevettes be in touch? And what about the World Champion?

The predictions were slightly erratic on the early stages, because it was actually Jimmy McRae who took the early lead, with team-mate Henri Toivonen chasing the leading Rothmans Opel Ascona 400. Hannu Mikkola was obviously trying to prove a point with the Quattro on the opening couple of tests although the car was quickly in trouble.

The car broke a drive shaft on the start line of the third stage dropping about 1.5mins to the leaders. The mechanics changed the rear shafts, restoring full four-wheel-drive and the Finn was again setting fast times, as the rally headed west in a clockwise loop from Belfast.

This opening day's sport (which lasted for nine hours) was treated with respect by most drivers, all aware that the Circuit was a long, hard, demanding rally. The only man to make a mistake before the cars returned to Belfast for a short 8 hour halt was Russell Brookes, who swapped his third place for sixth with a quick trip into a bank. Undeterred he got on with the job, although his problem had promoted team mate Terry Kaby to an excellent third place with his Chevette HSR. John Coyne led the local challenge with his Talbot Sunbeam Lotus while more fancied Irish drivers, including Ger Buckley (Opel Ascona 400) and Brendan Fagan (Chevette HSR) hit mechanical problems with their GM machinery.

Per Eklund, making the world début for the reshaped Toyota Celica, had a disastrous day. Early engine problems developed into total distributor failure, and when the timing slipped the sleek new car blew a piston before it had covered the first day of the rally.

The Swede was the only leading casualty, and as the cars returned to Belfast in the early evening it was McRae and co-driver Ian Grindrod who were up front. Toivonen actually crept ahead during the afternoon, but opted to drop a few seconds and allow the Scotsman to waken the marshals on the long run south to Killarney. Vatanen's Escort was third, about 30secs behind the youngster, with Kaby fourth. Then came Coyne, Mikkola, Austin McHale, Brendan Fagan, Brookes and Billy Coleman. The folk hero of the Republic of Ireland spent a careful day getting to grips with the Sydney Meeke-prepared Escort.

When the rally restarted at 4.00pm from Belfast on Saturday, Vatanen's Escort refused to fire although once under way, the pace quickly hotted up. The race was on and the World Champion was quickly trying to close the gap in spectacular fashion.

His bid was boosted just after the cars crossed the border when Toivonen made a mistake. His foot slipped from the brake pedal and the car crashed into a bank, whipping the steering wheel around and gashing the driver's hand. Toivonen needed hospital treatment, and Vatanen was up to second.

The other Finn on the event was now fourth, although Mikkola's real bid for glory hit another setback just a few miles further south, when the gearbox and front differential failed. The mechanics completed a gearbox change in about 25mins, setting a new record in the process and the Quattro continued. Brookes also had a problem when a lead to the distributor failed, costing road penalties as the mechanics rushed to find the fault. When the cars were virtually in sight of Killarney, there was real heartbreak for Kaby. A deceptive corner, which caused trouble for several of the leaders, saw the Chevette clip a wall, wrecking the front suspension and instantly eliminating the talented driver. The pace had taken its toll.

When the cars reached Killarney on Saturday afternoon, McRae, with his eyes set on a hat trick, led Vatanen by just over 1min. Toivonen had dropped to fourth. The Opel driver was still in pain from his hand and the car was also in need of treatment. A new clutch was fitted to the car without serious loss of time although the Quattro was in more trouble as the twisting tarmac strained the transmission. The clutch was slipping badly but there was no time to replace it. It is a lengthy process on the Audi. The problem dropped Mikkola to the bottom end of the top ten.

These troubles meant that Austin McHale with his Chevette HSR now held third place just 7secs ahead of Toivonen, followed by Coyne, Brookes, Coleman, John Lyons in an Escort, and Fagan with the Chevette. The gap between the cars was small, however, and the famous Sunday run around Kerry would prove a real test.

Vatanen and Brookes shared fastest time over Molls Gap, which opened the day's sport at 7.00am, but the following stage caused drama. McHale's Chevette was in trouble and stopped for a repair to the electrical system. He restarted the car and drove straight out in front of Vatanen's Escort causing punctures on both cars and bending the Ford's rear axle.

The delay seemed to open up the leader board but suddenly the stage was cancelled when two cars collided head on. John Midgley's Toyota Corolla wrong slotted and had turned round to rejoin the stage when Gus Kearney's Sunbeam made the same mistake.

Vatanen continued (the MCD team changing the axle later in the day) although McHale lost more time dropping down the order until his car could take a new axle.

John Lyons retired with steering column failure while Mikkola continued his troubled run with self-raising flour now being added to the clutch to dry the oil that was causing the problem.

When the cars fought their way back into Killarney for the overnight halt, the gap between McRae and Vatanen was still just over 1.5mins with Brookes closing up after a storming run which saw him fastest overall on the Sunday stages. Toivonen was still fourth, struggling with his injured hand, with Coyne, Coleman, Fagan, McHale and Mikkola following and Dessie McCartney creeping into 10th place for the first time.

The chances of a repeat of the historic 1980 battle between McRae and Vatanen were quickly wrecked on Monday afternoon. Vatanen was sensationally quick, but on one of the first tests he misread a caution board on a yump, bounced off the banks and destroyed the front suspension.

As the cars headed north he had another accident and by the time dusk fell, the MCD mechanics had completed three front suspension changes. The Finn was rapidly dropping down the top ten.

Amid the wreckage that was the Circuit of Ireland, McRae's car was still in the lead and in pristine condition. Through the night he extended his lead to about 4mins, while Brookes drew clear of Toivonen.

The Finn's hopes of snatching second place were dashed just before the rest halt in Killarney when a broken clutch pipe meant a long repair costing road penalties. Through the night he struggled to stay clear of the Irish battle that was developing between Coleman and Coyne.

'Billy' was flying, with some of his old magic, but on Sally Gap the heat from the exhaust manifold set the carpets alight, the Escort arriving at the finish with a big problem directly under co-driver Brendan Neville's feet!

Mikkola's mechanics were still adding flour to the Quattro's clutch, although the handling was now badly out following a small accident on Sunday which broke the rear suspension. Ger Buckley was setting fast times in his homeland with his Opel after improvements had been made to the brakes. He moved ahead of Winston Henry's Escort RS during the night after Henry lost time with a broken brake pipe.

Both Buckley and Henry benefitted at the expense of their countrymen. McHale's fine run in the Chevette ended with camshaft failure, while Dessie McCartney eventually retired early on Tuesday morning following a roll.

Henri Toivonen found one hand driving difficult on some gravel on Tuesday morning just before the rally reached Armagh, and the Ascona attacked the scenery with the back panel. More serious was an engine problem and the car both looked and sounded in a very bad way.

In fact he struggled through to the finish at a leisurely pace after a sensational performance, despite his injured hand, and collected points towards the championship challenge. Both Mikkola and Vatanen added to their points total but again it was an uphill struggle all the way.

At the finish at Belfast City Hall, it was McRae who took the champagne for the third successive year with co-driver Ian Grindrod joining in the celebrations. The pair also took an important step in the defence of their Open title and now hold a slender 2 point lead.

**CIRCUIT OF IRELAND RALLY provisional results.**

1, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 439m19s;
2, Russell Brookes/Mike Broad (Vauxhall Chevette HSR), 444m15s;
3, Henri Toivonen/Fred Gallagher (Opel Ascona 400), 447m09s;
4, John Coyne/Christie Farrell (Talbot Sunbeam Lotus), 448m53s;
5, Billy Coleman/Brendan Neville (Ford Escort RS), 449m22s;
6, Hannu Mikkola/Arne Hertz (Audi Quattro), 457m32s;
7, Ari Vatanen/Neil Wilson (Ford Escort RS), 464m53s; 8, Ger Buckley/John Caprice (Opel Ascona 400), 466m36s; 9, Winston Henry/Ronan MacNamee (Ford Escort RS), 470m03s; 10, John Price/Derrick Davies (Renault 5 Turbo), 481m42s.

# Keep off the Ranges

## SWAC worried about illegal practising

"Stay away from Epynt", is the clear message from the organisers of the Fram Welsh International Rally which takes place in just under a month's time.

The Army have already apprehended at least one driver on the ranges although Clerk of the Course, John Bell, would neither confirm nor deny that the (allegedly) non-English speaking gentleman was one of the top competitors. Whatever the case, the person concerned was apparently sent away with a very stern warning about the consequences should the incident occur again.

The seriousness of the offence was made very clear by the Army themselves when they pointed out that, because of the current situation in the Falkland Isles, they are using 'live' ammunition at all times in their training exercises. Should anyone be found on the ranges they will, to use their own words, 'Be captured'. The Army are of course quite within their power to detain trespassers.

Naturally the SWAC are very concerned about the recent events as they could endanger not only their own event but also the future use of the ranges for rallying. Their use has already been restricted and it would be a tragedy if they were to be placed firmly 'out of bounds' in the future.

The event regulations are quite clear in their banning of any form of practice and the penalties that will befall any competitor who contravenes them. The organisers are equally as clear in their intentions of not allowing pace-notes, particularly because of recent arguments in Ireland. Strenuous checks are being planned to ensure that any offenders are caught and immediately excluded.

The ranges are being closely observed by the Army and the SWAC, both parties being determined that any offenders are reported to the relevant authorities for suitable disciplinary action. When the Army say 'Keep off', they mean it. . .

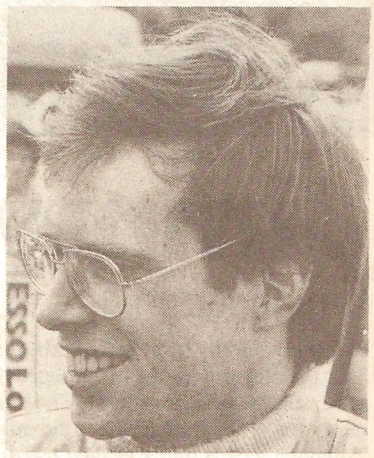


## Now — which way was it?

*Whoops! Josef Haider discovers that there is more than one way of stopping a car. The incident happened on the recent Costa Smeralda Rally — had the driver been looking to his right instead of smiling at Hugh Bishop the whole story might have been different. Haider recovered to finish fifth.*

# Busy times ahead for Everett

Despite his problems on the recent round of the Belgian Championship, Simon Everett still holds second place in the series. On the TAC Rally recently, his Tuborg Chevette HSR picked up a stone which broke the caliper, and he completed the event without proper brakes.




*Everett — chasing hard.*

He is now 12 points behind Guy Colsoul, driving an Opel Ascona 400, and hopes to strengthen his challenge in the series with a visit to the Zlatni Piassatzi ('Golden Sands') Rally in Bulgaria next month. The Belgian Open series includes a number of events around Europe, and Everett is currently waiting on a decision from Tuborg. The next scheduled Belgian appearance is on the Haspengouw Rally, but Everett also hopes to contest both the Manx International and the RAC later this year.

Plans to start the Welsh in a four wheel drive Group A Subaru are still continuing, and he also hopes to start at least one event in America this season. . . .

# Final term report

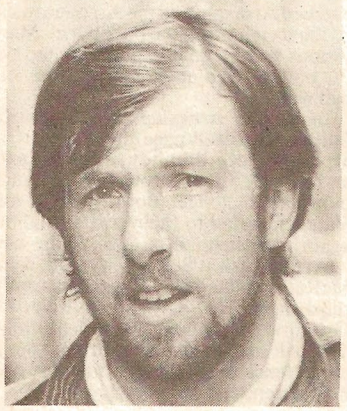
The final session of the Longton & District Stage Rally School took place recently and the general feeling among pupils and tutors alike was that the venture was a great success.

It was the club's first such school and naturally the organisers were a little apprehensive of the reception that it would get, particularly having had to cancel the first session and re-arrange the timetable earlier in the year.

Such schools are accepted as being of great value to young competitors as they give them the opportunity to spend time with the experts, a chance that comes very rarely indeed.

Two of the instructors, Jim Porter and Mike Stuart both spoke highly of the course and the attitude of the pupils although, as on the first session there were some who were reluctant to listen, being more interested in trying to impress to the tutors.

It is hoped that the school will be run again next year but the organisers are not yet certain what form it will take.



## At last . . .

*David Richards, who partnered Ari Vatanen to his World Championship last year has at last received his award. At the FISA prizegiving in December it was announced that, despite earlier promises, the award would not be presented. All was rectified however, at last week's RAC rallies committee meeting when the presentation, the first of its kind, was made, accompanied by a written apology from FISA. Naturally Richards was delighted that the matter had been resolved, thus acknowledging the very important part played by co-drivers in World class rallying.*

# Sahara again in August

The Hoggar Rallye Raid is the latest French-organised event to carry this new title, scheduled to take place in Africa during August this year. It is apparently aimed at the strict amateur, and not to be compared with the "great African classics". Consequently the main objective has been to provide a long course with equal chances for all participants, at low cost.

The raid will start on August 4 from Algeciras with a quick ferry crossing to Africa, and the start of the 7000kms event which includes about 200kms through the Sahara. The mid-point of the route should be Tamanrasset. . . Where have we heard that name before?

From Tamanrasset, the route heads north again, out of the Sahara to Algiers for the final ferry crossing to Marseilles, and hopefully civilisation. There will be two options for competitors, either the Rallye Raid which is not "an aggressive competition"; or the Raid which caters for two, three or wheel vehicles. The survivors, with however many wheels remain on their vehicles, should return to Marseilles on August 28, 1982. Details from 34 rue du Docteur Charcot, F 94 600 Choisy Le Roi. Tel: (1) 852 10 89.




## Welsh hopes for Pentti

*Pentti Airikkala now hopes to start the Welsh International Rally, driving a Tony Maslen prepared Escort RS. It will be another effort to show that he should not be ignored by the works teams.*

*"I had hoped that the Mintex would have been enough," commented Airikkala, "but it seems it was not. It is 95 per cent sure I will do it, but I don't know what car. I hope we will have fuel injection however, but again I will be spending my money. That is the 5 per cent question mark, because we do not have any sponsors finalised."*

# Golden Oldies take to the road

There is a double celebration in Stratford upon Avon this weekend with the Lombard RAC Golden Fifty, based in the town and starting from the Royal Shakespeare Theatre. This splendid building is also celebrating its 50th anniversary this year, and will be the official start for the historic motoring event. A superb array of vehicles — many of which took part in the 'official' RAC event between 1932 and 1967 — will gather for the start today (Thursday) at 10.00am.

Adding a touch of glamour to the formalities will be actress Jenny Agutter who will flag away the cars, starting with a 1927 AC Montlhery Sports which actually contested the first event. "Seeding" has been completed strictly with respect to the individual vehicle's age, and so following the vintage AC are a selection of cars from the Thirties.

Although the event has deliberately been designed as a relaxed competition, the speed of the cars will undoubtedly increase in direct step with the competition number. The pilots of the early machinery may be particularly respectful of their charges, but those later can be expected to put a little more effort into the special tests, designed by Jim Porter at the RAC.

The accent is firmly on enjoyment however, and the venues for the "speed trials" have been chosen with consideration. From the start in Stratford the convoy will move towards Silverstone for a circuit stage and an autotest, taking lunch at Blenheim Palace, and finishing with a quick blast up Prescott hillclimb. Ideal!

The convoy, (and it will be interesting to note some of the more eccentric 'service vehicles') should return to Stratford in plenty time for dinner, restarting at 9.00am tomorrow for a run north including Donington and Mallory. Splitting the action will be lunch at Belvoir Castle.

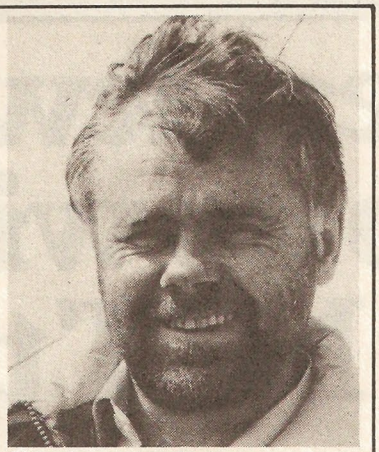
The final fling, on Saturday, heads north west for Oulton Park finishing with a hillclimb up Shelsley Walsh, one of the original motorsport venues in this country. The rally finish is at Ragley Hall, west of Stratford where there will be a display of the vehicles, coupled with exhibitions from several clubs and associations.

The event has certainly caught the imagination of the manufacturers, and several have released cars from their own museums specially for the event. Saab have prepared an old two stroke 96 for Per Eklund, BL Motorsport department have been busy with a Cooper S for Paddy Hopkirk, and Mercedes are supplying a 300SE for ex-works driver Eugen Bohringer, now in his 60th year.

It is not just the old vehicles which will gather in Stratford this weekend, there will be a fair complement of "mature" drivers and co-drivers in the town as well. All of them should thoroughly enjoy a rare chance to sample motorsport as it used to be. And for the spectator there is the chance to see some of the classic cars of years gone by.

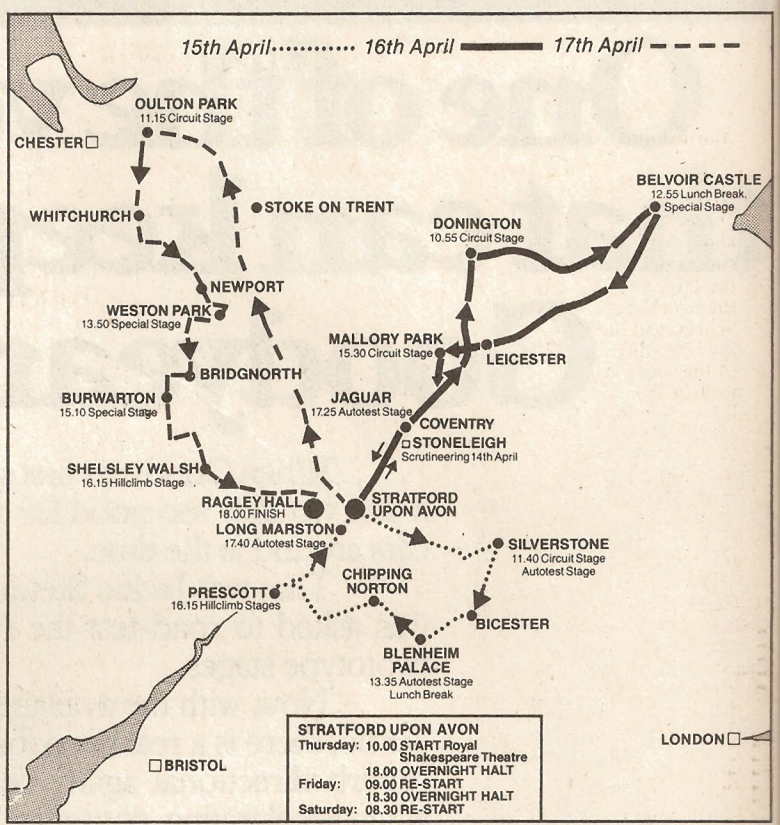
**Golden Fifty Entry**

1 David Hescroff ..... 1927 AC Montlhery Sports
2 Freddie Giles ..... 1932 Frazer Nash TT Replica
3 TJ Barnes ..... 1934 Singer Le Mans
4 Anthony Blight ..... 1934 Talbot 105
5 CEC Offley ..... 1936 Wolseley 10hp Saloon
6 Stuart Dytham ..... 1936 MGTA
7 John Morley ..... 1936 Riley Sprite
8 Ian Hall ..... 1936 Riley Sprite
9 John Hopwood ..... 1939 Morris 8 Tourer
10 David Bowles ..... 1951 Jaguar XK120
11 Len Shaw ..... 1953 MG YB Saloon
12 Roger Bell ..... 1953 Ford Zephyr
13 Brian Hands ..... 1953 Lancia Aurelia
14 Rowland Simmons ..... 1954 Alvis TC 21/100
15 John Cook ..... 1954 Triumph TR2
16 Kevin Donnelly ..... 1954 Jaguar ZK120
17 Don Morley ..... 1955 Austin Healey
18 Brian Field ..... 1956 MGA 1500
19 Eric Dymock ..... 1956 Aston Martin DB2/4
20 Vic Ryland ..... 1957 Austin A35
21 Jan Pearce ..... 1957 MG ZB Magnette
22 Dave Lucas ..... 1957 Volkswagen Beetle
23 Phil Simister ..... 1959 Ford Zephyr Mk2
24 Andrew Lees ..... 1959 Austin Healey Sprite
25 Philip Young ..... 1959 Austin Healey 3000
26 Geoff Mitchell ..... 1959 MGA 1600 Coupé
27 Bill Bengry ..... 1960 Volkswagen Beetle
28 Ray Cutler ..... 1960 Sunbeam Rapier
29 Peter Proctor ..... 1961 Sunbeam Alpine Rapier
30 Roger Valler ..... 1962 Reliant Sabre 4
31 Jeremy Dyer ..... 1963 Saab 96
32 DI Lomas ..... 1963 Austin Healey 3000
33 Eugen Bohringer ..... 1963 Mercedes 300 SE
34 AD Clements ..... 1964 Triumph Herald
35 Tony Fisher ..... 1964 Austin Cooper S
36 Nicky Porter ..... 1964 Morris Cooper S
37 David Potter ..... 1964 Morris Cooper S
38 Don Pither ..... 1964 Sunbeam Tiger
39 Paddy Hopkirk ..... 1964 Morris Cooper S
40 AR Davies ..... 1964 Austin Cooper
41 Ted Worswick ..... 1964 Austin Healey 3000
42 Stephen Carr ..... 1964 Porsche 911



*Eklund — back to Saab.*

43 Per Eklund ..... 1964 Saab 96
44 Bill Harle ..... 1965 Saab 96 Sport
45 Graham Brown ..... 1965 Mini Cooper S
46 John Wood ..... 1965 Ford Cortina Lotus
47 Dennis Cardell ..... 1965 Austin Cooper S
48 Peter Riddle ..... 1965 Morris Cooper S
49 Bengt Soderstrom ..... 1966 Ford Cortina Lotus
50 Gethin Jones ..... 1966 Austin Cooper S
51 —
52 David Sutton ..... 1963 Ford Cortina
53 Dave Gilbert ..... 1966 Morris Cooper S
54 Bobby Parkes ..... 1966 Austin Cooper S
55 Viscount Boyne ..... 1966 Jaguar E type 2 plus 2
56 Gerald Braithwaite ..... 1967 Morris Cooper S
57 Malcolm Clark ..... 1967 MG Midget
58 Roger Perry ..... 1967 Lancia Fulvia
59 Jeff Williamson ..... 1967 Mini Cooper S
60 Mike Sutcliffe ..... 1957 Austin Healey 100/6




Pace Petroleum RAC Pace Autosport RAC National Rally Championship

With entries for the Rothmans Manx Stages Rally closing at the weekend, the organisers are confident of a full entry, with almost 100 places already filled. The leading contenders for the championship are already confirmed as starters along with some very quick local crews.

Among the entries will be Paul Windsor's new mid-engined Mk3 Escort, making its competition debut. The 300bhp missile has taken rather longer to prepare than was expected but it is now almost finished.

There are still some spaces left on the special ferry but they are filling up rapidly. Anyone receiving on the island is reminded that this is the lambing season and extreme care should be taken to avoid any errant sheep.

**Talbot Challenge, Leading positions after 2 rounds**

1 Steve King (Avenger) ..... 29
2 John Miller (Sunbeam 1600) ..... 23
3 Brian Oswald (Sunbeam 1600) ..... 17
4 Chris Lord (Lotus Sunbeam) ..... 16
5 Tristan Dodd (Avenger) ..... 13
6 Stewart Robertson (Sunbeam 1600) 11
7 John Spry (Sunbeam 1600) ..... 8
8 Deryck Pickup (Sunbeam 1600) ..... 7
Bob Sutcliffe (Avenger) ..... 7
10 Pat Messer (Sunbeam 1300) ..... 6
Tony Ridley (Sunbeam 1300) ..... 6
12 Edryd Pugh (Sunbeam 1600) ..... 4
Andrew Towse (Sunbeam 1600) ..... 4

With two rounds completed, the Talbot Challenge, being run within the Pace/AUTOSPORT Championship, is led by Steve King in his Econocruise supported Group 1 Avenger.

Two third placings in the Group 1 category has given the young driver a 6 point lead over the Sunbeam of John Miller. Early leader was Chris Lord, but his engine failure on the Rodgers Carpets Rally has dropped him to fourth place behind Brian Oswald.

The points scoring system means that the challenge remains wide open and the way things are going it would seem likely that the outcome will remain in doubt right up until the last round.

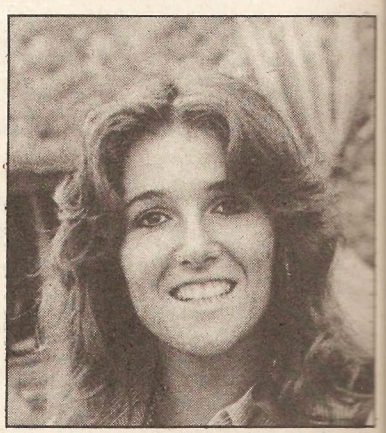
# Madeira Rally details

The 23rd Volta a Madeira will take place this summer on the island, as a co-efficient 3 round of the European Rally Championship.

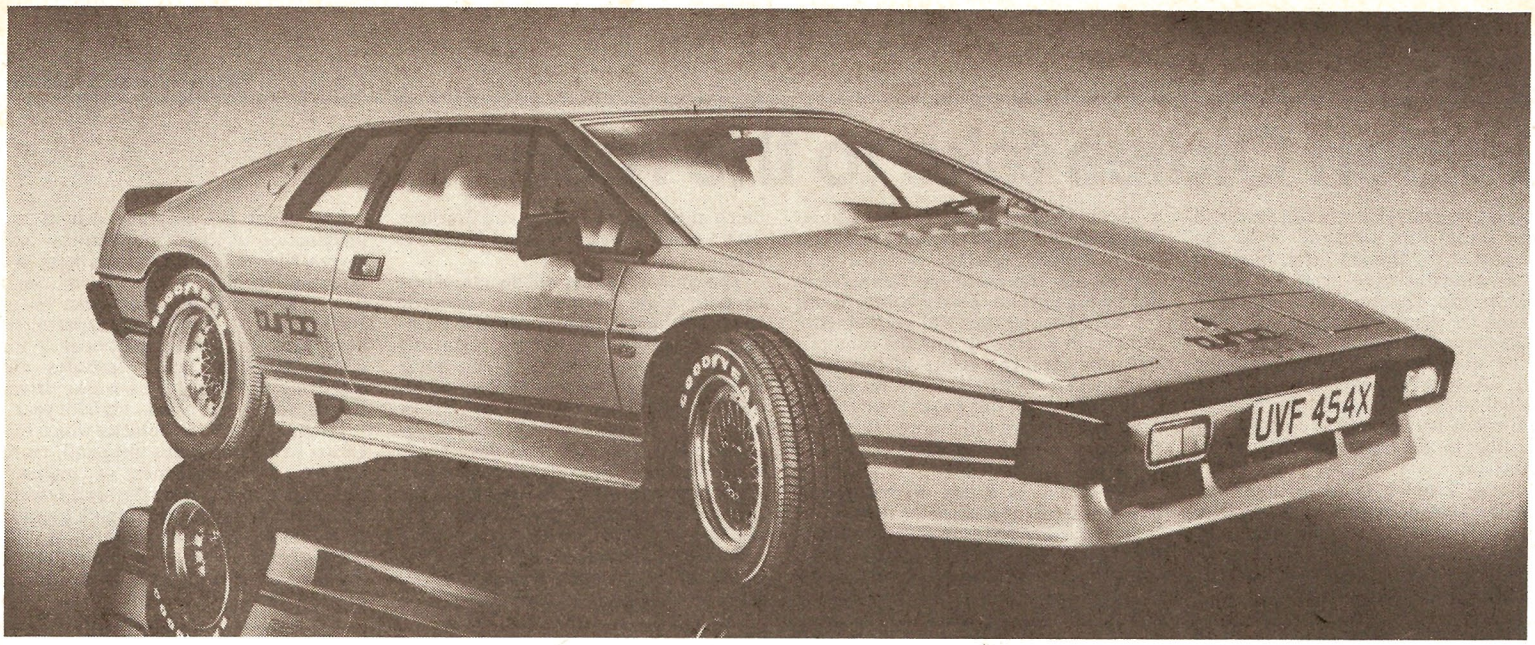
Last year a number of British entries were received, with back-up from the MCD Services team. At the end of the rally Geoff Fielding and Louise Aitken finished high up the order but Mike Stuart, on his first foreign trip, learned a hard lesson, crashing on the opening test.

The cobbled roads make driving difficult, but at the end of the 1981 event, Antonella Mandelli brought her Jolly Club Fiat 131 Abarth to second place, behind Luxemburg's Ali Kridel. This year there will be two sections containing 31 special stages starting at 9.00am on Saturday August 7. The first section finished at 7.15pm that night, restarting at 10.30pm and running through the night. Prize giving takes place on Sunday night.

The organisers, the Club Sports da Madeira are keen to attract foreign teams to their event, and already MCD Services have indicated a return trip may be possible. Malcolm Wilson is also hoping to start the event as part of his bid in the European Rally Championship. Further information and details of the reduced ferry rates are available from the Automovel Club de Portugal, Avenida Arriaga, 43, Funchal, Madeira, Portugal. In case of difficulty the Portuguese Tourist Office in London have some details; Tel: 01-493 3873.



*Mandelli — second in 1981.*




# One of the very few cars that can keep up with the Goodyear NCT tyre.

When Goodyear first started work on the NCT tyre, it was virtually too good for any of the high performance cars around at the time.

That was Jackie Stewart's impression when he was asked to road-test the NCT tyre, back in the early, prototype stages.

Now, with the availability of cars such as the Esprit Turbo, there is a real need for a tyre which has superb directional agility combined with excellent grip when accelerating, cornering and braking–even in wet or tricky conditions.

As a result, the NCT tyre is now fitted as original equipment on the Esprit Turbo, and can also be fitted to a number of other high performance cars. If you'd like to know more, just fill in the coupon.

Post to: Advertising Department, Goodyear Tyre & Rubber Co. (GB) Ltd., Bushbury, Wolverhampton, West Midlands WV10 6DH.
Please send me your colour brochure on the Goodyear NCT.

Name_____

Address_____

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A3

GOODYEAR




*Gordon Spice brought the Capri back to the winner's enclosure at Oulton Park.*

# Capri revival

Spice cruises to win — Allam delayed by tyre change — Percy takes over title lead — Report: MATTHEW CARTER — Photography: PETER MCFADYEN

**Until a couple of weeks ago, there had been two bogey tracks for the Rover V8. After Good Friday's meeting at Oulton Park, there remains one. Jeff Allam and the blue Sanyo-backed Rover may have emerged victorious at Mallory Park a fortnight earlier, but a puncture while harrying Gordon Spice's Capri for the lead ended Allam's chances of overcoming the Oulton obstacle, and ended his time as joint championship leader.**

**It was a tyre problem of a different sort that ended Mazda man Terry Nightingale's time at the top. As rain fell, he was one to change from slicks to wets on the grid . . . and cursed when the wet race became a dry one by half distance. In truth, it wasn't just tyres that relegated him to third in class, but also blown engine seals, highlighting the problems of running such a complicated car on a tight budget. Engine changes after every race are out of the question — unlike on the works cars of last year — and now Nightingale has had to pay the cost.**

**The ill-fortunes of others gave reigning champion Win Percy a chance to consolidate his place at the top of the title table. Another effortless, copybook, performance in the Hughes of Beaconsfield Toyota Corolla may have detracted from the spectacle, but Percy's task is to win races. And that is something he is quite good at! Richard Longman returned the Metro to the head of the smallest class — though there were still only three finishers in the class — to take the second overall spot behind Percy.**

## ENTRY & PRACTICE

If anyone needed evidence that the Capri drivers are doing their utmost to get back on top in the Group 1 championship, they need look further than performances put up at Mallory and Oulton Parks. At Mallory — the second round of the series — the fastest Rover, that of Jeff Allam, did manage to claim the pole after practice, but only just managed to head a fighting Vince Woodman at the flag.

After practice at Oulton for round 3, Allam had to concede his first defeat. He may have still been on the front row, but he was nearly a full 1sec in arrears of Woodman's Esso Capri. For Vince, his Oulton pole position was simply more proof that he is driving better than ever. Perhaps the new for '82 lower weight limits help the Capris more than expected, perhaps it's Neil Brown's new, more powerful engines, or perhaps, after a season of getting used to each other, the combination of Woodman and CC Developments is really beginning to bear fruit. Whatever the reason, Woodman is making the most of it. His performance at a bitterly cold Oulton practice was impressive.

The filling in the Woodman/Allam sandwich on the front row was Gordon Spice . . . who, for once, was able to report a completely trouble-free day. Different camshafts in the new Neil Brown units seemed to give his Shell/*Daily Mirror* Capri the power and reliability needed, though at the expense of slightly less torque. Team-mate Andy Rouse — on the inside of the second row — did have a 'traditional' engine blow in the first session, however. Of Allam's team-mate, Frank Sytner, there was no sign. With a lack of practice and racing miles under his belt, Sytner elected to give Oulton a miss, preferring to spend the time putting in the miles at Thruxton under the watchful eyes of boss Tom Walkinshaw prior to Monday's race.

Alongside Rouse in the first of the two split races came Rad Dougall in the Patrick MotorSport Rover ahead of fellow top class runners Charles Sawyer-Hoare (Esso/*Daily Mirror* Capri) and Dennis Leech (Rover V8). Heading the 2500cc class was the only 2500cc car running. Jon Dooley, true to his word, was back in the Napolina Alfa Romeo Alfetta GTV6 in only its second race. Since its Silverstone maiden outing, a great deal of work has been done on the car. Exhaust manifold problems have largely been overcome, though no one in the team denies that a great deal more has to be done before the car is truly competitive. Dooley, who also had the faithful 'Sud on hand for the second race, was looking happier with the car, as was mechanic Bob Dove . . . "I'm beginning to like it," he grudgingly admitted. Dooley's closest class rival was joint championship Leader Terry Nightingale in the ex-works, now privately run, Mazda RX-7 who, in turn, was 1.5sec ahead of Hamish Irvine's ex-Nightingale Dolomite. That the Scotsman's Triumph made the grid at all was something of a miracle. The car cracked a disc in first practice, and had to sit out the second while a road car, north of the border, was stripped for bits. Irvine was not looking forward to running a car known to be heavy on brakes at the best of times, on the standard offerings . . .

Bringing up the rear were two RS2000 Escorts, the oft-seen Mike Buckley example heading the brand new machine of special saloon man Tony Dickinson. Dickinson's car was so new that the first session was used to run it in!

In contrast to the bigger cars, practice for the up to 1600cc classes was a foregone conclusion. In a virtual re-run of the previous round, Win Percy's Toyota Corolla sat on the pole, a comfortable 1sec plus ahead of John Morris's Morris Vulcan VW Golf GTi, which was, in turn, quicker than Tony Lanfranchi's VW Scirocco. Indeed, the only dramas faced by the top three — aside from a broken gearbox in the Morris car — happened off-track. John Maguire, who prepares both the top Volkswagens, suddenly found himself preparing just the Golf after a fall-out with Lanfranchi (see *Pit & Paddock*).

As expected, the Metro class was the domain of the red Datapost car of Richard Longman with his team-mate Alan Curnow forced to sit behind the Hepolite Metro of Steve Soper on the time-sheets. Mind you 0.01sec is not that much of a gap to worry about, particularly as Curnow had been running into braking problems. Ahead of the second and third Metros, however, was young Robin Brundle in one of last year's unloved Audi 80s. Brundle's show is self-financed and miracles are not expected, Martin's younger brother learning not only front wheel drive, but also the vagaries of slick tyres. His performances to date, however, have been impressive.

While the Napolina Alfa Romeo Dealer Team was heading class B, there was not so much luck to be had in the smaller classes. Antique dealer Andrew Thorpe is patiently waiting for more power for his 1.5 'Sud Sprint — it is confidently expected in time for the next Thruxton round at the end of May — while Dooley's 1.3 'Sud has taken a development back-seat to the GTV6. The other team member, Rob Kirby, continued his terrible spell of bad luck. Another blown engine saw him pack up the car on Thursday, to prepare for another engine change, and another round of all-nighters to ready the car in time for Thruxton practice on Saturday.

Of the rest, Roger Saunders received a fillip from his Mallory second place and with the additional help of a Richard Longman-prepared engine, was able to persuade his Wadham Stringer Metro ahead of the similar Hydragas-equipped car of Neil McGrath. These two were some way ahead of the remainder of the 1600cc class, made up of the recalcitrant Talbot Sunbeams of John Spiller and Terry Watts, the equally unwilling Fiesta of Jock Robertson and John Tait's Corolla. Bringing up the rear was Alan Greenhalgh's three-cylinder Golf GTi, destined, nevertheless, to splutter its way into its first race of the season.

## RACE ONE

There may have been only 12 cars making up the grid for the first of the two races, but it looked to be the most interesting of the two. Could Allam's Rover make it six wins in a row, or would it be the turn of a Capri to take the flag for the first time since May last year when Nick Whiting was victorious at Brands Hatch?

The question marks continued when, on the grid, the black clouds that had been threatening, decided to open. The field were on slicks on the warm-up laps . . . and chaos was the order of the day just before the off. The rain started to come down quite hard and it was time for the gambling to begin. The front row chose Michelin intermediates — though those on Woodman's car had extra grooves cut in them — while behind them Rouse had a softer compound intermediate to Spice, while Dougall's team chose grooved slicks, The Patrick MotorSport team faced a minor setback when the rear hatchback glass on Dougall's Rover chose that moment to shatter . . . as well as changing tyres, the team had to remove the glass. To chaos, add more chaos. In class B it was the same story. At the off, Dooley and Nightingale chose wets, Irvine choosing slicks.

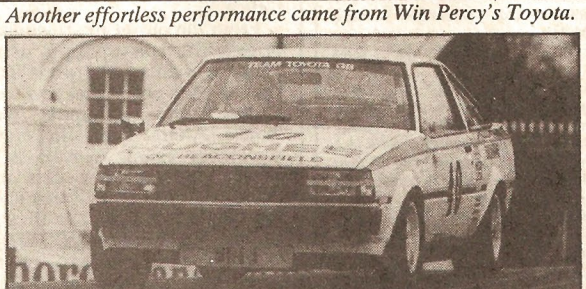
With rain falling steadily, the man in the best position was Woodman, his pole position and the better grip from his tyres combining to give him an expected advantage. A relatively poor start, however, more than outweighed that advantage. Into Old Hall for the first time it was Spice leading a fast-starting Rouse with Allam and Woodman be-

## QUALIFYING

| | | |
|---|---|---|
| **Classes A & B** | | |
| Vince Woodman (3.0 Ford Capri) | 1:06.57 | **1:06.01** |
| Gordon Spice (3.0 Ford Capri) | 1:06.72 | **1:06.25** |
| Jeff Allam (3.5 Rover V8) | 1:08.08 | **1:06.93** |
| Andy Rouse (3.0 Ford Capri) | 1:07.47 | **1:07.14** |
| Rad Dougall (3.5 Rover V8) | 1:08.36 | **1:08.17** |
| Charles Sawyer-Hoare (3.0 Ford Capri) | 1:09.01 | **1:08.70** |
| Dennis Leech (3.5 Rover V8) | 1:10.46 | **1:09.47** |
| Jon Dooley (2.5 Alfa Romeo Alfetta GTV6) | 1:14.48 | **1:12.35** |
| Terry Nightingale (2.3 Mazda RX-7) | **1:12.99** | 1:16.22 |
| Hamish Irvine (2.0 Triumph Dolomite Sprint) | **1:14.49** | DNP |
| Mike Buckley (2.0 Ford Escort RS2000) | 1:14.66 | **1:12.99** |
| Tony Dickinson (2.0 Ford Escort RS2000) | 1:33.79 | **1:15.56** |
| **Classes C & D** | | |
| Win Percy (1.6 Toyota Corolla) | **1:08.93** | 1:09.49 |
| John Morris (1.6 VW Golf GTi) | 1:10.47 | **1:10.14** |
| Tony Lanfranchi (1.6 VW Scirocco GTi) | 1:10.83 | **1:10.37** |
| Richard Longman (1.3 Austin Metro) | 1:12.10 | **1:12.05** |
| Robin Brundle (1.6 Audi 80GLE) | 1:13.22 | **1:12.53** |
| Steve Soper (1.3 Austin Metro) | **1:12.63** | 1:12.97 |
| Alan Curnow (1.3 Austin Metro) | **1:12.64** | 1:13.08 |
| Andrew Thorpe (1.5 Alfasud Sprint) | 1:13.73 | **1:12.93** |
| Jon Dooley (1.3 Alfasud ti) | 1:13.79 | **1:13.29** |
| Roger Saunders (1.3 Austin Metro) | 1:14.52 | **1:13.80** |
| Neil McGrath (1.3 Austin Metro) | 1:13.98 | **1:13.85** |
| *Rob Kirby (1.3 Alfasud ti) | 1:15.34 | **1:14.16** |
| John Spiller (1.6 Talbot Sunbeam ti) | **1:14.31** | DNP |
| John Tait (1.6 Toyota Corolla) | 1:16.11 | **1:15.61** |
| Jock Robertson (1.6 Ford Fiesta) | DNP | **1:16.17** |
| Terry Watts (1.6 Talbot Sunbeam ti) | **1:17.04** | DNP |
| Alan Greenhalgh (1.6 VW Golf GTi) | 1:24.90 | **1:18.00** |

*Non-starter

*Another effortless performance came from Win Percy's Toyota.*



**G1** TRICENTROL SALOONS — **OULTON PARK** — **3**

**continued**

hind. That, too, was the order at the end of the first lap, with Sawyer-Hoare running fifth ahead of Leech with the semi-slick-shod Dougall out of contention in seventh. Behind them, Dooley was in command of his class running ahead of Nightingale and Dickinson, with the slick-shod Irvine Dolomite running just ahead of Buckley's Escort.

For the next few laps it looked as if the Rover might be getting its come-uppance. With Spice and Rouse doing a Red Arrow formation run at the front, Allam was having to deal with a determined Woodman. It was a re-run of Mallory, except that they weren't fighting for the lead. Things began to change by quarter distance as the rain stopped and a dry line began to appear. Woodman started to slip back, and Allam closed on Rouse. By lap 7, not only was Allam worrying Rouse, but Dougall had caught Leech and Sawyer-Hoare and Irvine was starting to mount his challenge, brakes or no brakes.

A lap later, Allam was past Rouse . . . and Dougall was past Sawyer-Hoare. By half-distance Allam had latched onto Spice's boot lid waiting for his moment and Dougall was running in fifth that was soon to become fourth as Woodman pitted for fresh rubber. Perhaps the Rover was going to make it after all. In no seeming hurry, Allam was looking for the right moment to pick off the Spice Capri, when the challenge collapsed along with Allam's front near side tyre. As the Rover limped around to the pits, Spice breathed a sigh of relief, looked for the wet line on the rapidly drying circuit and consolidated his position.

But Dougall was flying. As first Woodman, then Allam, and then Sawyer-Hoare changed tyres and rejoined the fray, his team's gamble looked like paying off. The gap between Rouse and Dougall — in second and third respectively — on lap 12 was 23.76secs. Four laps later that had been halved and two laps later still, Dougall was past . . . there just wasn't quite enough time to catch Spice, the pair finishing 7secs apart at the flag.

Allam's slick pit stop — in both senses of the word — saw him lose one lap, the team changing just the punctured tyre, BL's John Davenport saying afterwards: "Jeff thought we had changed both fronts for slicks, but there didn't seem to be any point telling him otherwise . . ."

When he returned, Allam soon caught Spice and unlapped himself but he could finish no higher than fifth . . . and had to concede the fastest lap to that man Woodman. With all four tyres changed for slicks, Vince rejoined the race in 11th and penultimate place. By carving his way through the field he finished sixth overall and claimed a new lap record *en route*.

In the smaller class Dooley elected to finish second and save his tyres, knowing canny Irvine's slick decision had been the right one . . . "Aye, but there were times early on when the slicks and the lack of brakes made me think maybe I wasn't so clever after all." Nightingale's miserable race, punctuated by a spin early on despite his wet tyres, finished with a third place. But finished was the operative word. With the rev counter resembling a spirit level with engine oil as the liquid, it was clear that the rotary's seals had gone.

## RACE TWO

If the first race had been packed with drama, the second was a disappointment. With no threat of rain this time, the entire field raced on slicks, and from the start it was never going to be anybody's race but Percy's. Poor starts from Morris and Lanfranchi also helped the flying Win, who had a 3secs lead at the end of the first lap. He ended the race almost 20secs ahead of Morris, his record fastest lap being just more than 1sec better than the Golf man's best. Domination.

Morris put in his usual workman like performance to hold second from start to finish and, once Lanfranchi had disposed of a fast-starting Longman, it was Toyota, Volkswagen, Volkswagen to the flag. Longman held his class lead from start to finish — making no mistakes this time — and also recorded a record fastest lap. Behind these four came the only semblance of a scrap. At the end of the first lap, fifth place was being fought by Soper, Thorpe, Brundle and Curnow though the greater power of the Thorpe 'Sud Sprint saw it past Soper next time around with Brundle's Audi in tow.

The next few laps proved to be a re-run of the dice involving the same four as at Mallory . . . only this time, no-one ended up in the catch fencing. If the two Volkswagens cannot find that extra something to tackle the Toyota, these four might supply the fun and drama in the smaller classes until the season's end. Thorpe and Brundle enjoy the same sort of dices they had last year in production saloons, while Soper has proved his Metro Challenge win was no fluke, and is giving the works Datapost team a headache.

At the flag, the honours went to Brundle from Soper as Thorpe slipped back in the closing laps and Curnow retired with a broken drive shaft . . . one of those problems licked long ago, or so it was thought. With the McGrath Everest Double Glazing Metro retiring with rocker shaft failure and Dooley recording the 'Sud's first non-finish since July 1980 — "She's getting tired" — the final baby class finisher was Saunders, who had been running not far behind the Thorpe/Brundle/Soper/Curnow struggle when it was in full swing.

Of the rest there was little joy, the Talbot pair and Robertson in particular, being disillusioned with their lot. Or as Terry Watts put it: "I'm not enjoying it, and if there's no enjoyment, there's precious little point in doing it at all."

**OULTON PARK (GB)**
**Apr 8/9**
**Tricentrol RAC British Saloon Car Championship, round 3**
**20 laps — 33.08 miles**

**Classes A & B, overall**
1, Gordon Spice (3.0 Ford Capri), 24m 49.92s, 79.93mph;
2, Rad Dougall (3.5 Rover V8), 24m 56.96s;
3, Andy Rouse (3.0 Ford Capri), 25m 05.76s;
4, Dennis Leech (3.5 Rover V8), 25m 43.12s;
5, Jeff Allam (3.5 Rover V8), 26m 00.86s;
6, Vince Woodman (3.0 Ford Capri), 19 laps;
7, Hamish Irvine (2.0 Triumph Dolomite Sprint), 19 laps; 8, Jon Dooley (2.5 Alfa Romeo Alfetta GTV6), 19 laps; 9, Terry Nightingale (2.3 Mazda RX-7), 19 laps; 10, Mike Buckley (2.0 Ford Escort RS2000), 19 laps; etc.

**2501-3500cc:** 1, Spice; 2, Dougall; 3, Rouse; 4, Leech. **Fastest lap:** Woodman, 1m 07.66s **(record).**

**1601-2500cc:** 1, Irvine, 74.05mph; 2, Dooley; 3, Nightingale; 4, Buckley. **Fastest lap:** Irvine, 1m 14.86s, 79.54mph.

**Classes C & D, overall**
1, Win Percy (1.6 Toyota Corolla), 23m 44.55s, 83.60mph;
2, John Morris (1.6 Volkswagen Golf GTi), 24m 02.55s;
3, Tony Lanfranchi (1.6 Volkswagen Scirocco GTi), 24m 04.24s;
4, Richard Longman (1.3 Austin Metro), 24m 28.97s;
5, Robin Brundle (1.6 Audi 80GLE), 24m 37.84s;
6, Steve Soper (1.3 Austin Metro), 24m 39.56s;
7, Andrew Thorpe (1.5 Alfa Romeo Alfasud Sprint), 24m 54.77s; 8, Roger Saunders (1.3 Austin Metro), 19 laps; 9, John Spiller (1.6 Talbot Sunbeam ti), 19 laps; 10, Jock Robertson (1.6 Ford Fiesta), 19 laps; etc.

**1301-1600cc:** 1, Percy; 2, Morris; 3, Lanfranchi; 4, Brundle. **Fastest lap:** Percy, 1m 09.63s, 85.51mph **(record).**

**Up to 1300cc:** 1, Longman, 81.07mph; 2, Soper; 3, Saunders; no other finishers. **Fastest lap:** Longman, 1m 12.13s, 82.55mph **(record).**




*Vince Woodman drove a hard race and ended up a worthy winner.*

# Ford fiesta

Woodman victorious — Capris 1-2-3 — Percy consolidates title lead — First win for GTV6 — More protests — Report: MATTHEW CARTER — Photography: JEFF BLOXHAM

**This time last year, Vince Woodman was in the doldrums. He had been without a Group 1 win for almost two full seasons, having to play second fiddle to the Capri of Gordon Spice too often. But then at the Easter Monday Thruxton meeting Vince came good, winning in style.**

**As last season drew on, the Capris fell back behind the Rovers and with it Vince's morale. But this year he is a different man. Already with one pole position, one second, one third and two record fastest laps to his credit, he is not sitting back allowing others to get away from him. A win was on the cards sooner rather than later. So it was at Thruxton this Easter Monday that Vince and the Esso Capri came good. An anniversary win.**

**The story of the race was of tyres. With lap times running around 2secs quicker than last year, the already hard hit tyres were taking a further battering on this tremendously abrasive circuit. Tyres were at the root of problems facing Spice, Rouse and Allam, the latter tip-toeing the final lap in case all four gave up the ghost before the final flag.**

**In the classes there were no surprises from Win Percy, who stretches his championship lead still further. The 2500cc class saw a new winner in the shape of Jon Dooley's Alfetta GTV6 — albeit finishing some way behind the leading Metros — while Steve Soper managed to do what he has been threatening to do and beat the works 1.3 Datapost Metros in his Hepolite car and there were no real surprises after the racing was over . . . yes, the inevitable protest, with Soper's car coming under the Datapost spotlight.**

## ENTRY & PRACTICE

The Easter Tricentrol calendar is a tough one. After two days at Oulton Park — where the Group 1 saloon race is inevitably the final race of the day, the entourage heads south for the long trek to Thruxton and scrutineering shortly after breakfast the following day — trying to avoid the radar traps on the way! For those with breakages to repair after Oulton, sleep is something you dream about.

Almost all those who contested round 3 were in Hampshire for round 4. There were a few who didn't make the trip — the unhappy Terry Watts for one, the engine-less Terry Nightingale for another, while Jon Dooley was to concentrate on the GTV6 — while the rest were joined by Frank Sytner and Tom Walkinshaw, David Palmer in a Mazda and James Burrows's Toyota Celica.

From the outset the revitalised Capri brigade were on top form, in particular Vince Woodman who won this race last year. At the end of the first session the batting order was Spice, Woodman, Rouse, Allam, Dougall, Percy — and remember young Winston is not in a Mazda this year — Sawyer-Hoare, Sytner and the rest. Vince had missed top-billing by 0.02sec. At the end of the second, Vince was still in second spot . . . only this time by just 0.01sec from Allam's Rover, following a demon lap in the dying embers of the afternoon. Vince is hungry this year.

**G1** TRICENTROL SALOONS — **THRUXTON** — **4**

Whereas Allam was still smarting at his Oulton defeat in the morning session, it was the Spice team's turn for bad luck in the afternoon. Gordon broke a rocker arm just as he was ready for that demon lap, while Andy Rouse suffered a down on power engine. More clever tyre choice at the right moment saw Dougall take the inside of the second row quicker than the second Sanyo Rover . . . only it wasn't Sytner's car. It would appear that, for all his testing at the circuit while the others were away racing, Sytner was in no better form and even blew an engine in the morning session. As Tom Walkinshaw himself donned overalls, Sytner went home to Nottingham — a bad case of 'flu being the "official" reason for the change of driver (see *Pit & Paddock*). For Walkinshaw, this was the first time he had as much as practiced in one of his Rovers, so maybe that was one reason why he appeared off the pace . . . besides, the Rover lacks the power steering of his Group A Jaguar XJS, so maybe the Scot was finding it harder work than he thought!

Even accepting that practice seldom bears much relation to actual race lap times — the use of qualifying tyres in practice and traffic in the race see to that — Win Percy's times in the Toyota are little short of sensational. There was a difference of just 0.3sec between his best

morning and afternoon performances, Win ending up nearly 2secs better than Martin Brundle's 1981 record. He may have been apologetic after his runaway performances at the last two outings — "After 1980 when my brief in the Mazda was to win the class, and not get involved in dices that didn't concern me, I vowed I would never do that again. But, I've got a job to do for Toyota and there's no point in throwing it away for the sake of a scrap" — but his times humbled many. On Monday, like it or not, he would be running with the big boys.

Win's closest challenger was, as expected, John Morris but the pair had Sawyer-Hoare's Capri, the Rovers of Leech and Sytner and more than 2.5secs between them. Morris, however, did have a problem. After racing at Oulton and then driving his team bus — without power steering — down to Thruxton, he had strained a muscle in his left arm. It would, he hoped, be fit for the race. Morris's shadow, Lanfranchi, was also in trouble. "I tell you I'm a bloody hero. The car's undriveable, for ever taking off at that bump at Church. Trouble is, it never lands in the same place twice," he said, smiling nonetheless. He had the added indignity of being beaten by Longman, whose practice had been cut short following an engine blow... "It was just perfect, I just got my quick lap in..."

Ahead of Longman and behind Morris was Mazda PR man, David Palmer, making his first G1 RX-7 appearance of the year, having had a couple of outings in his own ETC GA example. Both his sessions were punctuated by hairy spins, but he did manage a few quick laps in the R&C car — still in its grey primer as raced by Gordon Bruce at Silverstone — between gyrations. Palmer's second-in-class rival, Jon Dooley, had to suffer a Lanfranchi-like indignation, ending up a few hundredths slower than Curnow's Datapost Metro. If Longman's car caused the mechanics to curse after practice, it was the Curnow car that was the subject of their wrath *before* practice began. It arrived at Thruxton, as it left Oulton, with a broken nearside driveshaft and on three wheels. Ever tried to remove a three-wheeler from a transporter in the middle of the night, only to find the spare drive-shafts are all offside ones?

Of the rest, both Soper and McGrath both considered themselves canditates in the Lanfranchi's Heros spotlight, not knowing which way their car was going to bounce... nor how to stop it bouncing in the first place. For McGrath, however, there was a light at the end of the tunnel. "This is the last race we run the car on Hydragas. From the next round it'll be a dry set-up like Datapost cars, and we'll be back on the pace."




*Steve Soper upset the baby class by taking the Class D spoils, something he has been threatening to do since the first round at Silverstone.*

A word should go to Rob Kirby. Now getting quite adept at engine changes, the self-prepared 'Sud made it to Thruxton — against the expectations of many — and qualified, if not well, without any dramas. "The car's fine," he said. "It's the driver that's the problem. I'm so tired I can hardly keep awake . . . thank goodness there's Sunday in between practice and the race." Oh, and the Greenhalgh Golf finally stopped running on three cylinders . . . it stopped running altogether.

## RACE

Before the off, Spice had shrugged his shoulders and said: "There's no point worrying about not being on pole here. Just as long as you are on the front row it's fine. At Thruxton there are plenty of places to overtake." They were words of wisdom as it turned out, for although pole sitter Allam made the best start to lead for most of the first lap, as the pack howled into Club Chicane for the first time it was Spice himself who dived to the inside of the Rover and juuuuust came through in front. If they could keep this up for 20 laps this was going to be some race.

Behind Spice and Allam came Woodman, Dougall, Rouse (on harder tyres than his team-mate) Sawyer-Hoare, Percy and Sytner. Yes, Frank's 'flu had passed and he was back at the helm of the second Sanyo Rover. Although Tom Walkinshaw's time on Saturday was set with a very conservative rev limit, a duff rear shock absorber had been diagnosed and Sytner was recalled from Nottingham to try again.

As ever, Percy had a comfortable lead over Morris and Lanfranchi, shaming a good few bigger class cars on the way, while Jon Dooley held a somewhat surprise 2500cc class lead in the GTV6. The quickest class runner in practice, David Palmer, was again finding his Mazda had a liking for going round in circles. A spin on lap 4 at Allards saw a close-following Kirby spin his Alfasud in sympathy, the latter ending up nose first into the tyre barrier. "I saw water spray everywhere, jumped out of the car expecting to find the radiator had burst, realised there wasn't any steam so I got back in and carried on," said Kirby. Palmer continued — and spun again — to rejoin just behind the similar Mazda of Terry Nightingale. A weekend engine rebuild saw his rotary racer back in one piece, and Nightingale had been allowed to start with a 10secs penalty.

In the baby class Soper was heading the field with the Datapost cars — both bearing a little more yellow paint than normal — behind. Alas, on lap 4 Curnow's run of bad luck continued when he pitted a badly boiling car. But at the front it was all happening. Spice still led, but had his mirrors full of Allam and Woodman. "I knew it would be marginal on tyres so my plan was to go balls out at the start, build up a gap and then hopefully pussy-foot home. But I was never able to build that gap," said Spice.

He was further in trouble by lap 7 when Woodman found a way past Allam and set off in pursuit of the lead. By lap 12 the Capri pair were putting on a splendid show lapping back markers on either side in their struggle for honours. Although both men had the same tyres, Woodman's car was obviously better set up for the bumpy circuit, looking far more stable than the red Spice machine. The inevitable happened four laps from home, when Spice was forced to concede the lead . . . and a lap later it became a Capri 1-2-3 when Rouse, who had taken Dougall in the early stages, finally caught and passed Allam.

The Rover's trouble was simple. "It wasn't that I was running on canvas at the end, I was running on thin air," said Jeff, who narrowly avoided being caught by Dougall on the last lap. Of his team-mate Sytner there was no sign. Although he ran a comfortable, if unspectacular, seventh overall behind a lonely Sawyer-Hoare for most of the race, he retired two laps from home saying the car was undriveable. Sytner had been running just ahead of Percy who had another copy-book run, even if a misfire in the closing stages — a plug lead had blown off — caused him some concern. At the flag the only other unlapped runners were Dennis Leech's Rover and the John Morris Golf.

Behind Morris, his arm fully recovered, came Lanfranchi — "Well at least we're consistent" — and the charging Robin Brundle. As at previous rounds a high-light of the midfield action had been a dice between Brundle's Audi and Andrew Thorpe's Sud Sprint. It was a dice that nearly ended in disaster when Thorpe half spun at the chicane, collected it . . . and Brundle. After a slight coming together the pair continued, only for Thorpe to lose his rear hatch door at the Complex next time through — well it's one way of shedding some weight! They eventually finished fourth and fifth in class, some distance apart.

Between Brundle and Thorpe came the two top Metros, Soper always in command but with a lap record breaking Longman trying his damnest to get back in touch. Their fight continued after the racing, with Longman protesting the eligibilty of Soper's Metro. There were just four finishers in the baby class, Roger Saunders (Metro) and Kirby picking up the remaining points. The final class may have been led from start to finish by Dooley's GTV6, but no-one can say the car is yet competitive. It finished 15th overall — but 10 points is 10 points — even if Dooley does not yet trust the handling. "It's like a demented powerboat in a force nine gale," was the only printable team opinion on the car.

Behind Dooley came Irvine, Nightingale, Palmer and James Burrows (Toyota Celica) these being the only class finishers following the early demise of both the RS Escorts.

## QUALIFYING

| | | |
|---|---|---|
| Jeff Allam (3.5 Rover V8) | 1:27.46 | **1:26.14** |
| Vince Woodman (3.0 Ford Capri) | 1:26.33 | **1:26.15** |
| Gordon Spice (3.0 Ford Capri) | **1:26.31** | 1:27.59 |
| Andy Rouse (3.0 Ford Capri) | **1:26.71** | 1:28.21 |
| Rad Dougall (3.5 Rover V8) | 1:27.69 | **1:27.07** |
| *Tom Walkinshaw (3.5 Rover V8) | DNP | **1:28.66** |
| Win Percy (1.6 Toyota Corolla) | 1:29.58 | **1:29.53** |
| Charles Sawyer-Hoare (3.0 Capri) | 1:29.88 | **1:29.58** |
| Frank Sytner (3.5 Rover V8) | **1:30.37** | DNP |
| Dennis Leech (3.5 Rover V8) | 1:31.77 | **1:31.72** |
| John Morris (1.6 VW Golf GTi) | 1:32.36 | **1:32.08** |
| David Palmer (2.3 Mazda RX-7) | 1:35.28 | **1:32.28** |
| Richard Longman (1.3 Austin Metro) | 1:32.81 | **1:32.32** |
| Tony Lanfranchi (1.6 VW Scirocco GTi) | **1:32.87** | 1:32.97 |
| Alan Curnow (1.3 Austin Metro) | 1:33.76 | **1:33.24** |
| Jon Dooley (2.5 Alfa Romeo Alfetta GTV6) | 1:33.87 | **1:33.29** |
| Robin Brundle (1.6 Audi 80GLE) | 1:34.88 | **1:33.36** |
| Steve Soper (1.3 Austin Metro) | 1:34.39 | **1:34.07** |
| Andrew Thorpe (1.5 Alfa Romeo 'Sud Sprint) | **1:34.66** | 1:35.51 |
| Hamish Irvine (2.0 Triumph Dolomite Sprint) | 1:37.25 | **1:35.05** |
| James Burrows (2.0 Toyota Celica) | **1:35.72** | DNP |
| Roger Saunders (1.3 Austin Metro) | **1:36.14** | 1:36.65 |
| Jock Robertson (1.6 Ford Fiesta) | 1:41.86 | **1:36.14** |
| Neil McGrath (1.3 Austin Metro) | 1:37.36 | **1:36.19** |
| Rob Kirby (1.3 Alfa Romeo Alfasud ti) | **1:36.43** | 1:36.75 |
| John Tait (1.6 Toyota Corolla) | 1:41.07 | **1:37.47** |
| Tony Dickinson (2.0 Ford Escort RS2000) | **1:37.84** | 1:38.19 |
| John Spiller (1.6 Talbot Sunbeam ti) | **1:38.01** | DNP |
| Mike Buckley (2.0 Ford Escort RS2000) | **1:39.92** | 1:40.33 |
| Alan Greenhalgh (1.6 VW Golf GTi) | **2:20.39** | DNP |

*Non-starter






*Club Chicane. Above: Brundle gives Thorpe's Sud a helpful nudge. Below: Allam chases Woodman.*

**THRUXTON (GB)**
**Tricentrol RAC British Saloon Car Championship, round 4**
**20 laps — 47.12 miles**

**Overall**
1, Vince Woodman (3.0 Ford Capri), 29m 30.89s, 95.79mph;
2, Gordon Spice (3.0 Ford Capri), 29m 36.29s;
3, Andy Rouse (3.0 Ford Capri), 29m 46.27s;
4, Jeff Allam (3.5 Rover V8), 30m 00.54s;
5, Rad Dougall (3.5 Rover V8), 30m 02.25s;
6, Charles Sawyer-Hoare (3.0 Ford Capri), 30m 23.60s;
7, Win Percy (1.6 Toyota Corolla), 30m 37.47s;
8, Dennis Leech (3.5 Rover V8), 30m 52.32s; 9, John Morris (1.6 Volkswagen Golf GTi), 30m 56.58s; 10, Tony Lanfranchi (1.6 Volkswagen Scirocco GTi), 19 laps; etc.

**2501-3500cc:** 1, Woodman; 2, Spice; 3, Rouse; 4, Allam. **Fastest lap:** Spice, 1m 26.36s, 98.21mph **(record).**

**1601-2500cc:** 1, Jon Dooley (2.5 Alfa Romeo Alfetta GTV6), 88.74mph; 2, Hamish Irvine (2.0 Triumph Dolomite Sprint); 3, Terry Nightingale (2.3 Mazda RX-7); 4, David Palmer (2.3 Mazda RX-7). **Fastest lap:** Dooley, 1m 33.90s, 90.33mph.

**1301-1600cc:** 1, Percy, 92.32mph; 2, Morris; 3, Lanfranchi; 4, Robin Brundle (1.6 Audi 80GLE). **Fastest lap:** Percy, 1m 29.35s, 94.93mph **(record).**

**Up to 1300cc:** 1, Steve Soper (1.3 Austin Metro), 89.21mph; 2, Richard Longman (1.3 Austin Metro); 3, Roger Saunders (1.3 Austin Metro); 4, Rob Kirby (1.3 Alfa Romeo Alfasud ti). **Fastest lap:** Longman, 1m 33.82s, 90.40mph **(record).**

These results are provisional pending outcome of protest.

This is an advertisement

# Team Castrol News

# FIESTA TIME FOR TIPPET




*Charles Tippet and the Fiesta outside Gordon Spice's headquarters*

Two Team Castrol drivers dominated the 1981 Ford Fiesta Championship and both Rob Hall (the champion) and Charles Tippet (runner-up) are once again entered for this season's series..

The main sponsor of the Tippet car is Gordon Spice Ltd, the Slough based leading independent motor trade cash and carry wholesalers, and Charles who is the company's Financial Director, has recently had the car rebuilt at Spice's racing headquarters at Silverstone.

Charles, a leading driver in Clubmans back in the 70s, gave up racing several years ago only to return with a Ford Fiesta in the Championship's first season. "The 'comeback' was due to Gordon, since travelling to the meetings with the Spice Capris gradually gave me 'racers itch' and when the Fiesta series was announced I just had to get back behind the wheel."

Last year's record for Charles shows one win, six seconds, three thirds and four pole positions but he is planning to go one better this year and take home the title. The Fiesta Championship itself is already attracting considerable interest and entries are well up on last year with several well-known drivers taking part for the first time. So it certainly looks like being another close and spectacular season of Championship racing which messrs Tippet and Hall are both planning to win.

## "TEAM CASTROL LIBRARY"

The Castrol Publications Library maintains a large selection of books covering many topics which are designed to assist both the competitor and enthusiast. For example, under the 'Drive It' banner are titles such as Hill Climbing and Sprinting, Rallying and Short Circuit Racing while Workshop Manuals, Owners Handbooks and Service Charts are also available.

Full details on the library are available by writing to the Consumer Relations Division, Castrol Limited, Dept. CB, Blackjack Street, Cirencester, Glos.

## News from down-under

Illustrating Castrol's worldwide involvement with motorsport is their long-time support of the Marlboro Holden Dealer Team and top Australian Saloon driver Peter Brock. Brock, the former Touring Car Champion and five times winner of Australia's premier saloon car race — the annual James Hardie 1000, is currently leading the 1982 Touring Car Championship and looks set to clinch the series at the final round to be held on May 16th at Surfers Paradise.

## Castrol Merchandise

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To order any of the items above send a Postal Order/Cheque (including £1.50 postage and packing) made out to Castrol Limited to Consumer Relations Department, Castrol Limited, Burmah House, Pipers Way, Swindon, Wilts, SN3 1RE.

## Nissan's World Rally Campaign

For Nissan, the commitment to a world rally event is extensive, involving months of preparation. On an event such as the Safari, for example, ten mechanics will accompany each of the principal factory entries with Team Manager Takashi Wakabayashi overseeing the complex service arrangements.

Meanwhile, within the competitions department at the Tokyo headquarters of Nissan, the mechanics are already constructing additional cars for the works team. According to Mr. T. Yasuda, International PR Manager, it takes two months to build a single WCR car which includes a full two weeks' testing.

Even though Nissan are not planning to compete in all rounds of the series (the team will enter seven events this season) the gruelling conditions of a world championship event and the resultant hammering that is inflicted on the cars is reflected by the factory's plan to build at least 20 cars for the season.

Most of the effort is being directed at the Datsun Violet GTS while examples of the Silvia Turbo and Bluebird Turbo are also likely to be seen out on some events. With drivers of the calibre of Pond, Salonen and Mehta the Castrol lubricated works Datsuns are likely to be in the hunt for the 1982 WRC Manufacturer's title once again, come the RAC in November.



*4 Star service to the Nissan team on the recent Port Wine WRC event*

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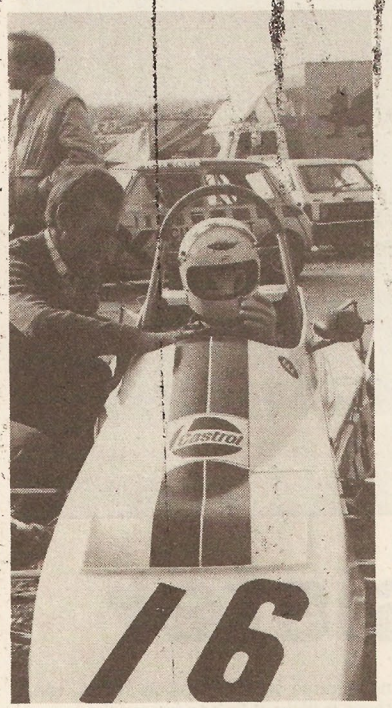
# TEAM CASTROL'S HADDOCK

Back at the beginning of 1981 Kevin Haddock stepped into a single seater for the first time in his life and proceeded to qualify the car for the final of the Dunlop/Autosport Star of Tomorrow Formula Ford round. Through the course of the season, he steadily continued to improve and recorded regular finishes in the top six.

With the support of Team Castrol plus 'team manager' and mentor Barry Chaplin of main sponsors Chaplin Auto Preparations, Kevin has come a long way in the last fifteen months.

A new Sparton FF82/Scholar was purchased for the '82 season and 20 year-old Kevin took a strong second place in the car's first outing, the opening round of the Star of Tomorrow Championship. A couple of weeks later and Kevin planted the rapid Sparton on pole position followed by a dominant win in the first round of the BARC Junior FF1600 Championship.

Although a firm favourite for championship honours, Kevin has still only had some twenty races yet shows a rare natural talent that Barry Chaplin was quick to spot back in 1980 when Kevin did an occasional modsports race. That talent now combined with a rapidly maturing style is certainly marking the young East Anglian as a man to watch.

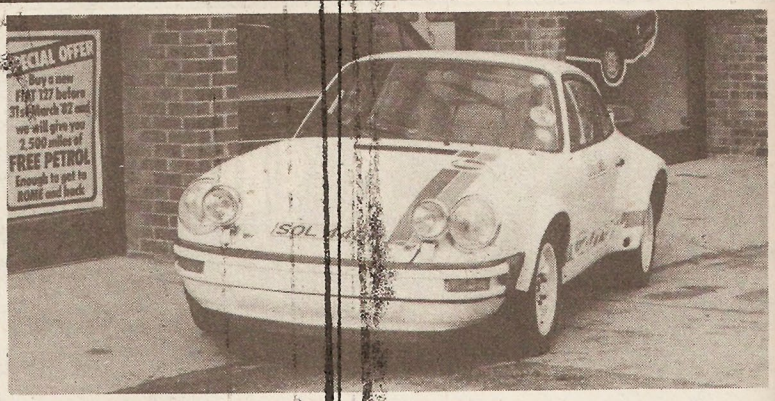



*Kevin Haddock and his new Sparton*

# Team Castrol event support

Castrol's Event Support Scheme has proved yet again to be an overwhelming success. Although it has been only six weeks since motor clubs who pre booked their 1982 events back in autumn last year received information on Castrol's 1982 support schemes, some 300 applications have already been received requesting free materials for all manner of events on both two and four wheels.

The supplies are strictly limited and any clubs who have not yet applied to the Event Support Centre are advised to do so in the immediate future. If any clubs have yet to receive information, they can do so by writing to the Castrol Event Support Centre, Department CB, Blackjack Street, Cirencester, Glos.




*The road rally Porsche Carrera of Alec Cooper*

# PORSCHE FANATICS

Team Castrol's Alec Cooper and Barry Robinson maintain what many might call a passion for motor cars. Between them, they own a Bentley Mulsanne, a Porsche Carrera and a Lamborghini Countach S.

However, both also actively compete, though according to Alec it's as much for fun and enjoyment as anything else. Barry currently drives a very rapid Porsche fitted with an RSR works engine in modsports events and is planning to campaign a McLaren M1B in the European Super Sports Championship plus selected Atlantic Computer rounds.

The McLaren was imported from the USA last year and a ground-up rebuild is presently being completed so the car should be on the track in the immediate future. Alec, another Porsche fan, runs a Carrera in the *Motoring News* Road Rally Championship while he is currently preparing a Strada 105 Twin Cam at his Fiat dealership — Car Choice of Bourne End in Buckinghamshire. Hopefully, the car will appear in Group N trim in time for the remaining rounds of the Rothmans Open Series.

That will make Alec somewhat unique, since these days not many drivers actively compete in both road and stage rallying. Does he have a preference? "To me road rallying is the favourite as the events are much more competitive. I mean the depth of talent and the strength of the entry extends down into the 40s and 50s on a national road rally while in the forests I don't think that is necessarily the case."

# Hat-Trick for Scarborough

The winter break was well spent by Production Saloon car racer, Graham Scarborough, as he shrugged off his straight wins and a second in his first four outings of the season.

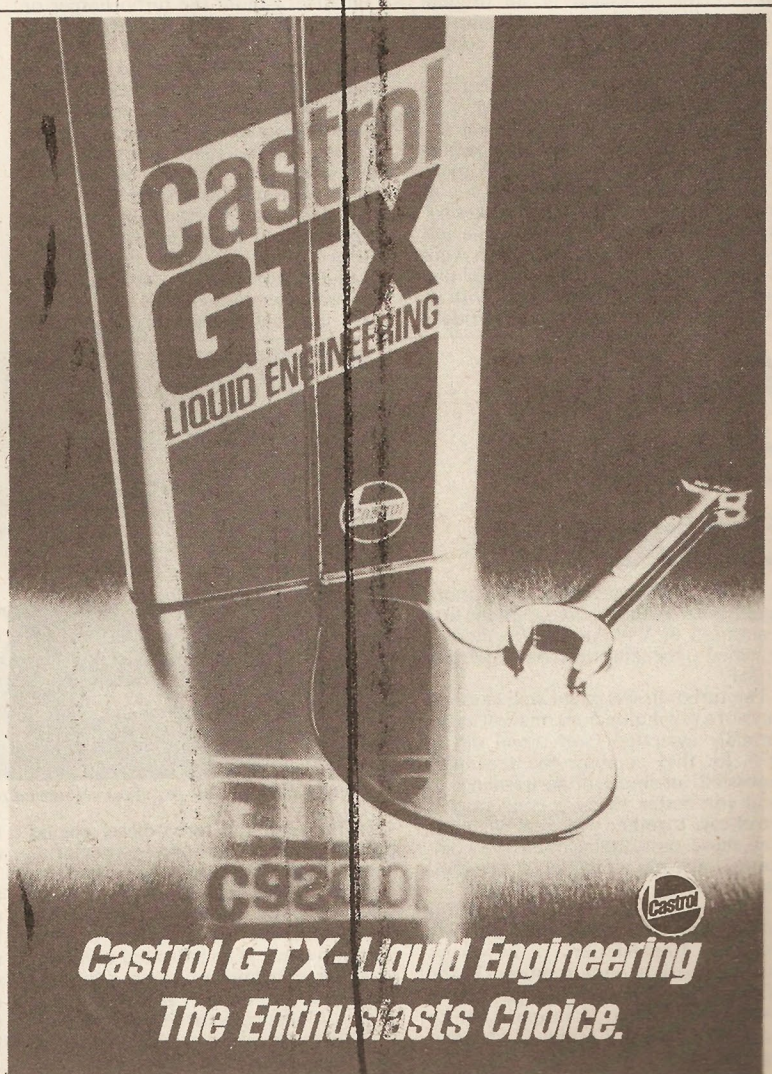
For Graham the decision to stick by the proven Ford Capri 3-litre rather than develop the new 2.8 litre fuel injected model has been vindicated. According to the faithful Team Castrol member, the car is simply "magic". Having bought a new Mk3 shell to replace the old Mk2 version, Graham simply transferred all the mechanical components after a full overhaul.

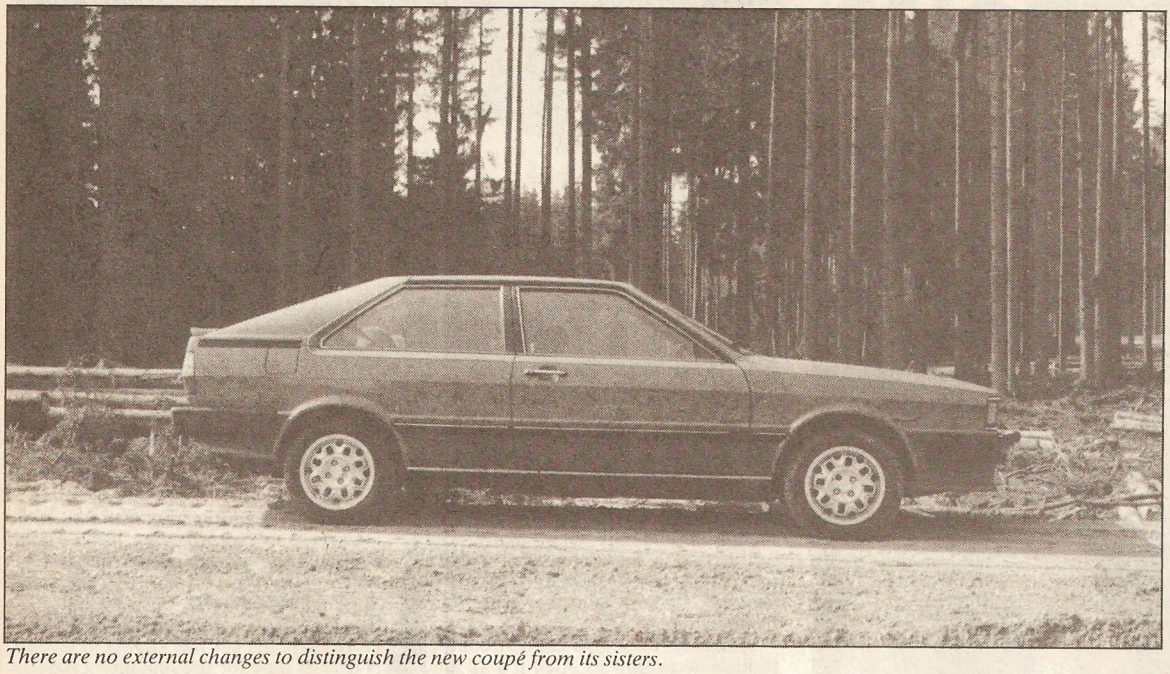
"The engine is exactly the same as I used last year. All we did was re-build it. The difference is in the chassis department. We are now so much quicker around the corners thanks to the more rigid construction and new torsion bar arrangement," exuded the current Championship leader.

His well-deserved new found success has resulted in a confident driver. 'Skid', as Graham is known to his friends, has developed a very tidy style which he has also used to good effect in practice, claiming four pole positions.

Somehow, this year gets the feeling that Scarborough will be content with anything less than the Monroe Production Saloon Car title and he has every chance of gaining it.

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*There are no external changes to distinguish the new coupé from its sisters.*

# To Quattro; a sister

It seems that even the methodically managed Audi organisation were taken aback by the runaway success of their five-cylinder coupé, upon which the rally-revolutionising Quattro is, of course, heavily based. Production is running far in excess of all original forecasts, and in its native Germany the Coupé is out-selling all other coupés except the VW Scirocco.

But with the company's "advancement through technology" motto always so firmly in focus, a successful car was not enough: the one in three coupé owners who had expressed the desire for more power had to be satisfied in order to prevent them moving to rival makes for their next purchase. It was a simple and logical matter then, to extract from Audi parts bins the 2.2 litre fuel-injected five used in the 100 and 200 saloons: with its 130bhp output this engine neatly bridges the gap between the 115bhp, 1.9 litre GT5S coupé and the 200 horsepower turbocharged Quattro; German buyers also have a much cheaper 75bhp 1.8 litre four cylinder version.

The new GT5E coupé is thus, in effect, a Quattro without the turbocharger or four wheel drive: with 130bhp propelling only fractionally more than a ton, its good power to weight ratio promises excellent performance as well as competitive fuel economy. In keeping with the sportier image of this bigger-engined version, the five speed transmission is now close ratio instead of the 5S's economy-oriented overdrive 4+E unit; apart from altered suspension rates and revised castor angles the only chassis changes of note are the provision of ventilated front discs and wider 185/60 tyres on larger 14-inch rims.

No external changes distinguish the new coupé version, and in action, too, there is little at first to betray the larger unit. Gentle running is perhaps that bit smoother, response at low revs slightly crisper and pulling power rather stronger: also noticeable is the closer spacing of the upper three gear ratios. But it is only when the stops are pulled out that the bigger engine makes its presence felt: the 5's peculiarly lumbering, irregular low-speed beat now packs much more of a punch; the extra power is felt throughout the rev range in the form of quicker response and a more rapid race of the rev counter needle towards the 6500rpm red line.

In its new form the lightweight Audi Coupé is a very quick car indeed: the factory quote a 0-62mph time of 9.1sec which, if previous Audi experience is anything to go by, is highly conservative. We timed our test car between kilometre posts at 125mph — and it was often well off the end of the 220km/h speedometer scale. For overtaking a quick down-change will ensure a ready reserve of acceleration power, and some very impressive cross-country averages can be set. But there has to be a weak link, and in the Audi this is still the gearbox. It is hard to say why the transmission is disappointing: after all, it is lighter, more precise and shorter in throw than most rivals'. But the short lever moves some weight of linkage and, coupled with the engine's heavy flywheel, the centre console which prevents effective heel and toeing (on LHD cars at least) and the tendency of the car's nose to rise and dip at every throttle movement, gearchanging is not as smooth or as pleasurable an affair as it ought to be on a sports car.

The brakes are much improved and the steering's power assistance diminishes at speed — to the benefit of high-speed stability, already of a high order. I was surprised, then, to find the bigger-engined car rather less confidence-inspiring on fast corners than its smaller brother. It felt as though the front suspension was less firmly damped: roll angles were certainly greater — especially when witnessing from behind, the dare-devil driving tactics of some members of the press corps — and there appeared to be a pronounced diagonal tilt as the car was put into the bend.

Audi were firm in their assurances that the 2.2 litre model was, if anything, more stiffly sprung than the very well behaved, smartly turning-in 1.9 litre car: I therefore tried another example, but again this did not display the smaller car's more pleasing cornering response. After the second session it was added by the engineers that the suspension settings could easily be reviewed before the start of series production in April.

Another minor criticism is, in view of the smaller coupé's exception quietness, a surprising one: the 2.2 litre car is actually significantly noisier at speed (attributable probably to its lower overall gearing) and the quality of its engine noise is less restful on the ear.

These quibbles apart, the Audi is without doubt a fine car. It offers a useful extra margin of performance, and if the damping is attended to it could become as fun as its smaller sister on twisty roads, too. RHD production begins in early June.

# Audi's diesel turbos

In commercial and technical terms, more significant than the Audi coupé is the first generation of VW-Audi turbo diesels, launched at the same time as the sporting model.

The turbo diesels could well cause as much of a revolution in the market as the normally aspirated Golf diesel did in 1976, for they combine the seemingly impossible attributes of performance as good (or better than) a conventional petrol car, together with fuel economy even more outstanding than the company's already excellent standard diesels.

A diesel engine is a natural for turbocharging for, in the words of VW's Professor Brandstetter, it is always breathing with its mouth open. On the 1600cc engine the turbocharger boosts power to 70bhp from 54; torque is also up and both peaks are achieved at lower engine rpm.




*The turbo diesel engine provides improved performance in the Golf.*

In the Golf the turbo-diesel engine provides remarkably improved performance. The difference in power is particularly noticeable in the far better high-speed response, though at low revs the unit is somewhat sluggish. Our car was happy to cruise at an indicated 180 km/h (a genuine 100mph) and on a hurried cross-country drive, averaged over 36mpg. Under some conditions the Golf GTD felt rather noisy — quieter than the standard diesel, but not quite the improvement everyone had perhaps expected.

Possibly more successful is the Audi 80 turbo diesel. In this installation the engine feels more refined (it is that much further away from the driver, of course, in its length-wise location) and much as we enjoyed driving the Golf GTD we felt the turbo diesel engine rather alien to that car's sporty GTi format, but perfectly suited to the Audi's sensible saloon concept.

## Briefly . . .

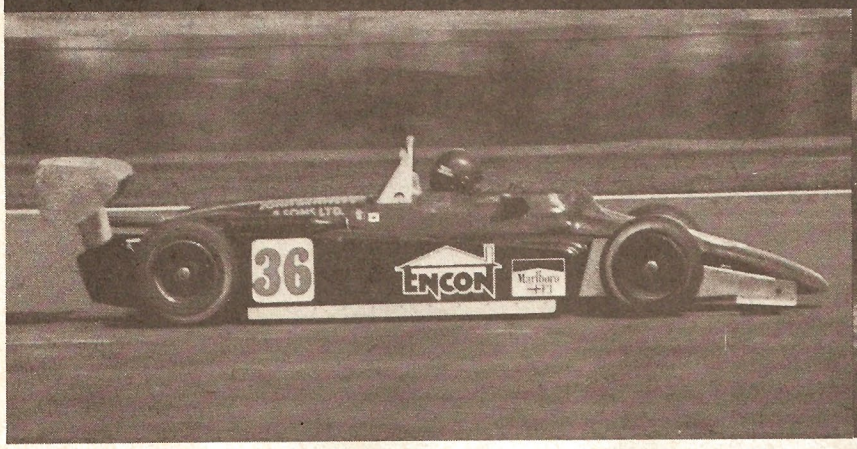
● Alfa Romeo prices rose last week: the basic 1300cc Alfasud hatchback now costs £4750, the top Ti 1.5 £5800 and the attractive Sud Sprint Veloce £6200, while the revised Giuliettas now extend to £6950 for the twincam two-litre and the immaculate GTV6 2.5 V6 coupé now just tops the £10,000 mark.

● Tony Brooks' mammoth new service and parts centre in Byfleet will be open on weekends for DIY motorists to carry out work and receive free technical advice. Facilities include electronic tuning equipment, lifts and a low-bake paint oven.

● Prices of Fiat and Lancia cars go up by some 6 per cent this week, though the new Mirafiori range remains unchanged. The Strada twincam now costs £5495 and the Montecarlo Spyder £9240.

● The new 'E' versions of Ford's Fiesta and Escort, both with the familiar 'Kent' pushrod engine, at last give this manufacturer a serious entry into the economy race. At a steady 56mph both cars give 55.4mpg, with the Fiesta marginally more economical on the urban cycle at 38.7mpg. The respective figures for the Metro HLE are 58.3 and 41.5mpg.

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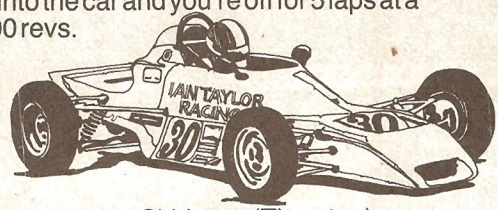
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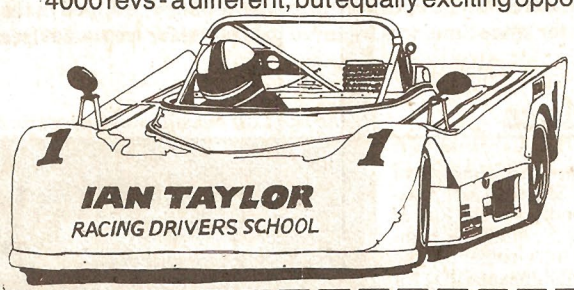

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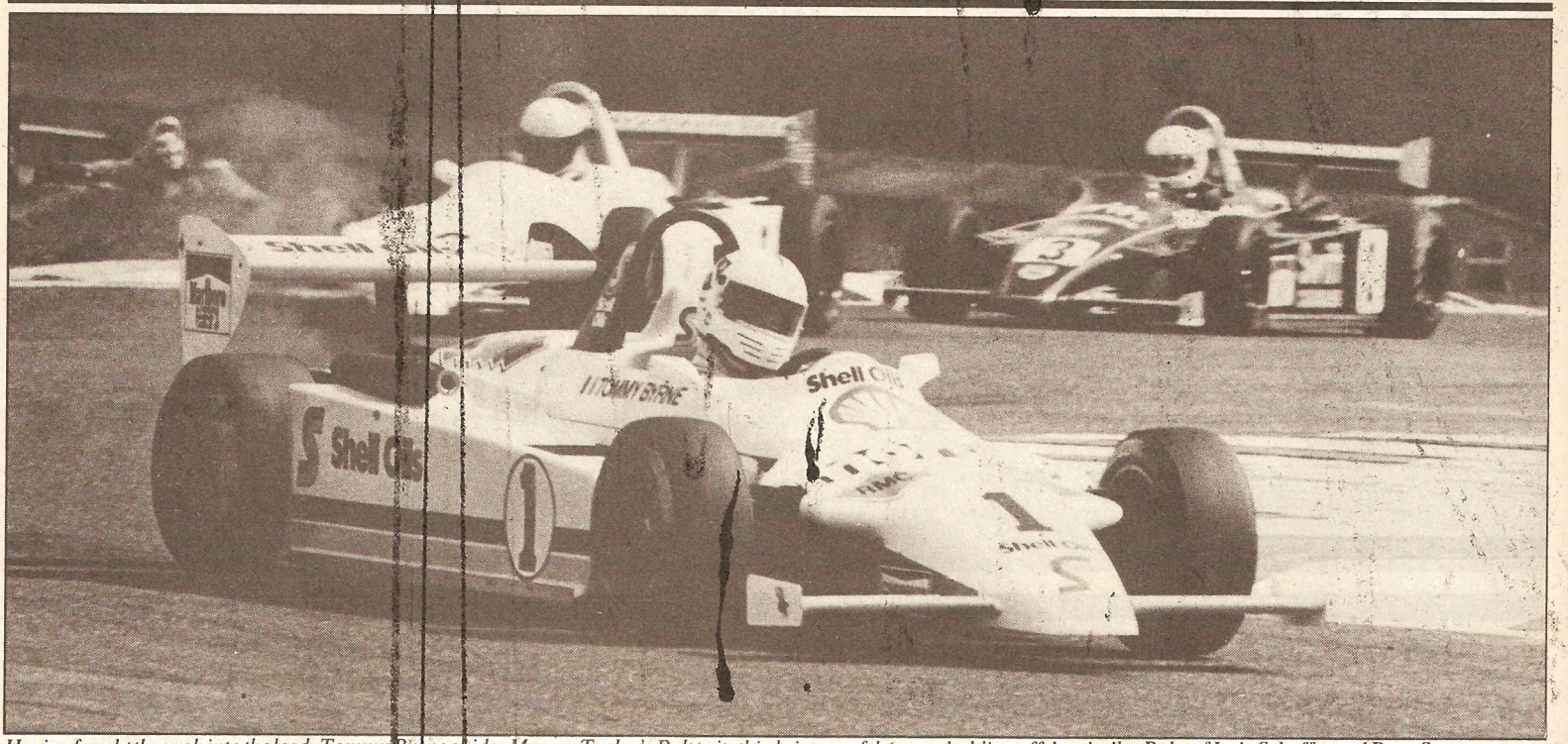
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*Having fought through into the lead, Tommy Byrne guides Murray Taylor's Ralt to its third victory of the year, holding off the similar Ralts of Luiz Schaffer and Dave Scott.*

# Byrne bounces back

Byrne back on top — Schaffer takes second in new car — Brundle puts Ralt-VW on pole — Trott again runs well — Racing for Britain drivers impress — Report: JEREMY SHAW — Photography: JEFF BLOXHAM.

**Tommy Byrne is back on the winning trail. The talented young Irishman had thrown away a sure victory at Silverstone in the previous round, but bounced back in tremendous style last Monday to take his third win out of four races in Murray Taylor's ex-Raul Boesel Ralt RT3.**

**Byrne had attracted support from Shell Oils and RMC Mortars for this one, televised race, and he came through neatly to relieve early leader Luiz Schaffer (W. Perini/Neil Trundle Racing Ralt) on lap 6. Byrne effortlessly extended his advantage, although he was baulked on the final corner and finally took the flag just 0.65s clear of the much-improved Brazilian, who was enjoying his first race outing in a new 1982-specification RT3.**

**Also in contention at the end were the Racing for Britain Ralt RT3s of Dave Scott and James Weaver, as well as the shoe-string-run version of Richard Trott. Martin Brundle had also been running strongly, after qualifying his VW-engined RT3 on pole position, although he was out of the luck in the race, being taken off in the early stages by Enrique Mansilla. Unhappily, another accident befell hard-trying Loughborough driver Tony Trevor, who rolled his Ralt heavily at Church on the opening lap and, after being trapped in the badly damaged car for some time, was removed to hospital for treatment (see *Pit & Paddock*).**

**F3** MARLBORO CHAMPIONSHIP — THRUXTON — **4**

## ENTRY & PRACTICE

Eighteen cars appeared for the pair of practice sessions last Saturday, in preparation for Easter Monday's round four of the Marlboro British Formula 3 Championship. The only new-comer to the series was a reworked Pilbeam MP51 for former FF1600 driver Josh Wright, the car being prepared by Bob Juggins's Abbey Farm Racing team, although it was nice to see the return of Carlos Arguelles, who had crashed his Anson badly in the March Thruxton round, but was now back in action with the same SA3C used at the Donington Euro-round one week before by Gero Zamagna. There were also a couple of brand new Ralt RT3D/82s to be seen in the hands of Luiz Schaffer and Alfonso Toledano, and indeed both men showed excellent form in the unofficial testing session on Thursday last.

Come Saturday, Schaffer was still running well, confirming the promise he had shown before the season commenced. In recent races, the lanky Brazilian had not run at all well, expressing great doubts about the competitiveness of his well-used ex-Schinkel RT3. Now, however, with a brand new car at his disposal, Luiz suddenly was right back on the pace and even challenging hard for pole position.

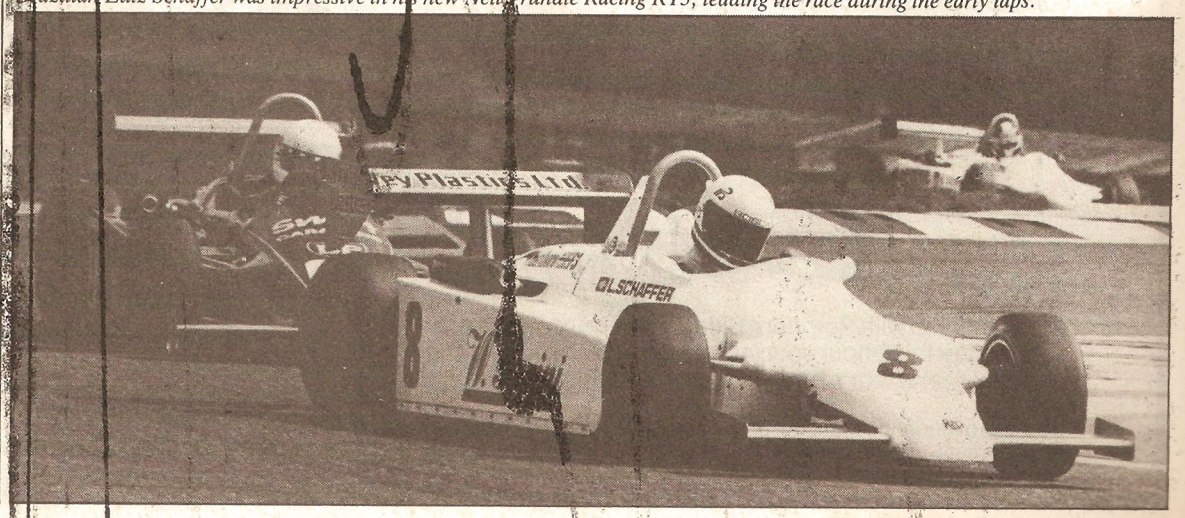
In the end, though, he lost out to another RT3D/82, this being the VW/Brabham-powered example of Martin Brundle. For the first time, a pair of latest-specification RT3s would line up alongside on the front row. For Martin, this was a particularly welcome achievement. "We had a good test day at Goodwood recently," he said. "I put a lot of mileage under my belt and it did me a lot of good. I know the car's good and I know the team's good; it's up to me now."

The Team BP car was quickest in both sessions, the Norfolk driver complaining only that the car was, "a bit of a handful at the complex, although I'm not sure whether that's because of me or the car."

He was in confident mood, and so, too, was Schaffer, glad in the knowledge that he was now right back in the groove *and* ahead of Byrne. Third fastest was the best that the Irishman could manage in his successcul, 1981-spec car, although he had lost most of the first session with a blown head gasket and was hampered as well in the second when it was decided to slightly retard the ignition of the Hesketh-tuned Toyota engine in order to combat detonation. The series leader was nevertheless confident of being right on the pace come race-day.

Alongside on row two was Enrique Mansilla, the young Argentine having

*The Brazilian Luiz Schaffer was impressive in his new Neil Trundle Racing RT3, leading the race during the early laps.*



used an extensive test programme since Silverstone to good effect. "He's a lot more confident now," related West Surrey Racing team manager Dick Bennetts, "and he's giving very good feed-back on how the car is handling. We're making good progress."

Third row occupants, Dave Scott and James Weaver, were not so happy. Scott had encountered engine trouble with his new Alfa Romeo unit during the previous week and so opted for a return to Toyota power this weekend. Unfortunately, this also was to suffer head gasket failure in the first session, so his team effected a quick change to their spare Toyota for the second session. With all these distractions, Dave found the car under-geared for the afternoon period, although still set a respectable time, just ahead of Weaver, who was suffering from a nasty bout of 'flu.

Ricard Trott again ran well with his self-run RT3, which had benefited from a rebuilt gearbox and renewal of rose-joints since Silverstone, but was still in dire need of some financial support. American Peter Argetsinger ran strongly in the first session with his Pharmacin-Ralt but lost ground with some ill-advised alterations in the second, while Carlos Abella did well to set ninth best time on his first visit to the Hampshire circuit.

Completing row 5 was Toledano's Ivens Lumar Racing RT3, although his team spent all Sunday working on the car after the Mexican had skated off on the final lap of the first period of practice. "The car was fantastic on Thursday," said Alfie, "although Tony Harvey (who now runs the car) changed to a stiffer front roll-bar for today and the car understeers very badly." The car's monocoque was dinged following Toledano's trip over the kerbs and into the barrier at Club, although all was repaired in time for Monday morning.

### Qualifying

**Both sessions windy but dry**

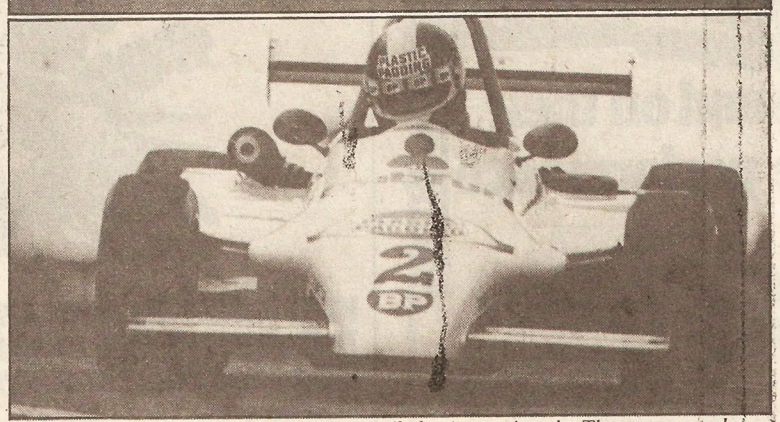
| | | | |
|---|---|---|---|
| Brundle | Ralt RT3 | **1:14.07** | 1:14.32 |
| Schaffer | Ralt RT3 | **1:14.25** | 1:14.52 |
| Byrne | Ralt RT3 | 1:16.31 | **1:14.48** |
| Mansilla | Ralt RT3 | **1:14.57** | 1:14.64 |
| Scott | Ralt RT3 | 1:15.24 | **1:14.65** |
| Weaver | Ralt RT3 | **1:14.72** | 1:14.87 |
| Trott | Ralt RT3 | **1:14.81** | 1:14.94 |
| Argetsinger | Ralt RT3 | **1:14.83** | 1:15.33 |
| Abella | Ralt RT3 | 1:14.98 | **1:14.90** |
| Toledano | Ralt RT3 | **1:15.20** | DNP |
| Benamo | Ralt RT3 | **1:15.29** | 1:15.49 |
| O'Brien | Anson SA3C | **1:15.44** | 1:16.04 |
| Lee-Davey | Ralt RT3 | **1:15.46** | 1:15.87 |
| Trevor | Ralt RT3 | 1:17.20 | **1:16.15** |
| Macedo | Ralt RT3 | 1:16.66 | **1:16.64** |
| Arguelles | Anson SA3C | 1:39.98 | **1:16.77** |
| Wright | Pilbeam MP51 | **1:20.11** | 1:21.75 |
| *Norton | March 803 | **1:21.17** | DNP |

*Did not start

## RACE

There was no warm-up on race morning for Toledano to check out his rebuilt car and a change in wind direction led to several worried looks among teams as to whether they had chosen correct gear ratios, although all were present and correct for the 1.40pm start, apart from local man Tony Norton, whose two-year old March had been troubled during practice.





*Mike O'Brien (above) and James Weaver (below) negotiate the Thruxton complex.*

Before the start, Brundle had expressed slight doubts as to his ability to get cleanly away from the line — "I haven't made a good start in this car yet" — and, unfortunately, his fears were well-founded. The black and white Ralt-VW stuttered away tardily as the lights flicked to green, Schaffer taking advantage of this by leaping into the lead. Byrne also darted past Brundle to take second as they accelerated through Allard, the Irishman making another very fast get-away, while Weaver, whose car had sprouted allegiance to Carrolls Transport since practice day, gave stern chase. "I was going really well," commented James later, "up to second at the complex. But then everyone turned right and I didn't!" The Englishman left his braking impossibly late and was left to scrabble round on the slippery, outside line while car after car swept past. On the completion of lap 1, he was down in eighth place behind Schaffer, Byrne, Brundle, Scott, Mansilla, Trott and Argetsinger. James disposed of the American on lap 2, while Trott also found a way by Mansilla, and both were then helped considerably on the following lap when Mansilla took out himself and Brundle at the complex.

Coming up to the chicane on the previous lap, Schaffer, in the lead, had a big, brake-locking moment, while Byrne also got his RT3 more than a little sideways, making sure that he didn't collect the Brazilian. This caused the entire leading bunch to close right up, Scott taking the opportunity to nip past Brundle as they all sped past the pits. Brundle, however, was not too worried for, as he explained later: "My car was handling perfectly and I'm sure I could have won the race." Before he had a chance to show how, though, Mansilla hurtled past Trott under braking for the complex and slid straight into the rear of Brundle's car, smashing a wheel and even cracking the gearbox casing.

Brundle limped back to the pits and retirement, but Mansilla was out on the spot. Trott, threading his way through the carnage, took over fourth place, although he soon came under pressure from a charging Weaver, who slipped past under braking for the Club Chicane on lap 10.

Up ahead, Byrne had continued to challenge Schaffer, the Irishman using his flat-winged RT3 to good effect by slip-streaming past into the lead on the run up Woodham Hill to the chicane for the sixth time. Once past, Byrne soon showed a clean pair of heels, apart from one minor blemish when he ran too deeply into the chicane on lap 8. With the thought of Silverstone still in his mind, Byrne eased up and ran solidly until the end, taking care not to make any mistakes. Even when he came up to lap Fernando Macedo's Ralt at the final corner, the Irishman refused to be hustled and was content to follow the Brazilian across the line, allowing Schaffer and Scott to close right up as they took the chequered flag.

Weaver and Trott followed a few seconds further back, the top five out-pacing the rest. Enrique Benamo had run sixth after the demise of Mansilla and Brundle but then retired his Visa-Ralt with yet another head gasket failure, so Argetsinger took over to claim his second championship point of the season. Toledano pushed him hard for a while before being content to coax an ill-handling car to the finish, while Mike O'Brien recovered well from a spin at the chicane in his Anson to retake eighth.

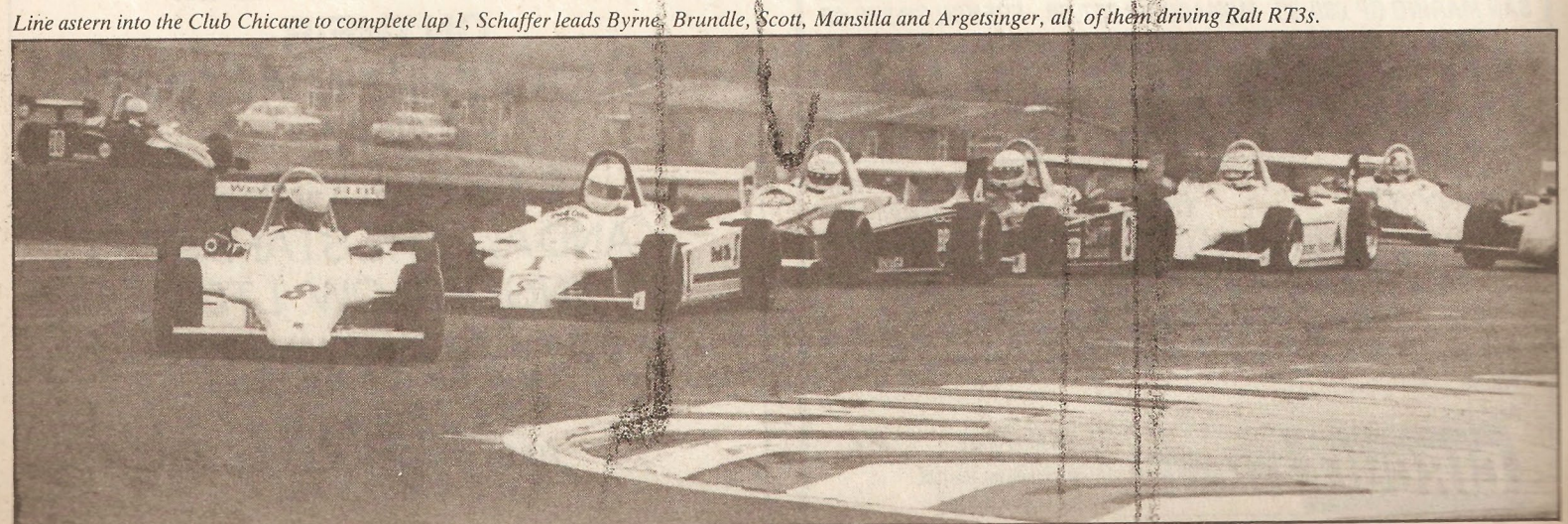
Tim Lee-Davey completed the top 10 with his Rizla-Ralt, still, surprisingly, some way off the pace, while Arguelles showed improving form to remain within striking distance of the former 'Star of Tomorrow' champion throughout. Apart from Madedo, Wright was the only other finisher, although his Pilbeam patently still requires some development work. Sadly, though, the race was marred by a nasty accident to Tony Trevor's self-run RT3, which cart-wheeled heavily at Church Corner on the first lap.

### THRUXTON (GB)
### Apr 12
### Marlboro British Formula 3 Championship, round 4
### 20 laps — 47.12 miles

1, Tommy Byrne (Ralt-Toyota RT3C/81), 25m 00.77s, 113.03mph;
2, Luiz Schaffer (Ralt-Toyota/Mader RT3D/82), 25m 01.42s;
3, Dave Scott (Ralt-Toyota/Anglia Cars RT3C/81), 25m 02.29s;
4, James Weaver (Ralt-Toyota/Novamotor RT3C/81), 25m 05.64s;
5, Richard Trott (Ralt-Toyota/Nelson RT3C/81), 25m 08.22s;
6, Peter Argetsinger (Ralt-Toyota/Anglia Cars RT3C/81), 25m 23.13s;
7, Alfonso Toledano (Ralt-Toyota/Hesketh RT3D/82), 25m 33.02s; 8, Mike O'Brien (Anson-Toyota/Anglia Cars SA3C), 25m 34.66s; 9, Juan-Carlos Abella (Ralt-Volkswagen/Brabham RT3C/81), 25m 34.93s; 10, Tim Lee-Davey (Ralt-Toyota/Anglia Cars RT3D/82), 25m 37.08s; 11, Carlos Arguelles (Anson-Toyota/Anglia Cars SA3C), 25m 48.38s; 12, Fernando Macedo (Ralt-Toyota/Novamotor RT3D/82), 26m 43.10s; 13, Josh Wright (Pilbeam-Toyota/Novamotor MP51), 19 laps.

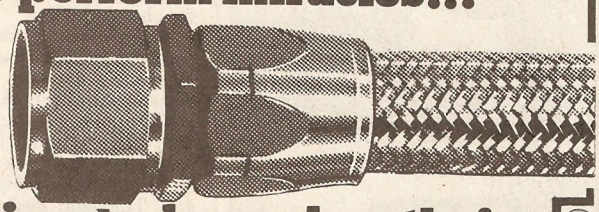
**Fastest lap:** Byrne, 1m 14.02s, 114.59mph.
**Retirements:** Enrique Benamo (Ralt-Toyota/Novamotor RT3C/81), 6 laps, engine; Martin Brundle (Ralt-Volkswagen/Brabham RT3D/82), 2 laps, accident damage; Enrique Mansilla (Ralt-Toyota/Mader RT3C/81), 2 laps, accident; Tony Trevor (Ralt-Toyota/Anglia Cars RT3B/80), 0 laps, accident. **Did not start:** Tony Norton (March-Toyota/Novamotor 803).

*Line astern into the Club Chicane to complete lap 1, Schaffer leads Byrne, Brundle, Scott, Mansilla and Argetsinger, all of them driving Ralt RT3s.*



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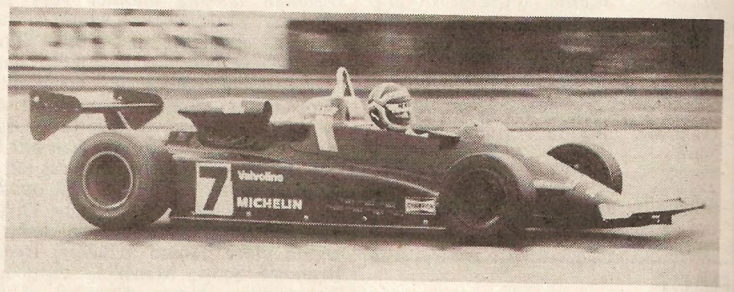
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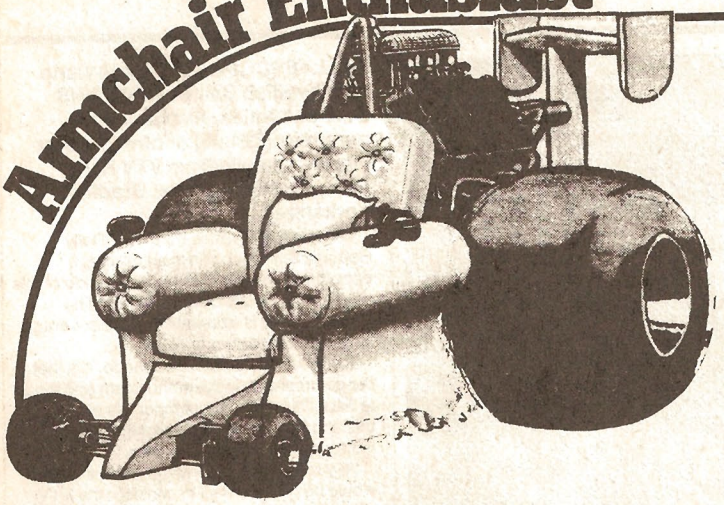
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# Armchair Enthusiast



## Books




**THE JOWETT JUPITER—The Car That Leaped to Fame. By Edmund Nankivell. Published by B. T. Batsford Ltd. Hardback, 144pp, £9.95.**

Fewer than 1000 Jupiters were built between 1949 and 1954, and they were not the most beautiful things to look at. Like the Javelin saloon, however, the Jupiter was an outstanding performer, and set new standards in handling. Jupiter (and Javelin) owners behaved rather like a secret society in the fifties, close knit in the justifiable belief that they were driving a real Q-car which could outhandle many of the faster and more expensive machines of the era.

It tells a fascinating story, which began in the early post-war years when journalist Laurence Pomeroy began to promote the idea of a mid-capacity British sports car. The original concept was a joint project with ERA, the chassis to be designed by the famed Austrian engineer Robert Eberan von Eberhorst. The author takes the reader through the subsequent development of the Jupiter in satisfying detail, including a great deal of information about the car in competition.

The R4, featuring a glassfibre body of much more modern design with a high compression version of the aluminium, twin-carb Jowett 1½-litre flat-four, was to have saved the company, and the pre-production models were formidable weapons in production sports car racing events. Alas, I have to admit that I have never sampled the joys of a Jupiter, but I have spent happy hours being driven hard in an R4. It was intended to break into the Spridget market, but was in reality several rungs further up the performance ladder, a real British brute-force sports car in the Healey 3000 mould, which would attack the corners with prodigious speed. Only three were built before the company went down the tubes: a terrible thing.

QDS

### Runners Up

**"Jean Marie taught me all I know about throwing wobblers."**
Lloyd Rumsey of Dagenham, Essex.

**"If my knowledge of boomerangs and aerodynamics is as good as I think it is, this guy next to me should have that smile wiped off his face in about 2.4 secs."**
Adrian Brodkin of London N2.

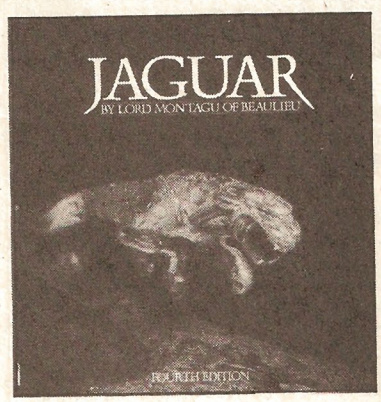
**"I was going to ask you to toss the salad but forget it."**
Maxine Harries of Hall Green, Birmingham.

**"Heads I retire, tails I come back."**
Bill Blackham of Leigh-on-Sea, Essex.

**"Watch this one, just behind Balestre's right ear."**
Ian Watkins of Cornmeadow Claines, Worcester.

**"I bent down to get this manure off my hand and some one drove a tractor over my thumb."**
Ross Riddle of Woking, Surrey.

**"That's not the sort of dough I knead, Frank."**
C Mitchell of Woking, Surrey.




**JAGUAR. By Lord Montagu of Beaulieu. Published by Quiller Press. Hardback, 246pp**

Quiller Press has published a fine fourth edition of Lord Montagu's well known book, considerably refurbished and extended to bring the story up to date since the third edition 15 years ago. The author's story is comprehensively told, from the beginnings of Bill Lyon's Swallow sidecar company in the twenties to the internationally respected BL Cars operation of today. Naturally, there is a wealth of material for the competition-minded reader, who—with the simultaneous publication of Andrew Whyte's new book by Haynes—is spectacularly well catered for this month.

## Martini Caption Competition



**"Here Jonathan, put this in the seat of your overalls, you'll need a bit of padding with the suspension in that car."**

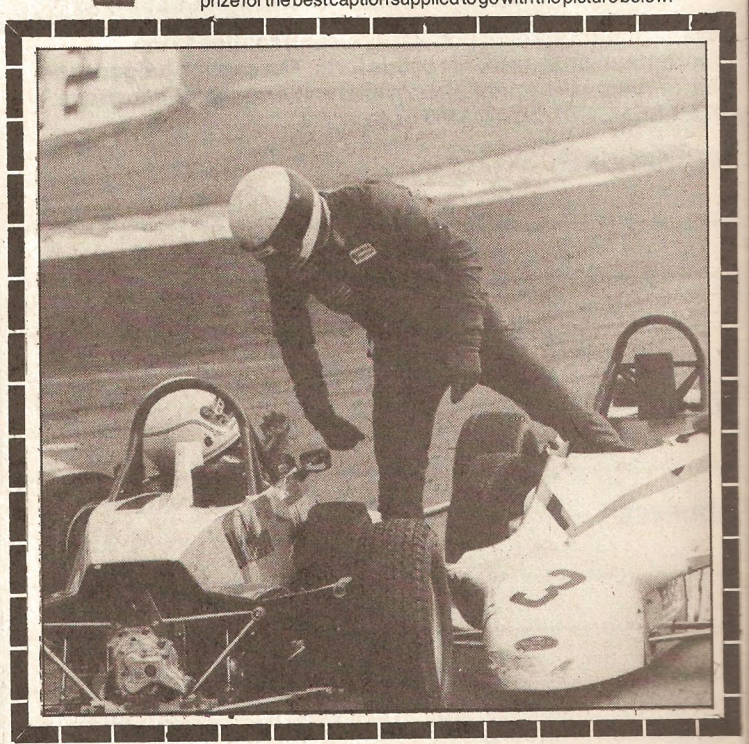
**Carl Haynes of Telford, Shropshire.**

## Tissot Caption Competition

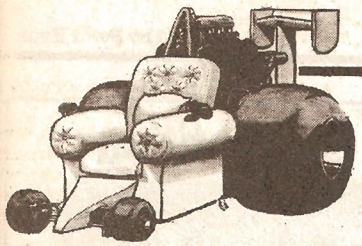


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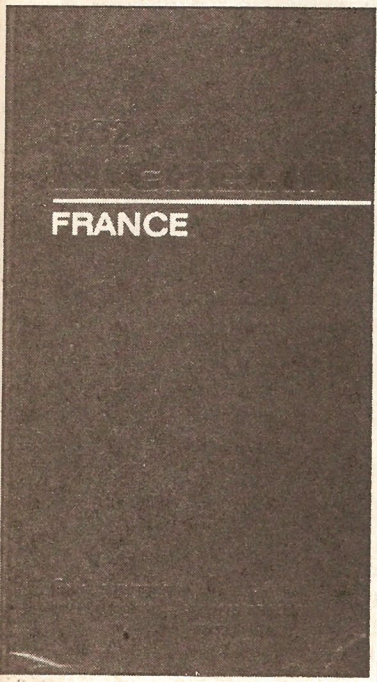
For this month's caption competition Tissot have generously offered one of their magnificent TS-X series watches as the prize for the best caption supplied to go with the picture below.



**DETAILS OVERLEAF**



continued




**1982 MICHELIN FRENCH GUIDE TO HOTELS AND RESTAURANTS. Published by Michelin. Hardback, 1250pp, £5.85.**

Hard on the heels of its British cousin comes the 'bible' of continental touring: the definitive account of where to eat and sleep in France, that no self-respecting continental motorist should be without.

The 1982 edition of the Red Guide is bigger and better than ever before, with increased lists of restaurants (3668) and hotels (6788). Of course, the guide is much more than a gourmet's delight, as it offers a great deal of practical advice to the continental tourer, including main agents for cars, garages in case of breakdown, sites to see and general tourist information.

Do not be put off by the fact that the majority of the information displayed is in French because there is a full eight-page English explanation of how to use the guide, and all the symbols listing the quality of locations and establishments, which are truly international and simple to comprehend. If you already own the British edition, you will need the French one to complement it. If you don't have the former, you can't afford to be without the latter.

PJH

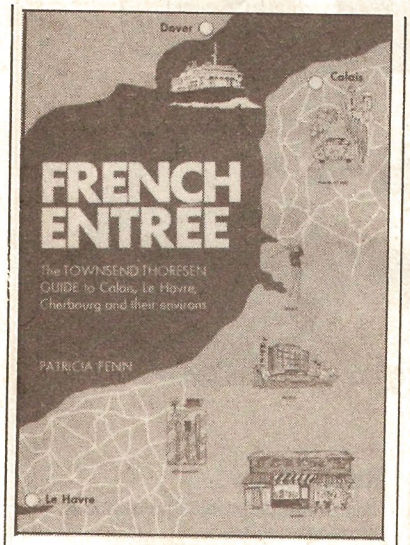
**1982 CAMPING CARAVANING FRANCE. Published by Michelin. Paperback, 284pp, £3.25**

Covering 3283 camp sites in France, the 1982 edition of Michelin's camping and caravaning guide is absolutely essential for anyone planning an outdoor holiday there. Sites are listed by region, the information being displayed in the now familiar 'international' language of symbols and numbers, as in the Michelin Guide itself. All the usual touring information is included plus all those particulars relating to the camping/caravaning world.

PJH

**FRENCH ENTREE. The Townsend Thorensen Guide to Calais, Le Havre, Cherbourg and their environs. By Patricia Fenn. Published by Quiller Press. Paperback, 176pp, £2.95.**

The most recent addition to a now quite long list of tourist guides to various parts of the continent is Patricia Fenn's *French Entrée*.




What makes this a slightly different runner, compared to its more established stablemates, is the fact that it deals with an area so often ignored by its competitors.

The hinterlands round Calais, Le Havre and Cherbourg are usually forgotten by British motorists heading for sunnier parts of France, but Pat Fenn has completed a comprehensive study of the area, over the past year, and discovered numerous hotels and restaurants that are well worth investigating.

The guide takes on a much more personal attitude than so many of the others available, and the author has obviously spent a considerable amount of time sampling the pleasures of nearly all the entries in the book. Also of great use is the glossary of gastronomic terms at the back of the *Entrée* (how often have I looked at a French menu and struggled with rudimentary French O level standard?)

With more than 400 entries, illustrations by Ken Howard and maps of the areas in question, this publication is invaluable, not only for the genuine holiday motorist but also for all those people on day trips, weekend breaks and cross-Channel marketeers.

PJH

# Video

**MAIN EVENT Race Action Video. 60mins. £39.90 inc VAT**

Not quite motor sport but related certainly and equally (dare we say more) exiting than many racing or rallying videos we have sat through lately. This is the story of the 1981 off-shore power boat race held at Key West, Florida last November.

Key West turned out to be one of the toughest races since the series began, way back in 1966. The video includes some terrific action shots of these monstrous machines at work and some interesting insight is provided by interviews with the 'throttle jockeys' who operate them.

Spectacular is the word that springs to mind when seeing these machines race, for the first time, but the race itself did become a little monotonous, after the umpteenth V8 thundered past for the nth time.

PJH

● Also available from Race Action Video, for the same price, is *Daytona 500 1982*. We haven't had the chance to view this but any 50mins video of 42 cars racing at speeds up to 200mph round Daytona's oval can't be bad. The press release describes it thus: 'For a spectacle of power and speed this event is unique.' Let's hope the video reflects that atmosphere.

**RALLYESCOPE 821 (Monte Carlo and Swedish Rallies 1982): VHS Colour, 50mins. Available for purchase (£24.95) or hire to motor clubs — details from VTV Rally Reports, 35 Petergate, Bradford, Yorkshire.**

The latest in the series from VTV Rally Reports, this video offers an excellent opportunity to view the first two rounds of this year's World Rally Championship. The picture quality is excellent and the coverage is also of a high standard.

If there is a criticism to be made, it is that the commentary lacks enthusiasm and tends to fall a little 'flat'. The company is aware of this and have promised a significant improvement in the near future.

Any motor club planning a video evening would be well advised to consider the VTV offerings which are produced fairly soon after the events. Many clubs are arranging to have the videos available for evening viewing while results are being worked out and judging by the crowds around the screens the idea is a popular one.

*Rallyescope 821* covers the action on the Monte and Swedish rallies which left the championship wide open. The next film, *Rallyescope 822*, will include Portugal and the first round of the Rothmans Open series, the Mintex.

KO

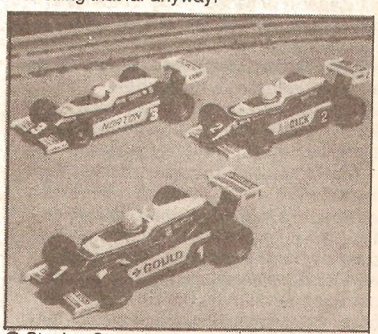
# Briefly . . .

● New accessories available from Scalextric include red and white track borders that 'facilitate faster cornering.' We are sure that they just happen to be red and white, and the fact that there are a great deal of Marlboro red and white track markings around the world had nothing to do with influencing the colour scheme now being marketed by Scalextric.

● The London Spring Autojumble takes place later this month, April 25, at the Old Hall of the Royal Horticultural Society, Vincent Square. Other autojumbles this month are to be found at Cheltenham, April 24 and an industrial jumble is taking place at Harlow on the weekend of April 28/29.

● The RAC has launched a new manual on economical driving techniques, to be taught to learner drivers as part of the regular driving school programme. The new driving manual sets out ways in which drivers can save fuel and reduce wear and tear on cars, at the same time making them aware of what they are doing in gear changing, acceleration, use of speed, braking and reading the road ahead.

● If you are travelling to the States this year you could do a lot worse than purchase the new Green Guide to New England. This is one of the Michelin Green Tourist Guides. The New England guide will set you back a mere £3.50, which isn't all that much, especially if you are travelling that far anyway.




● Staying Stateside for a moment: while you are there you should look out for such novelties as the above whiskey decanters. The Chicago based Medley Distilling Co has produced a limited edition of the decanters all individually numbered in the form of the 1981 Penske team line up. What we can't quite work out is how the delightful 101 month old Kentucky Straight Bourbon Whiskey is put into these extra-ordinary containers and, more importantly, how does one go about getting it out again!

# Tissot Caption Competition

**Write a humorous (and preferably clean!) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*. PLEASE USE BLOCK CAPITALS.**

**MY CAPTION IS:**

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**NAME**

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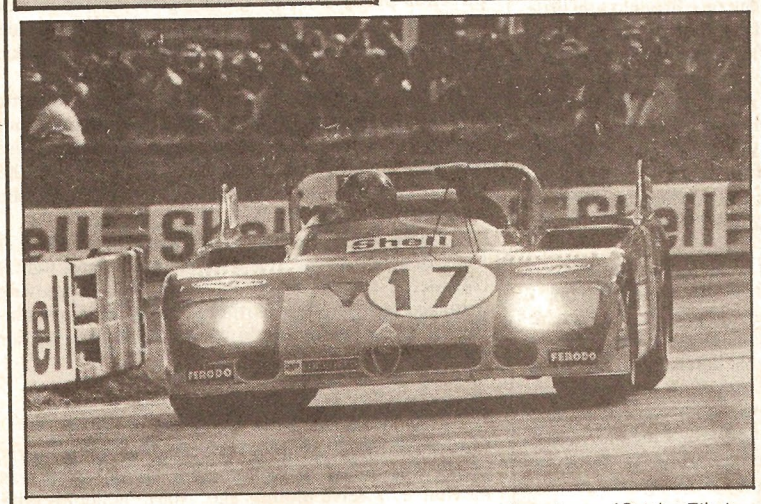
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**Cut out the completed coupon and send it to 'Tissot caption competition', AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt by April 30 at the latest.**

# Who, What, Where, When?

# PAGE & MOY LTD




We didn't exactly receive a record number of entries for the March edition of the *Who, What, Where, When?* competition but of those that did arrive in the office a full 60 per cent were absolutely correct. The right answers are as follows: **Who? — Jack Fairman; What? — Aston Martin DBR1; Where? — Luanda, Angola Grand Prix; When? — September 18 1960.**

The first correct entry to be pulled out of the post bag last Friday came from Mr J E Humphries of Stafford. A £40 travel voucher will be winging its way to Stafford in the not too distant future Mr Humphries.

Now for the interesting bits: the actual car, Aston Martin DBR1/5, was owned by Graham Whitehead and had been built up by Graham's own mechanics, from parts supplied to him by David Brown after the Whitehead brothers, Peter and Graham, had finished second at Le Mans in 1958.

Jack Fairman not only drove in the Grand Prix, he also covered the race for AUTOSPORT in our issue of October 7 that year. He reported that the round the houses track (1.4 Kms) in the then Portuguese colony, "made Monaco look like a kindergarten". Fairman was running in third place, in front of a *paying* crowd of 100,000, when a valve spring breakage forced his retirement. The Grand Prix was eventually won by Rhodesian John Love in a D-Type Jaguar, followed by Wolfgang Siedel in a works Porsche and Graham Whitehead in a Ferrari 250GT. The race was uneventful in as much as no one drove into the cafe!

So onto April's offering, which takes us back to that era you all seem to enjoy so much, the early Seventies. Those of you who are keen on the sports cars will need no clue as to the circuit but *Who, What, Where, When?* exactly.

All answers on postcards only please to *Who, What, Where, When?*, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, to arrive no later than last post on Friday April 30.

# Museums

BL made a valuable extension to their Heritage Museum at Syon Park, London last month when John Egan opened an exhibition titled Jaguar — The First 60 Years.

On display at Syon Park are some of the very early Swallow Sidecar Company products including a 1928 example of the art. Swallow Sidecars being the brain child of two motor cycle enthusiasts, one of whom was Sir William Lyons. The first car to bear the name was a rebodied, two seater version of the famous Austin Seven, which appeared in 1927 under the name of the Austin Swallow. Once involved in the manufacture of cars, William Lyons did not look back.

The sensation of the 1931 Motor Show was the SS1, the ultra-low rakish bodywork being complemented by the very attractive price of £310. The SS1 progressed through a development programme over the next five years, culminating in the truely magnificent SS100, the success of which was partly due to the superb engine work of Harry Weslake.

By now, 1935, the name Jaguar appeared and from 1937 onwards every car was known as an SS Jaguar; but with the onset of the Second World War, the initials took on a rather more sinister meaning and they were dropped from the company name in 1945.

Throughout the war years, research was carried out on a replacement engine and it was in 1948 that the famous XK six-cylinder unit was announced to the motoring world. With the introduction of the new engine came a classic series of sports cars, beginning with the XK120.

This development ran hand in glove with the racing programme, which began in earnest after the war with the XK120 forays at Le Mans and reached their zenith when the C and D-Types eventually took five victories at the Sarthe venue. The E-Type, of course, being based on the beautiful D-Type.

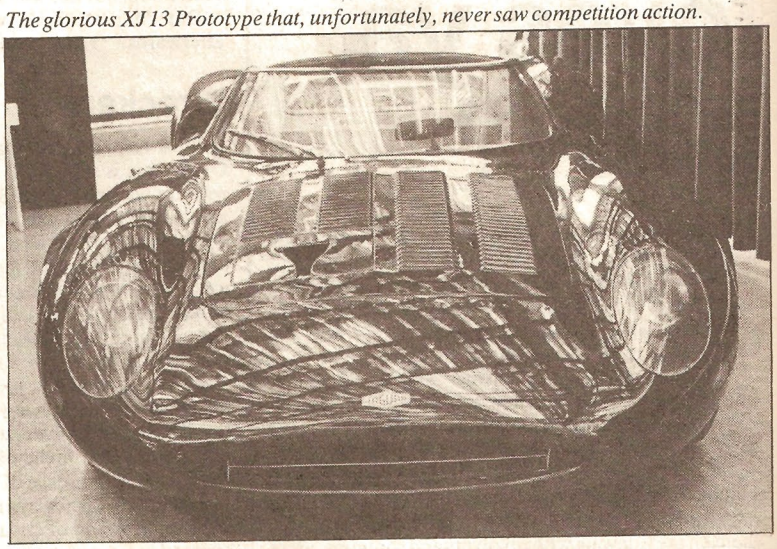
One of the most attractive exhibits at Syon Park is the stunning XJ 13 prototype, built with a view to returning to the world of sports car racing, under the power of the 12-cylinder engine. This was the only Jaguar ever built with a mid-engine.

Also on show are numerous saloons ranging from the original Swallow-bodied Austin Seven, through the classic years of the SS saloons and post war models right up to the very latest XJ Series III saloons.

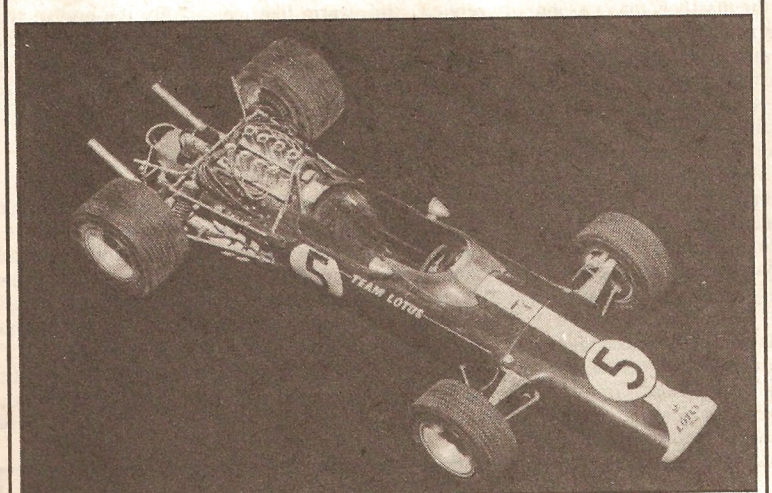
Jaguar — The First 60 Years is on view free of charge when visiting the BL Heritage Museum. It will be with us until June 6 and is well worth a look.

PJH

*The glorious XJ 13 Prototype that, unfortunately, never saw competition action.*



# Models




**Tamiya Lotus 49, 1/12 scale**

*The Tamiya Lotus 49, both the Jim Clark Team Lotus and the Gold Leaf Team Lotus versions, have resurfaced after Tamiya discovered a large pile of kits in the corner of a warehouse in Japan. The kits are available for about £11.00 from either the Brands Hatch Model Shop or Lamberts of Ley Street, Ilford and selected model shops around the country.*

# Minolta Photo Competition

MINOLTA

Last November we ran a competition in association with Minolta Cameras to win one of their latest XG-M single lens reflex cameras. After a great deal of deliberation and consideration, we can announce that the winner is Mr J M Hepworth of Otley, West Yorkshire. A Minolta XG-M will soon be on its way to you, Sir.

The winning shot is of Ari Vatanen in the Rothmans Escort taken on the Langdale Stages of the RAC Rally. The picture shown below in black and white does not do justice to the original 35mm colour transparency.






# Fifth Column

BY NIGEL ROEBUCK

# Who loves ya, baby?

Strange how some friendships get started. I saw Nigel Mansell in the company of an officer from the Los Angeles Police Department in the pits at Long Beach, and suspected the worst. 'What can he have done?' I wondered. Their conversation seemed very free and easy, and later on I asked him about it.

"Well, it's all very odd," Nigel replied. "Actually, he's a very good friend of mine. It started at Long Beach last year. He booked me for speeding and various other offences . . . I was doing about 70 in a 30 area, and then I went straight on where I should have turned right. Finally, I didn't stop when I should have done because I didn't think for one minute he was after me! Then I saw them on the sidewalk with revolvers and shotguns, and I realised they meant business. . .

"The big problem was that I had no identity on me, no passport or anything. And in the States, of course, if you have no ID they sling you in jail until someone bails you out, and proves who you are. I had to talk my way out of it, and I told him I was a racing driver. 'Yeah, yeah, everyone's a racing driver in Long Beach during race week,' he says, but eventually I persuaded him. We got talking and really got on well.

"Last October he came to Las Vegas, where he acted as my bodyguard, and he met us when we came to Long Beach this year, took us round the Precinct and everything. We went out on patrol with him, followed up a reported shooting. It's amazing how much more you see of America in that situation!

"We arrested a couple of people, threw one or two in jail, had a look at some hookers and a transvestite . . . I tell you, it really opened my eyes!

"We spent a couple of days at the shooting range at the Police Academy. I really enjoyed that, firing .38s and .45s, but the ultimate was being allowed to fly the police helicopter. I've got an ordinary fixed-wing pilot's licence, but I'd never flown a chopper before. This helicopter can get to anywhere in the town within two minutes, and the idea is that they eyeball the problem from above, and see how bad the situation is. I flew it for about 10 minutes or so, hovered over a baseball game and son on. It was great."

So now Patrolman Scott Crispen is a confirmed racing fan. he plans to attend the Detroit and Las Vegas Grands Prix, and Mansell is hoping to persuade him to come over for Brands Hatch. The American cop is now the proud possessor of a John Player Team Lotus jacket, and his English buddy has one from the Long Beach PD.

Unfortunatley for Gilles Villeneuve, it was not Mr Crispen on duty at the end of Shoreline Drive on Saturday evening, when the Canadian's Ferrari 308GTS was stopped after a little unofficial practice. . .

## Left hand down a bit

Mansell may have had an enjoyable few days before the Long Beach Grand Prix, but the race brought him little in the way of pleasure. It began badly, with Lotus number 12 *in reverse* when the green light flashed. . .

"I couldn't believe it," fumed Nigel afterwards. "De Angelis qualified just ahead of me, so he should have been in front of me on the staggered grid — but on the other side of the road. When we formed up on the grid, he parked himself directly in front of me — between my car and Jacques Laffite's. He was on the wrong side of the grid! I started waving my arms in the air, and the marshals were going frantic.

"Anyway, he shoves it in reverse and comes straight back into me! That damaged my left front wing. I couldn't believe it was really happening. Then he started reversing again, and I thought he'd already done enough damage, so I stuck my car in reverse to get out of his way. There he is, right in front of my nose so I can't see anything, and suddenly everybody went! The race had started — and I was in reverse . . . I mean, it's bad enough getting it wrong and starting in third or something, but this was something else again."

Did Mansell have words with his team mate afterwards? "Yes," he replied, "I did. . ."

## Wreckers

In most respects, the organisation of the Long Beach Grand Prix is superb. Everything starts bang on time, with no waiting for the safety helicopter to arrive or anything of that nature. Most of the marshals are highly efficient, polite yet firm. And there is a good deal of simple common sense about the place: section of the track where photographers are banned have large orange crosses on the wall, together with the legend 'No Foto.' There is no argument, and everyone knows where they stand — or don't.

There is, however, a major problem for all street circuits, that of removing damaged cars. I quite realise the difficulties involved, for street tracks tend to be tight and narrow and hemmed in on both sides by armco barrier, or, in the case of Long Beach, concrete walls. Consequently, when a car hits the wall — always more likely at this kind of circuit, anyway — it is effectively trapped in a maze.

At Monte Carlo, they have perfected the use of huge cranes over the years, positioning them at all corners where track access is awkward. I have seen a car go off at Ste Devote, for example, and watched in wonder as the crane driver goes to work, the marshals fixing a giant hook to the roll-over bar. In no time at all, the car has been winched up, moved over the barrier and put down again. The crane driver is working under pressure, knowing that the pack will soon be round again, yet performs his task with precision and skill.

At Long Beach, however, they use conventional breakdown trucks. In the States they are known as "wreckers," and I think I know why. Some of their drivers' antics frankly appalled me. I understand, of course, the problems implicit in trying to manoeuvre a damn great truck through a narrow track when there is a race going on, but that is not an excuse. It may be a reason; it is not an excuse.

There are always accidents galore at the street races, because the tiniest mistake can lead to contact with something solid. But this year's Long Beach Grand Prix must have set some kind of record, no fewer than 12 cars retiring due to accident. The revised track is tighter than ever, and more penned in, making rescue access problems formidable.

In these circumstances, it became clear that tow trucks are not the answer — particularly when driven by the clown who proceeded through the gap at the end of Shoreline Drive without even troubling to slow down and see if the road was clear. This was between the right and left at the end of the straight, and he pulled straight out — something no one in their right senses would do on the street!

My heart was in my mouth when this happened. I recall someone in a white car standing on his brakes and swerving, but have not idea who it was. I looked around me and saw everyone else reacting in the same way. It really had happened, after all.

Back in England, I saw a tape of the BBC2 race highlights, and watched in amazement as the guy towing Piquet's Brabham proceeded not to keep well to one side but to follow the racing line through a sequence of corners, forcing race leader Niki Lauda to change direction pretty smartly. Quite rightly, commentator James Hunt was horrified, pointing out that a Grand Prix car could quite easily go under one of these trucks. Even under the yellow, an F1 car moves fast.

In practice, a furious Keke Rosberg came over to me in the pits. "Please," he said, "go down there, about three corners from the end of the lap, and take a picture of Baldi's car. It's been blocking three-quarters of the track for a long time. Why the hell they did't stop the session I can't understand. . ."

Clearing away wreckage, then, was a big problem at Long Beach this year. It is a superb event, now rightly considered a classic, but the business of removing damaged cars requires further scrutiny. The installation of a few cranes would be worth considering for future races.

## Andretti returns . . .

Mario Andretti's temporary return to Grand Prix racing was a disappointment, but perhaps that was inevitable. Twelve months ago, Mario made his Alfa Romeo debut at Long Beach, qualified fifth, and drove a superb race to finish fourth. This year his practice time was only 14th best, and in the race he hit a wall.

It was Andretti's misfortune to drive for Williams on one of the very few occasions when the FW07 was not truly a front runner. Keke Rosberg, after all, qualified only eighth, admittedly after problems in the last session. But Mario has always been a driver who needs really to know a car before giving of his best, and a day's testing at Willow Springs did not give him enough time. This, of course, was unavoidable, given Carlos Reutemann's late-in-the-day decision.

I never got the impression that Andretti was truly at ease, and he made no attempt to blame the car. "I guess it was a little loose in the race, and I had the feeling all the time that I was needing to use more track than I should have done. But, quite honestly, I just never got into a rhythm in the race, and there's nothing more I can say about it. I sure as hell don't regret accepting Frank's offer, though, and I really feel I'd like to work with the car. To be straight, I'm just plain out of practice, and a little amazed at what has happened to downforce since the rules changed over the winter."

Andretti the arch-pro (new Simpson overalls in Williams livery) admitted that Patrick Racing had not been enthusiastic about his driving at Long Beach. Had their response been lukewarm, I asked? "Yeah," he replied, "lukewarm like ice. . ." By the end of the meeting, however, he admitted that his taste for Formula 1 remained as keen as ever: "Despite the problems I've had this weekend, it's made me realise just how much I miss it."

## . . . to Le Mans

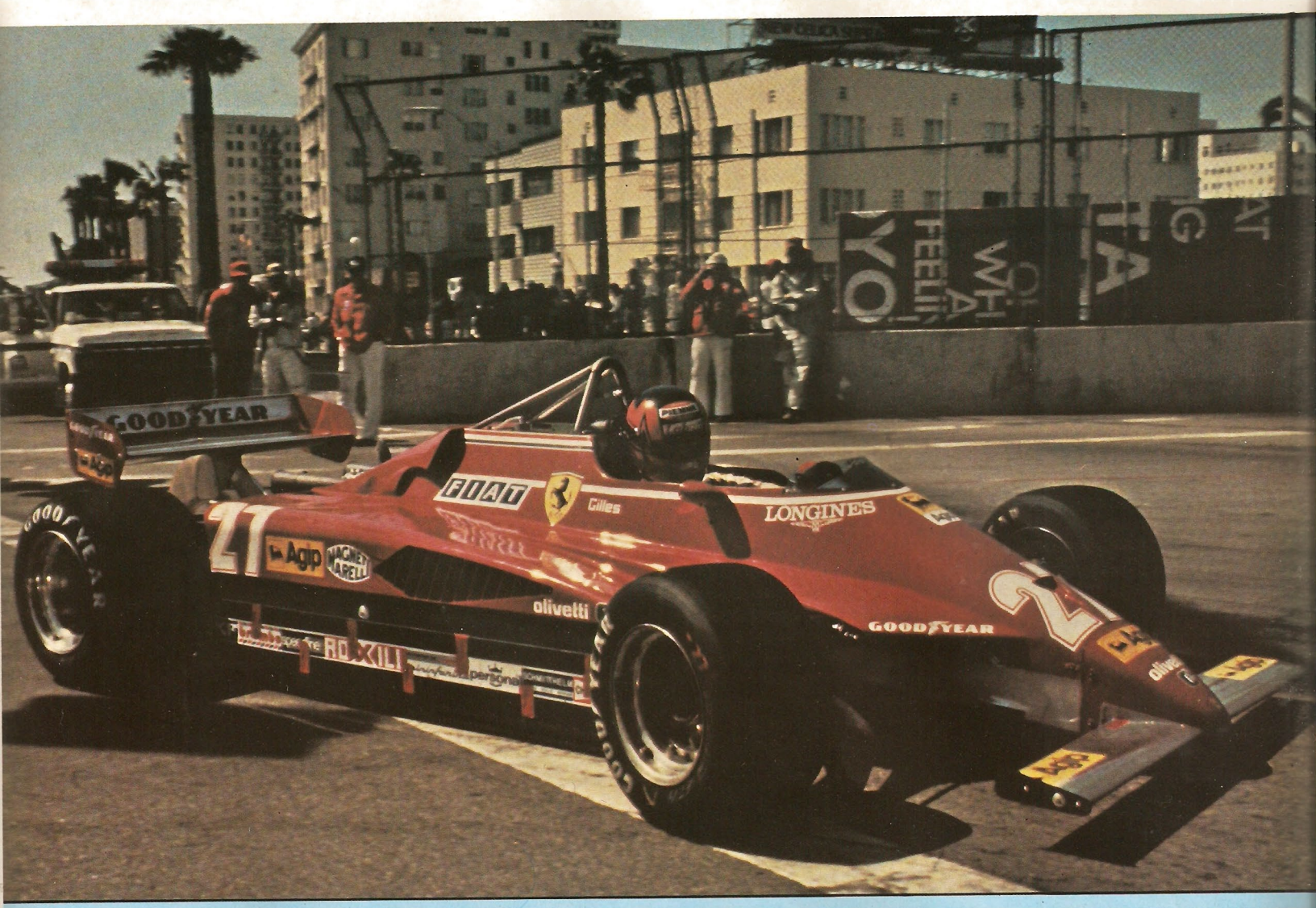
In the meantime, there is testing to be done for Le Mans, where Mario will share a Mirage with his son, Michael. At Phoenix the previous weekend Mike had dominated the SuperVee race, to the great delight of his parent: "I can't believe how serious he is about it. Jesus! He had a few problems in qualifying, and for the race he was really hot. He was on the front row with little Al," (Unser Jr) "and at the first turn he really put the squeeze on him, right out to the wall. It was beautiful! I coulda kissed him . . . ■

**Facing page**

**Top: The bizarre rear wing on Gilles Villeneuve's Ferrari cost him third place after Ken Tyrrell's successful protest.**

**Bottom: Nigel Mansell brought his Lotus 91 into eighth place at Long Beach.**

**Photos: International Press Agency.**


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Gilles
LONGINES
27
Agip
MAGNETI MARELLI
olivetti
ROLEXILI
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TISSOT
Valvoline
John Player Special
Nigel Mansell
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# SWAN NATIONAL



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Autospo



# On safari

GRAHAM ROBSON looks back on the traditions of probably the toughest rally in the world, the Safari, with a view to this year's event.

**The general public, let's admit it, don't care much about rallying. If you mention Portugal, Corsica, or the 1000 Lakes to the average motorist, his eyes tend to glaze over. Everyone, however, seems to know about three events — the Monte, the Lombard-RAC, and the Safari. No-one seems to doubt that these are now the most important rallies in the world — perhaps not the best, but we won't argue that one today. Whatever, even the most ethereal advertising agencies have heard of the Monte, the RAC and the Safari, so they tend to get all the attention.**

**The Safari is all about East Africa at Easter time, huge and expensive factory team efforts, phenomenal average speeds, rough conditions, dust, mud and deep water, heat and humidity. It is also all about gambling, and the battle against assumptions that European drivers aren't going to win. The Safari, in short, is a self-generating monster, a challenge that ambitious teams can't ignore, and one which regularly shoots team budgets to shreds. Many teams have been to Africa once, perhaps twice, to meet the Safari head on; almost all of them have retired, defeated. But that doesn't discourage everyone, as a look at this year's entry will confirm.**

**Compared with any other rally in the world, the Safari is certainly different — very different. It's one of the few major events where a blanket service operation isn't practical, but it's also one where the small airfields, and the skies overhead, are often as crowded with spotter planes as are the tracks on the ground. Perhaps it's the only World Championship event which can be completely paralysed by sudden changes in weather conditions — where one brief rainstorm can cause a flash flood, and strand half the field in a matter of minutes.**

*Below: Typical Safari conditions. Spectators watch in the sun while a Porsche plunges through water and storm clouds gather in the distance. Left: Munari in his Lancia Stratos powers his way through the dust during the 1977 Safari.*

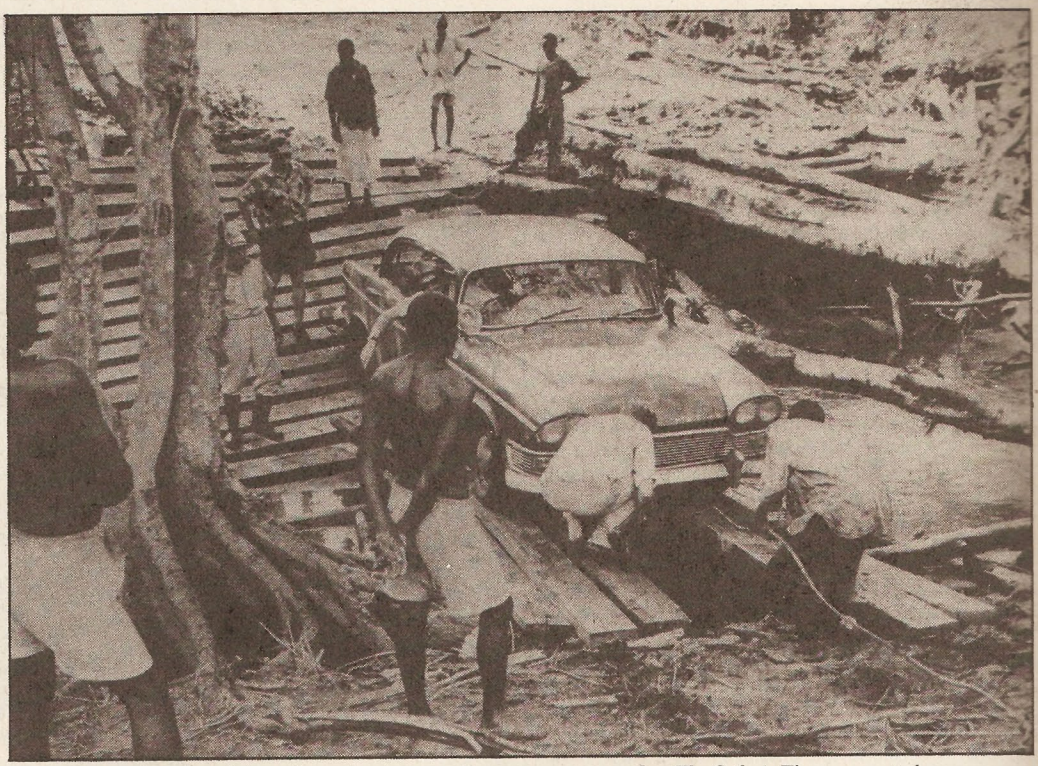


This Easter's Safari will be the 30th in a sequence unbroken since the first event was held in 1953. Nothing, it seems, has ever been able to stop the Safari, not petrol rationing, nor even political unrest and revolution in the countries involved. The only concession ever made to politics in the 1970s was that the route was eventually confined to Kenya — until then the rally had been the East African Safari, for Kenya, Uganda and Tanzania had all been involved. Even so, no world-class Safari rally ever included less than 3,000 fast, rough, and tough miles, and few of the events have seen more than 20 finishers, or a winning penalty below about five hours.

Even before the Safari became a major Eastertide event, the myth that it could never be won by a European driver had begun to spread. Only a local driver, it was stated, could cope with fast changing conditions — with the need to 'pace' a car over rocky ground, to find a way through thick mud and deep water by sheer 'bushcraft', to go only as fast as each particular set of surface conditions would allow. 'Murram' and 'black cotton' soon entered a rallyman's language, just as 'pace notes' and 'épreuves' already had done.

It took until 1972, when Hannu Mikkola's Escort RS1600 won, for the myth to be broken, and this opened the door. Since then Ove Andersson, Bjorn Waldegaard and Jean-Pierre Nicolas have all beaten the locals.

When the Safari was born, however, things were very different. The traditions, and the heritage, lay in the Nairobi-Johannesburg cross-country race ofthe 1930s, and the Nairobi-Cape Town-Nairobi run of the 1940s. In 1953 the enthusiastic Kenyan amateurs, mostly



*Ingenuity, bushcraft and sheer determination are all necessary to complete The Safari. There are not always so many people available to help when the going gets tough.*



# Rally in retrospect

## On safari

**continued**

expatriate British Empire-builders, found an ideal way to celebrate the national holiday which coincided with the Coronation of Queen Elizabeth II, by running a rally.

The Coronation Safari, as it was first known, was organised under the auspices of the Royal East African AA in May and June 1953. Original plans to include a 1,500 mile clockwise circuit around Lake Victoria were scrapped because of poor ferry connections, so starting points in Uganda, Tanganyika and Kenya were chosen, with the finish scheduled for Nairobi itself.

That first event was for what we would now call Group 1 cars, but categorisation was by price, rather than engine size. Not only that, the cars were not started at minute intervals, but *en masse*! Of the 57 entries, 42 set out from Nairobi behind the mayor's car, which pulled over at the outskirts of the city, when the race was on!

Average speeds were set at between 43mph (cheapest cars) to 52mph (most expensive), but even though the 'best' roads were used, there were massive delays in Tanganyika. Only 16 cars made it back to Nairobi after the whole event had been stranded for a time, the winner of that historic event being Alan Dix, driving a VW Beetle, whose penalty was a mere 17mins.

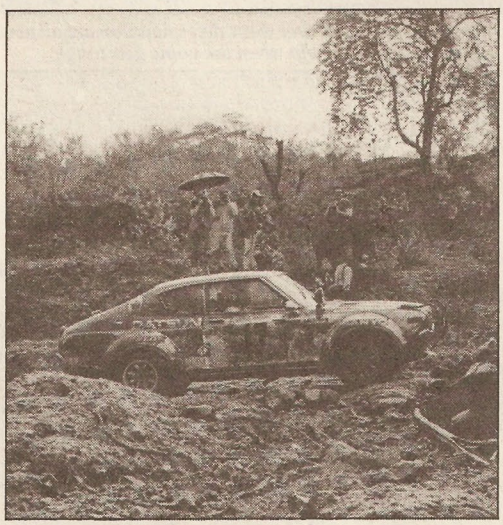
The next three Safaris were also local affairs, mainly notable for the fact that Vic Preston won two of them — once in a VW Beetle, and once in a Ford Zephyr — but Maurice Gatsonides (Ford and Standard-Triumph works driver) had competed in 1956 in a Standard Vanguard, and it was his report back to the FIA in Paris which led to an International permit being granted for 1957. From then, the Safari (which lost its 'Coronation' title in 1960) has been held over the Easter weekend, and has steadily grown in importance.

In 1958 there were eight overseas drivers, including Ronnie Adams (Mercedes-Benz 220) and Per Malling (Volvo PV544) — both recent Monte winners — but neither won awards. The first truly international Safari, was held in 1959, when Ford sent six cars (three Zephyrs, three Anglias), and Rootes sent three Hillman Husky utility vehicles and one Humber Super Snipe. With names like Peter Harper, Paddy Hopkirk and Ronnie Adams in the lists, the Safari had truly 'arrived' — the embarrassment was that none of them figured strongly, and Bill Fritschy (Mercedes-Benz 219) took the honours.

The ubiquitous Beetles, and Peugeot 203s, which dominated so many early rough-road rallies, were soon outpaced by the target averages of the Safari, and it wa the big Volvos and the more modern Peugeots whic regularly arrived back first to Nairobi. Not that th deterred some hopeful factory entries — in 1960, fo instance, not only did BMC send several 850 Minis (a of which rapidly succumbed to deep mud and rocks) but Citroen sent ID19s, Ford sent more Zephyrs an Anglias, and Rootes sent Rapiers. All, at this time, ha to be Group 1 cars, so high performance was not yet feature of Safari cars.




*Pat Moss (above) took her Saab to third place in 1962 having led the rally at one stage.*



In the 1960s, it all began to speed up. Ford had show well with Zephyrs for some years before they entere Cortina GTs in 1964. This was a real breakthrough, no only because the cars had a great deal of homologate equipment (including twin dual-choke Weber car burettors), but because they were fast as well. It was t be the first of Ford's big factory victories — for Pete Hughes won the event, Mike Armstrong was third, an the team prize was also won.

The press, however, love characters, and they simpl adore the underdog which makes good, so betwee 1962 and 1966 they were absolutely delighted to writ about three-times RAC Rally winner Erik Carlsson an his two-stroke 841cc Saab entries in the Safari. In 196 the entry was looked on as something of a joke — unt Carlsson's car led for much of the distance, as did Pa Moss's sister car, before both hit trouble, and Pa finished third. A year later Carlsson led again, until h hit a large animal, and in 1964 he finished second splitting the victorious Ford Cortinas. It was in that yea that the Saab reputably had to be rolled (sideways) ou of trouble in deep ruts, by the manhandling of drive and co-driver. No one believed the story when it wa told at the finish, so at the party, the dinner-jacketed Carlsson and Gunnar Palm repeated the trick for th benefit of the photographers!

By now, however, the pressure on the Safari t 'conform' — in other words, to change its regulations, i not its format, to that of other major events — wa becoming intense, and after two further 'standard car years (won in 1965 by Joginder Singh's *secondhand* Volvo PV544, and in 1966 by Bert Shankland's Peugeo 404), Group 2 cars were finally allowed in 1967. It was year in which Ford again appeared in force, with a flee of 100bhp Cortina GT Mk2s, plus Roger Clark and Vi Preston in Lotus-Cortina Mk1s, but the jinx against overseas drivers was still very active, and Beng Soderstrom's winning drive was spoilt after hal distance when he nose-dived into an unmarked crevasse in the road — Kenyan tracks were like that!

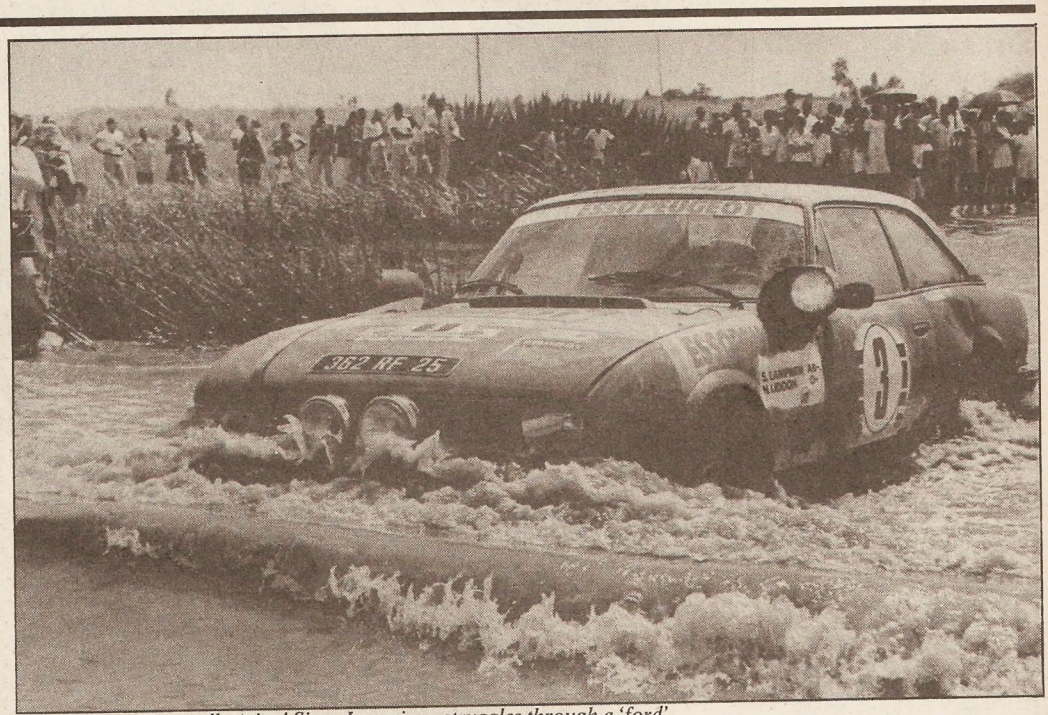
Now, it seemed, there was to be no stopping th interest from major factory teams and once the firs 'Group 4' Safari was held (in 1971) the Safari ha become a truly flat-out race, over public roads, with the

*Above: Finnish Safari veteran Rauno Aaltonen negotiating the 1969 mud. Below: Bengt Soderstrom in 1967.*





*Erik Carlsson — favourite in 1966.*



*When it rains — it really rains! Simo Lampinen struggles through a 'ford'.*

conditions, the sheer distance, and the unknown as major obstacles. Then, as now, the Safari didn't need special stages, or artificial tests, to produce a result — it was merely a question of setting ludicrously high target average speeds, praying that the rainy season would come just before Easter rather than just after it, and letting Nature do the rest.

Not only Ford, Saab, Peugeot and Porsche were getting interested, but now the Japanese were making their play. At first with big, solid, but unweildy saloons, and later with 240Z sports coupés, Datsun began to figure more strongly. Joginder's car had been fifth as early as 1968, but it was still a great surprise when Edgar Hermann's 1600S won outright in 1970 — in that year there were four Datsuns in the first seven finishers.

Ford made a major assault in 1971 with Escort Twin-Cams (which was probably a mistake, for the RS1600 had already been homologated, and was potentially faster), when they were finally beaten by Hermann's Datsun 240Z, but they turned the tables comprehensively in 1972 when Hannu Mikkola's RS1600 defeated the might of Datsun and Porsche, finally to break the 'European driver myth'. It was Ford's biggest Safari success yet, with 'Junior' Preston third and Robin Hillyar's car fourth, followed by Timo Makinen eighth. Naturally the Fords also won the team prize as well.

In 1973, when Ford started as hot favourites, everything went wrong for the team, for all the cars hit trouble. Roger Clark, fresh from winning the 1972 RAC Rally, led to half distance, but in the end there was a tie for first place between the two Datsun Z-Cars of Shekhar Mehta and Harry Kallstrom, settled in favour of the local on the 'furthest cleanest' principle.

During the 1970s the event settled into something of a pattern which time has not yet broken. The entry rarely exceeded 80 or 90 cars, and attrition usually reduced the number of finishers to less than 20. The Japanese presence remained strong, and also potentially successful, with Mitsubishi Colt becoming as competitive as Datsun. The possible rewards of success, in terms of publicity, glory, and increased sales, attracted team after team to compete. Team after team, likewise, retired hurt, beaten, broken, humiliated, or just plain bankrupt. After Ford, the only winners in the 1970s were Datsun, Mitsubishi and Peugeot (Ove Andersson in 1975, Jean-Pierre 'Jumbo' Nicolas in 1978), but the list of gallant losers included Porsche, Daimler-Benz, Fiat, Lancia, Opel, and Alpine-Renault.

Finance, and organisation, were major obstacles, not to mention the need for expert local assistance, strong and very fast cars, and wily experienced drivers. Having a Kenyan driver wasn't always the touchstone to success — since 1972, after all, only two locals have won the event, though Shekhar Mehta in particular has rather tended to dominate the awards list — but their local knowledge always helped. Bags full of 'push money' was no longer enough to keep a car moving through flood and mud — one needed strategically placed four-wheel-drive tow vehicles at recognisable trouble spots, nimble light planes for 'spotting', not only of hazards ahead, but of possible diversions, and of nearby rivals. One needed to be able to send mechanics and spares to remote locations, and abandon them for up to 24 hours at a time.

Ford got it right, by only tackling the Safari in force on one more occasion, but in 1977 they were very lucky not only for one car to finish, but for it to win as well. Bjorn Waldegaard's victory in the newly-homologated Escort RS is now a legend at Boreham, for it was Waldegaard's first Safari in an Escort, the car was brand new, and the event, as it turned out, was the wettest on record. The car itself was immediately committed to Ford's museum.

Among the might-have-beens, Porsche, Daimler-Benz and Lancia must be listed. There seemed to be Porsche 911s of one sort or another in most Safaris in the 1970s, often driven by Sobieslaw Zasada, who gained a reputation for being impossible to pass, and sometimes by Bjorn Waldegaard, who should have won at least twice, if bad fortune (and Zasada, once!) hadn't got in the way. Lancia, of course, nearly achieved the miracle of winning with the charismatic Stratos, but second and third in 1975, and third in 1977 (Munari shining on both occasions) was all they could achieve. Daimler-Benz were always a bit too over-confident to win the Safari, for their 1978 attempt with 280Es collapsed through inexperience, their 1979 entry with 450SLCs failed (relatively — they were second, fourth and sixth) because the service teams were not resourceful enough, and in 1980 the same type of cars were outpaced and out-thought by the Datsuns.

Unluckiest driver of all? Rauno Aaltonen, undoubtedly, with second placings in 1977, 1980 and 1981, all in Datsuns, and a third place in 1978. But Opel, too, were unlucky last year, when Anders Kullang's Ascona 400 was badly damaged when he collided with a cow, after leading for more than half of the distance. This year, however, Aaltonen is with Opel, and Opel (sponsored by Rothmans) start as favourites. Is it time for another European victory? ■

*Hannu Mikkola proved that Europeans **can** win The Safari. The famous breakthrough came in 1972.*






*Mehta continued his domination of the Safari in recent years by taking his fourth successive victory.*

# Four for Mehta

Mehta wins in dry and dusty conditions — Rohrl takes second to extend his world championship lead — Aaltonen's challenge ends in the closing stages — Pond takes fourth as Datsun score 1-3-4-5. Report: PAUL DAVIES — Photography: HUGH BISHOP.

**Shekhar Mehta insisted on being allowed to drive one of the 'old' Datsun Violets instead of the newer Silvia-bodied cars and this paid dividends, as he took his fourth successive Safari victory over the Easter weekend.**

**Although Datsun began the event as favourites, there was much speculation as to how the Rothmans Opels would fare. As it turned out the German-based team very nearly took the win that was threatened, but the whole event was one of see-sawing fortunes, that cast the eventual result in doubt right up to the end.**

**Despite earlier fears of a wet rally that would have made the result a complete lottery, the weather was in the main dry. The roads were dusty and hard, giving rise to suspension and axle problems for the leading runners rather than lack of traction.**

**After taking an early lead, the two Datsuns of Mehta and Kirkland both suffered rear axle failures which dropped them down the leader board and handed the lead to Mehta's arch rival, Rauno Aaltonen in the Opel. Aaltonen was out to avenge the defeat he suffered at Mehta's hands last year after a long and drawn out protest.**

**Aaltonen so very nearly made it too. Having inherited the lead he held on to it for almost half of the rally but he also suffered axle failure just 400kms from the finish. He was still in third place after 73 of the 83 controls when a con-rod was blown out and with it went a fine run.**

**British hopes rested on the shoulders of Tony Pond and Terry Harryman, also in a Datsun. On their first Safari they were an unknown quantity. Would Pond's natural speed bring about his downfall on an event that is quite literally the survival of the fittest? The emphatic answer was no — in fact Pond was lying third near to the end but had to eventually settle for fourth — nevertheless an excellent result.**

At scrutineering the line up suggested that the 1982 Safari was going to be a two team race. All six 'A' seeded drivers came from the Datsun or Opel camps with only the locally produced Range Rover of Rob Collinge to break the monotony amongst the four 'B' seeds.

For the favourites, Datsun, Mike Kirkland, Timo Salonen and Tony Pond had the newer Silvia bodied cars while Shekhar Mehta stuck to the older Violet GT, all of them running the same twin cam, 230bhp engines and live rear axles. Semi-works cars were in the hands of Yoshio Iwashita and Kenyan, Johnny Hillier, but these were the larger bodied 910 Bluebird saloons with independent rear ends and 270bhp single cam Turbo power units.

The two Rothmans Opels were the only cars tipped to upset the Japanese. Rauno Aaltonen reckoned he'd got his fastest Safari car in his 19 years on the event while Walter Rohrl looked less confident than the Finn and was announcing his intentions of taking things easy for as long as he could.

Amongst the others, Munari's Almeras Porsche 911 had full Eminence support with Daniele Audetto directing operations. No less than five four-wheel drive Subarus of confusingly differing shapes, but all with 1.8-litre power looked purposeful. Vic Elford in the top seeded four-door saloon was relishing the idea of the rally.

In efforts to make life less complicated, the first of the three legs took crews south to the Mombasa coast allowing the second and third sections to the west and north to be closer together and reduce mileages for support vehicles. Brief rain in Nairobi immediately before the start suggested the previously dry weather might be about to break.

The first sections to a short rest at Mtito Andei, way out to the coast, were just to settle crews in. The Chyulu Hills were dry, dusty and rough but there was very little service activity amongst the front runners. Kirkland came in with a puncture, Salonen had gone off the road twice and had braking problems but Mehta, the two Opels and local man George Barbour were clean. Tony Pond was grinning and Terry Harryman said he thought he, "would rather be in Africa than Ireland but he'd reserve judgement until Monday!"

Soon after Mtito the rally really started. The Taita Hills always cause problems even when dry and most people lost some time, Aaltonen emerging with a 1min lead over Mehta with Barbour third.

The next section, from Bura to Rukanga, was the one that caused problems. The rain came for just long enough to bring out the infamous Safari mud and in one 100 metre mud hole the whole rally changed.

Mehta went through with just 7mins lost, Aaltonen went even better and dropped no time at all. For Salonen, Pond and Rohrl it wasn't so easy. Salonen's Datsun was stuck for 85mins adding to his brake problems and Pond's delay was 79mins.

Rohrl's Ascona also got stuck. The German tried to drive down the other side of the hole to Aaltonen and became well bogged down. The Opel mud truck also got stuck and it was 45mins before Rohrl and Christian Geistdorfer were on their way.

Aaltonen did not hold his lead. On the last section before the Mombasa rest halt a front shock absorber softened and although the 44-year-old Finn took things easy the pounding caused a ball joint to break. He and Lofty Drews tried to make a quick repair but service help was needed and 38mins were lost.

Into Mombasa the order was: Mehta/Doughty (Datsun), 39mins; Kirkland/Levitan (Datsun), 61mins; Aaltonen/Drews (Opel), 67mins; Iwashita/Nakahara, (Datsun), 73mins; Rohrl/Geistdorfer (Opel), 92mins; Patel/Patel (Datsun), 107mins; Collinge/Fraser (Range Rover), 109mins; Takoaka/Bell (Subaru), 109mins; Nanda/Yusuf (Datsun), 110mins; Shah/Khan (Datsun), 119mins.

Salonen had a broken sump to add to his other problems, resulting in 200min penalties at Mombasa. Team-mate Pond was still in touch, just outside the top 10.

Elford was one who didn't make it. He got through the mud with no real trouble and came out of Rukanga in fifth place only to roll the Subaru and lose his time card. Nandra's Datsun Silvia looked in a good position but didn't re-start, engine and differential problems being blamed. Munari was still running but way down the field with transmission and suspension troubles.

The return to Nairobi didn't have so much mud but the Taita Hills meant real trouble for the live axle Datsuns. Both Mehta and Kirkland lost their positions when the differential casings broke. Changes were made in the section but Mehta's replacement was found to be leaking and that was also changed at the next control.

With an obvious problem in the rear axle department, Pond and Salonen also had replacements as a precaution.

Datsun's failures were Opel's good fortune and, as the cars took their final service of the first leg, Aaltonen was 17 mins clear of Mehta with Rohrl behind the Kenyan.

By the time Nairobi was reached both Hillier's Bluebird and Salonen's Silvia had dropped out with excess time, leaving just three Datsuns to fight the Rothmans Opels on the second leg.

Positions into Nairobi: Aaltonen/Drews, 97mins; Mehta/Doughty, 113 mins; Rohrl/Geistdorfer, 128mins; Kirkland/Levitan, 134mins; Collinge/Fraser, 175mins; Iwashita/Nakahara, 178mins; Shah/Khan, 181mins; Patel/Patel, 214mins; Pond/Harryman, 225mins; Takoaka/Bell, 228mins.

At just over 1600Km the second leg was slightly shorter than the first. Running north west from Nairobi the 45 survivors set off in the middle of the night to head for the shores of Lake Victoria and the most northerly points of the rally near the Ugandan border.

Although classified in 15th place at the end of the first leg, Munari's Porsche did not re-start — general mechanical problems and an extreme likelihood of the car not getting much further being given as the reasons for the car not leaving *parc fermé*.

Datsun, meanwhile were wondering how many more axles they would need to complete the rally — team manager Wakabayashi said that faulty welding was the cause of the problems and the

## Notes on the Cars

### Datsun

Three different types of Datsun were entered by the factory teams. Three times winner with Violet cars (also once with a 240Z), Shekhar Mehta elected to drive a Violet GT (despite the fact that this car is no longer in production, and took longer to prepare), and his car (KNY59NA8198) was specially painted in the fluorescent red of Marlboro, not the team colours of red, blue and white. This car was right hand drive, as were two of the three factory Violet GTS cars, which were prepared in the normal 1982 colour scheme. These were driven by Mike Kirkland (KNY59YA198) and first time Safari driver Tony Pond (KNY59CHI1961), the latter distinguished by patches of anti-glare black paint on his bonnet. Timo Salonen drove the only left hand factory car, the third Violet GTS (KNY59YA199). All these cars used the same type of two-litre 16-valve twin cam engines, said by the team to develop about 230bhp, and all used Dunlop tyres. Training cars used by these drivers were: Mehta (Violet GT) KNY59NA8195, Salonen (GTS) KNY59CHI1958 and Pond (GTS) KNY59CHI1959.

Datsun also entered a B-team, using Bluebird Turbo cars. Two cars (TKA57RU4052 in orange, brown and black colours of DHL Group, driven by Safari specialist Yoshio Iwashita and KNY59HO128 for John Hellier, in normal colours) were fitted with cross flow eight-valve 1770cc Turbo engines, which were said to deliver 270bhp. No Silvia Turbo cars were entered (though one has been promised for the Acropolis), although several local drivers had hoped to drive Violet GTS cars privately. Under an import arrangement made by the organisers, four of these cars arrived in time for scrutineering. These were for Nandra (KTV610, in white), Omar from Dubai (KTV170 in Marlboro colours) and for last year's Group 1 winner Anwar (KTU828, white), whilst by virtue of a last-minute substitute entry, the girl Ann Taeth entered a white car registered KTV068, sponsored by Singer. These cars were entered in Group B, which makes them the *fifth* type of Silvia so far used in international rallying. These cars were fitted with fuel injection engines (the works cars have carburettors) in standard preparation and with an insufficiency of spare parts. The Violet GT, and Violet GTS cars were Group 4, whilst the Bluebird Turbos were Group 2. A private Group 2 was Siller's 160J eight-valve car (an ex-works car KNY57RU694). Two training Bluebird Turbo cars were KNY59NA2990 and KNY59NA2929, both right hand drive.

### Opel

After several years of learning and a remarkable drive last year by Kullang's Publimmo-sponsored Ascona 400 (in which he led the rally for virtually all the way except the last 10 sections), Opel arrived with high hopes. They had two left-hand drive cars (GG-CJ649 for Rauno Aaltonen and GG-CJ991 for Walter Rohrl), sponsored by Rothmans, with the usual Safari preparations. These included low-compression engines, to suit local fuel, headlamp wipers, dual windscreen wipers (as first tried in Sweden) and elaborate water proofing, which in testing was so effective that the depth of water which could be crossed was governed by the tendency of the car to float. Michelin TRX tyres were used. Swedish rally champion, Bjorn Johansson, and German tuner, Reinhard Hainbach, were retained as high-speed supervision car drivers, able to follow the route, since on most sections there was no restriction on the presence of non-competitive cars. No other General Motors cars were on the entry list.

### Porsche

After last year's débâcle with the Dodge Ramcharger team (when the car he rented failed to reach any competitive section) Sandro Munari came to this event with an Almeras-prepared, Eminence-sponsored Porsche 911SC, the car first seen in Portugal used by Jean-Luc Therier (1717SC34). Michelin tyres were used, a low-compression engine giving about 270bhp was fitted, the suspension was set 2cms higher than normal and on the advice of Jurgen Barth some very soft suspension was fitted. It was Munari's first ever rally in a Porsche.

### Subaru

For the third year running, a privately-sponsored team of Subarus were entered. The drivers of these cars (which have optional four-wheel drive in their homologation forms, although basically the cars are front-wheel drive) were instructed to use four-wheel traction all the time. Three different models were entered: one of the cars was the old-type, single headlamp hatchback model, with short wheelbase (Khoda had GM57NE6132, yellow), two were longer wheelbase saloon four-door cars (Vic Elford drove GM57MO7600, white and Takaoka drove GM57MO5886, red) while two were estate cars (Takahashi, GM57MO7601, yellow and Alam GM44TU6266, white). All cars had 130bhp engines (the old hatchback using Hitachi carburettors whilst the others Solexes), the hatchback weighing 885kgs, the saloons 950kgs and the estates were 1000kgs, the latter two types all using four headlamp bodies. All the cars were on Bridgestone tyres. The team manager Kosine proudly explained the team were supported by no fewer than 26 different sponsors! All the cars were entered in Group 2. The last time the one-time Monte Carlo Rally winner and Grand Prix driver had entered the Safari was in 1964, with a Ford Cortina.

### Other Cars

Rob Collinge's locally-assembled Range Rover was fitted with a modified engine, though hopes of importing an engine from England for the event fell through. Several Mitsubishi Colt Lancers were entered, including the husband-and-wife Choda crew, who have now entered more Safaris than any other crew. Once the "lions" of African rallying, Peugeot was not officially entered, though a handful of 504s were there.




*Rohrl kept his, and Opel's, world championship challenge going with a fine second place.*

replacements were being strengthened. Even so the problem was likely to get worse — even his personal supervision car had suffered!

The gallant three car challenge from the Middlesex AC was reduced to one Toyota Corolla. Graham Samuel and Tom Phillips re-started three cars from the bottom of the list but with high spirits. The other entries, Tom and Ann Ryan, and Peter Banham/Chris Parsons had left the event before the cars got into Nairobi on the first leg.

Despite usually being reckoned to be tough, the run to the rest halt at Kakemaga was almost incident free for the top few. Aaltonen maintained his lead over Mehta, the two Rothmans Opels in fact running one and two on the road at this point until Rohrl lost 13mins with a cam belt change.

The first man to strike real trouble was Collinge. The bonnet of the Range Rover flew open and, with a smashed screen, the car left the road. As the Rover took to the bush the front axle casing broke. The 20mins delay did not seem too much but on the way into Kakemega it was found that the rear axle was also cracked and was leaking oil. The resulting servicing cost a further hour.

Takaoka's fine drive in the Subaru ended before the halt when first the crew lost time with gearbox trouble and then the engine failed. Iwashita, who had put the Bluebird Turbo to as high as fourth spot at one point, came into the halt way down after losing 200mins on one section and did not re-start.

Mike Kirkland was the other man with problems before Kakemega. The Datsun Silvia was booked into a control seven mins early and this gave him and Anton Levitan a massive 70mins penalty. As it happened, the delay was not to make much difference in the end.

Into Kakemega the positions were: Aaltonen/Drews, 105mins; Mehta/Doughty, 123mins; Rohrl/Geistdorfer, 156mins; Shah/Khan, 218mins; Kirkland/Levitan, 225mins; Collinge/Fraser, 239mins; Pond/Harryman, 241mins.

The run from Kakemega to the control and brief halt at Eldoret caused few problems, Aaltonen and Mehta arriving on the same minute on the road. Aaltonen in fact had lost a couple of minutes on one section due to a wrong tyre choice and was just 16mins ahead of Mehta.

Then, things started to go wrong for the Rothmans team. Some unkind soul reminded manager Tony Fall that he once said, "Whoever led the Safari at halfway could not win." Eldoret was halfway, and Aaltonen was leading . . .

Soon afterwards, in the rocky Kerio valley, the Opel stopped with a broken rear axle.

The crew set about removing the unit while the chase car was canibalised but it was over an hour and a half before they could get going again.

Opel's disaster put Mehta back in front while Rohrl and Geistdorfer moved up to second with the other Opel a long way off the leader in third place. As the cars headed back to Nairobi, Tony Fall was planning more axle changes and the Datsun crews were also scheduling re-builds.

Meanwhile Tony Pond had been going without major problems and by Nairobi he was in fifth place and only 4mins behind Kirkland. The rumour that Terry Harryman had fallen asleep on one section and woke up muttering 'Happy Easter' was denied by the British crew!

Positions at the end of the second leg: Mehta/Doughty, 159mins; Rohrl/Geistdorfer, 212mins; Aaltonen/Drews, 240mins; Kirkland/Levitan, 282mins; Pond/Harryman, 286mins; Shah/Khan, 297mins; Collinge/Fraser, 372mins; Barbour/Combes, 436mins; Takahashi/Gohil, 500mins; Alam/Khan, 512mins.

▶

continued

With 44 starters on the second leg (the Porsche staying in *parc ferme* with the local press making much of the 'Munari mystery') only seven fell by the wayside as the cars returned to Nairobi.

Eight hours later they were on their way again for the final 1477 kms around Mount Kenya and back.

Mehta was the first man on the road and so had to suffer errant spectators until, near the Nyeri lunch halt, Pond moved ahead and became 'sweeper' car for the Datsun team. By now the Japanese were scheduling axles at 800 km intervals just to make sure and Mehta's personal score for the complete rally was to end at seven.

With a good lead, Mehta had no intentions of breaking anything but it seemed as if Aaltonen had not given up hope. He pushed the Ascona along to the rev limiter in an effort to catch Kirkland who was immediately ahead on the road.

At Nyeri, Aaltonen and Kirkland arrived on the same minute. The little Finn put the car sideways by the control desk (also placing himself in front of Kirkland's car) and the passenger door flew open. The idea was that Lofty Drews would be catapulted out to bring his card down on the desk before Anton Levitan and so be ahead on the road at the re-start.

But the best paid plans go astray. Drews had forgotten the Opel's roll cage tube that runs along the lower part of the door aperture. He fell head over heels, putting a nasty bruise on his bottom (which he proudly showed to all at the end of rally press conference) as well as losing the race to the desk.

Aaltonen got his own back on the next section by catching and passing Kirkland.

One crew too late into Nyeri were Graham Samuel and Tony Phillips. In 27th place they just didn't make it in time and so were 'timed barred' from continuing, leaving the Middlesex AC team vowing to 'come back and try again next year'.

On his roof soon afterwards was George Barbour who, after high places on the first leg, was still comfortably inside the top ten. Despite obvious damage to the Paul Ridgeway prepared Escort he carried on after replacing the steering rack only to have a stub axle break at a point where there was no service.

Pond's charge continued right through the leg and by the mid-way point he had passed Kirkland for fourth place and had a 4-mins advantage but was still over an hour behind Aaltonen. Soon afterwards he was to make up another position.

Aaltonen's rally came to an end 8 kms from the Rumurati control when the crew heard clanking under the bonnet. The crew peered in to see a hole in the block where number one con-rod was trying to get out. It was a cruel end to a fantastic drive only 400 kms from the finish.




*Above: Sandro Munari's Porsche failed to finish but Rob Collinge (below) had a good run, taking sixth.*






Then it seemed as if Rohrl too had trouble. The blue, white and red Rothmans Ascona did not want to run properly at low revs and was difficult to start. Non-seating valves were thought to be the problem and it was a case of fingers crossed all the way to Nairobi.

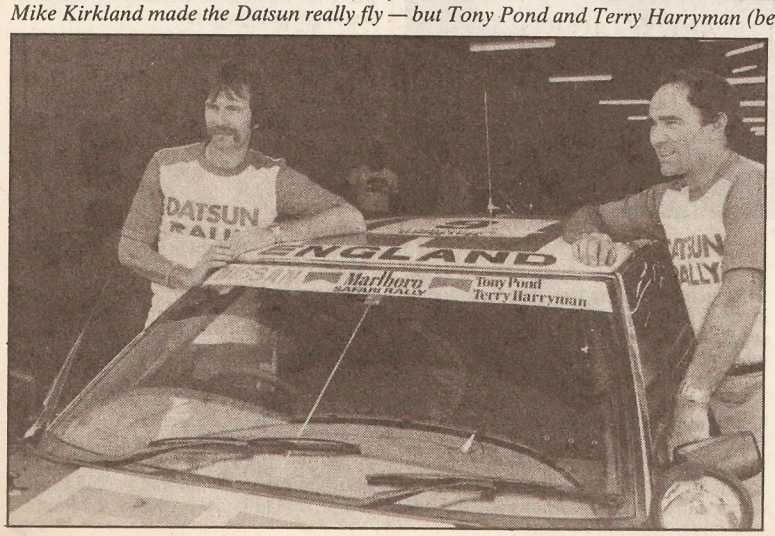
Despite the fact the final run was not reckoned to hold any particular problems it still spelled trouble for Pond. A front strut broke on the Bahati to Kalou section. Pond tried to continue but very soon a steering arm came away and the Datsun left the road. The resulting repairs cost 45 mins as well as the hard-earned third place.

The order was now decided. Mehta had his last axle change when he wasn't expecting it and lost 11 mins but was still 39 mins ahead of Rohrl who reported that the engine was not too good low down but perfectly OK at over 6000 rpm.

Back at Nairobi the crowds gave Mehta's fourth in a row (and fifth overall) victory the reception it deserved — and got baton charged by the police for their enthusiasm. Walter Rohrl, with a 19-point lead in the world championship, looked pretty pleased as well. Kirkland's third place was well driven without major dramas while Tony Pond's fourth deserved special credit. He and Terry Harryman did their homework, covering the complete route twice, to pull in one of the best ever results for a Safari first timer.

Four Datsuns made it to the top ten — Shah taking the Group 2 award — plus three Subarus and a Mitsubishi Colt. The Japanese take the African market very seriously.

*Mike Kirkland made the Datsun really fly — but Tony Pond and Terry Harryman (below) were outstanding.*




**Marlboro Safari Rally (EAK)**
**Apr 8-12**
**World Rally Championship of Makes, round 3**
**World Rally Championship of Drivers, round 4**

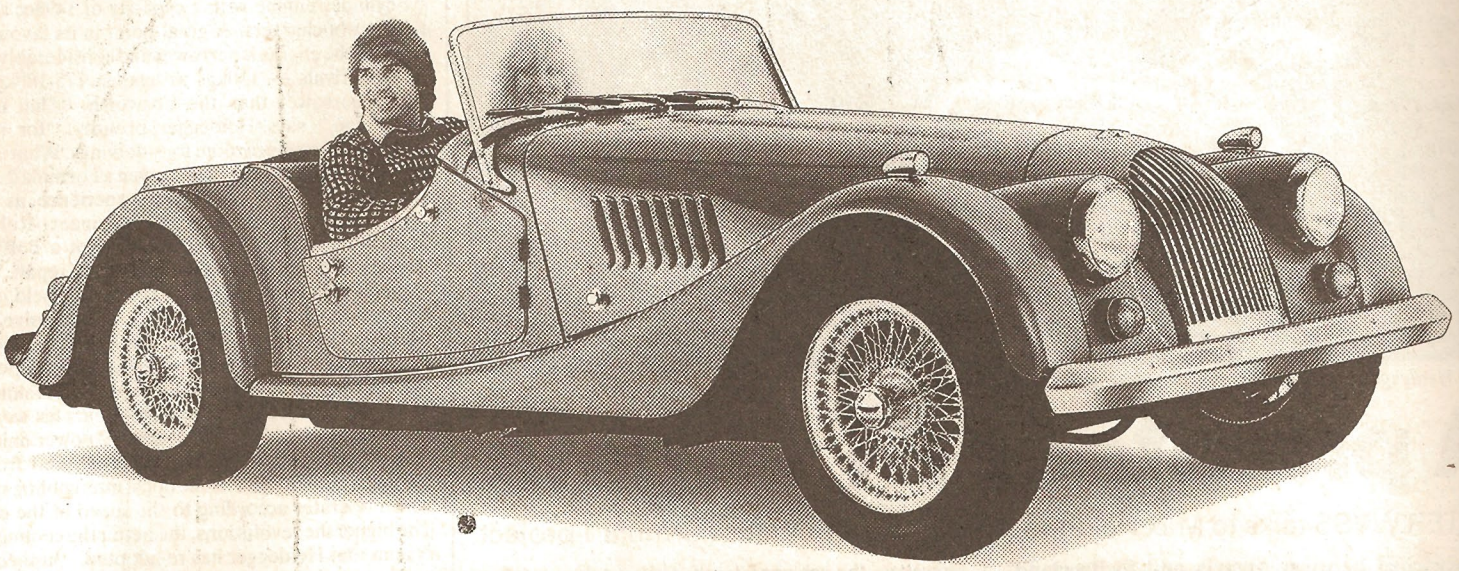
1, Shekhar Mehta/Mike Doughty (Datsun Violet GT), 4h 26m penalty;
2, Walter Rohrl/Christian Geistdorfer (Opel Ascona 400), 5h 07m;
3, Mike Kirkland/Anton Levitan (Datsun Violet GTS), 6h 16m,
4, Tony Pond/Terry Harryman (Datsun Violet GTS), 7h 00m;
5, Jayant Shah/Aslam Khan (Datsun 160J), 8h 15m;
6, Rob Collinge/Mike Fraser (Range Rover), 8h 54m;
7, Yoshinoru Takahashi/Mahendra Gohil (Subaru 4WD Touring Wagon), 12h 20m; 8, Frank Tundo/Quentin Thompson (Mitsubishi Colt Lancer), 12h 53m; 9, Javaid Alam/Arshad Khan (Subaru 4WD Touring Wagon), 13h 51m; 10, Ramesh Khoda/Jasvinder Matharu (Subaru 4WD Swingback), 15h 35m.

**Starters/finishers:** 73/21

**Leading retirements:** Timo Salonen/Seppo Harjanne (Datsun Violet GTS), withdrawn after delays, 28 controls visited; Rauno Aaltonen/Lofty Drews (Opel Ascona 400), engine, 73; Yoshio Iwashita/Yoshimasa Nakahara (Datsun Bluebird Turbo), accident, 42; John Hellier/Rob Anderson (Datsun Bluebird Turbo), engine, 29; Sandro Munari/Ian Street (Porsche 911SC), withdrawn after delays, 29; Vic Elford/Chris Bates (Subaru 4WD Sedan), accident, 11; George Barbour/Rob Combes (Ford Escort RS), accident damage, 66.

**Rally leaders:** start to control 5, many crews without penalty; 6 + 7, Mehta, Aaltonen and Barbour; 8-12 Aaltonen, 13-22 Mehta, 23-51 Aaltonen, 52-83 Mehta.

# FOR THE MAN WHO THOUGHT HE



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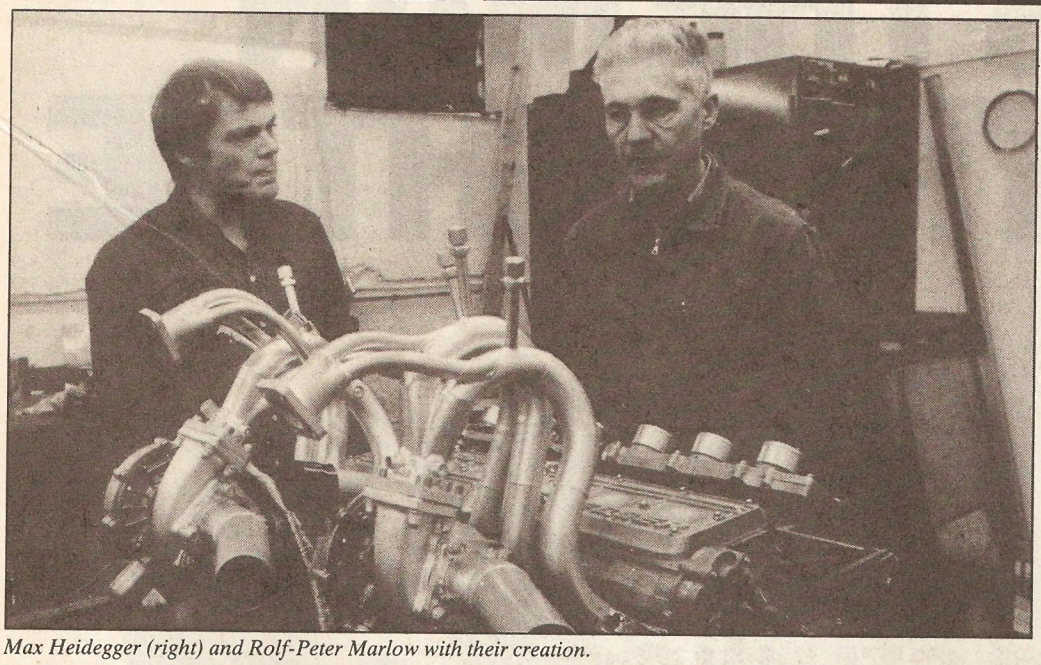
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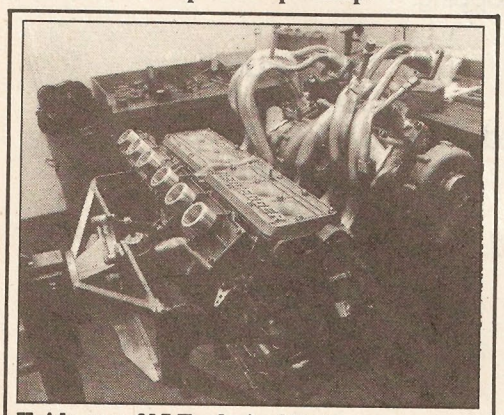
*Max Heidegger (right) and Rolf-Peter Marlow with their creation.*

# A privateer F1 engine

## PETER WYSS talks to Max Heidegger about his ambitious Formula 1 project

**Sandwiched between Austria and Switzerland, Liechtenstein has a prince and princess who rule over the country's 25,215 inhabitants. It also has a women's Olympic champion, who once held sway on Europe's ski slopes. Furthermore, Liechtenstein now has a turbocharged straight-six engine for Formula 1 racing cars.**

**"In the long run there's no way round the turbo," says Max Heidegger. Having come to that realisation, the inventive BMW tuning expert from Triesen began to develop a blown unit of his own. Such insight was not the only reason though. What tipped the balance was BMW's decision, which has since been reversed, not to enter F1 with their own turbo engine, the very engine with which Markus Höttinger aroused such interest in the German Group 5 championship.**



**Heidegger 615 Technical Data**

Six cylinders in line (two blocks of three cylinders each). Cubic capacity 1498cc. Bore 86 × 43mm. 24 valves controlled by two overhead camshafts via cup tappets and valve springs. Two KKK turbochargers with boost intercooling. Cast magnesium engine block and crankcase. Sleeved pistons and cylinder heads in aluminium alloy by Mahle. Fuel injection by Kugelfischer. Ignition by Dr Hartig, later to be replaced by Marelli. Forged crankshaft by Alfing. Central power drive via a transmission shaft set parallel to the crankshaft. performance approximately 540bhp at an inlet pressure of 1.5 bar, approximately 580bhp at 2 bar. Weight 130kgs.

The engine can later be used for F2 as a normally aspirated two litre engine. Weight approximately 98kgs. Performance in excess of 300bhp.

However, the scheme also had the backing of Ron Dennis, who was then one of the leading lights in Formula 2 with his Project Four team. "Ron Dennis, John Barnard and I met in Munich, where the entire project was discussed. We agreed that Dennis and Barnard would design an F1 chassis and I would supply the turbocharged engine for it. That was how it was discussed and decided."

Agreement was only verbal, and that was a mistake. Dennis and Barnard have long since been at the forefront of F1 with their carbon fibre chassis, but there will be a Porsche turbocharged engine under the cover instead of the Heidegger unit.

If Heidegger is to be believed, Ron Dennis rather let him down. Five days before the official presentation of the McLaren team of Niki Lauda and John Watson and the announcement that a contract for the development of an F1 engine had been signed with Porsche, Dennis and Barnard were in Liechtenstein, where Max Heidegger demonstrated a lively turbocharged engine on the test bed. "We agreed that the engine had to run at race speed on the bench. It behaved faultlessly — we assessed everything and discussed the results. There was no talk of switching to Porsche, even when I spoke to him shortly afterwards."

It was agreed that the final go-ahead would be given by telephone within the next few days, but Heidegger heard nothing more from his English visitors. Max Heidegger, who is mostly to be seen presiding at the race tracks in braces, was almost bowled over by the blow that was to strike him on the following cold and grey Thursday in November. "I first learned the true intentions of McLaren in the sports report on Austrian radio the evening before the presentation. I was thunderstruck."

So now the plucky engine builder from the tiny country of 60 square miles finds himself with one worn-out turbocharged engine and another new one that was completed in mid March. "We thought McLaren's behaviour unfair. If they had only given us six months' warning we would have had time to look around for another interested Formula 1 team, but now we are half way through the season and most designers have already made their long-term plans."

Heidegger immediately contacted a number of teams, but met with no positive response. A question of cost? Development to date has swallowed about 1.15 million Swiss francs, which Heidegger himself and benefactors he has known for many years have sunk into the audacious project. Heidegger is now asking 2.5 million francs, quite reasonable when you consider that McLaren and Marlboro had to fork out more than 1 million Marks for the Porsche engine. "For that price the team would get a complete engine," says Heidegger. "Only the hoses would have to be connected."

This brings us to the technical specifications of the "Heidegger 615", as the Liechtenstein fireball is officially called. Conceptually, Heidegger has broken completely new ground. Instead of the conventional V cylinder arrangement, Heidegger chose an in-line six-cylinder engine with a capacity of 1498cc and two KKK turbochargers. A great point in its favour is the fact that the engine is narrower and considerably lighter than its rivals — 130kgs as against 175-180kgs, and 32cms narrower than the Cosworth. "That is some advantage," says Heidegger proudly, "for it gives designers even more room for side wings. What is more it is much easier to install than even a Formula 2 engine. Our engine has been built from experience, as we had no conceptual constraints. My engineer, Rolf-Peter Marlow, is a practical technician, not a boffin who designs equipment that is difficult to repair." Here Heidegger is also alluding to the widely-held opinion that a turbocharged engine is more expensive than a normally aspirated engine. "Rubbish. Servicing is cheaper than for a Formula 2 engine and the purchase price no higher than that of a Cosworth." Heidegger is in a good position to judge — for years his workshop has prepared highly sophisticated F2 power units.

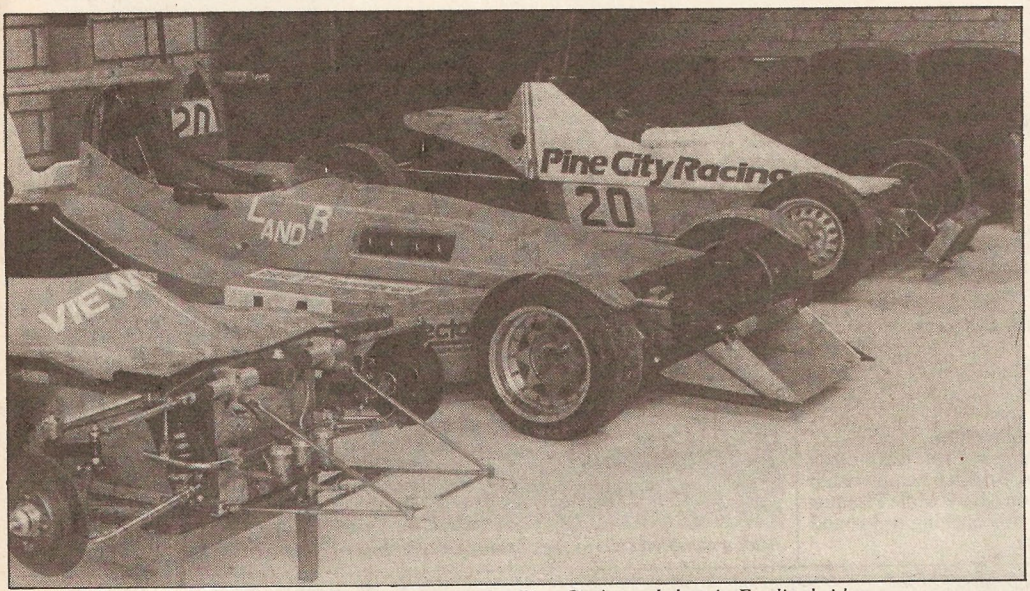
A second advantage, not to be ignored from the technical point of view, is the boost intercooling system, which operates according to the speed of the engine. The higher the revolutions, the better the cooling. It is a system that Heidegger has re-adopted. "In theory the engine will develop the same air charge temperature in Monaco as on a long straight. Too high a temperature and the resulting drop in performance is normally one of the main problems with turbos.

"I also fail to see why everybody is scared of buying or designing a turbo," Heidegger continues. "I know BMW have had some problems up to now, but they have gone about it the wrong way. If you have an engine that has already reached the peak of development as a normally aspirated unit, you must not try to produce a turbo version of it. That is what BMW have done; even in Formula 2 they were constantly suffering piston failure because the engines could not stand up to 330 horsepower. What is going to happen when it develops 600bhp?"

With that, Heidegger brings the conversation round to the current problem involving BMW and Brabham in F1. "I think it is unfair what BMW are doing to Brabham. According to the press on the continent, it is Brabham who is the rogue, but surely the British have not been using brakes for eighteen months that are suddenly unacceptable? Brabham now has to build a new monocoque, not because the previous one was too weak but because the engine was used as a load-bearing component, as in the Cosworth. BMW cannot do that, as the forces are too great; with the engine at the limit as it is, they would distort the block, inevitably leading to engine damage. Externally there is nothing to be seen, but the oil pressure tells another tale. That was undoubtedly what happened to Patrese at Kyalami.

"Today the engine need no longer be used as a structural member, as the chassis has become so light. With our light engine a team can begin by saving the tremendous cost of a carbon fibre monocoque. That is a salient point with regard to the alleged escalation in costs. The British claim that turbos would be the ruin of Formula 1, because the smaller teams just could not afford them. That is completely untrue, for it is carbon fibre chassis which run away with the money. If they had our engine, a team could compete with a conventional aluminium monocoque."

Whatever the outcome, Max Heidegger does not regret having embarked upon this great project, which even some powerful works would not dare undertake. Although he says he would do it again, he has grown wiser. "Next time I would have detailed, enforceable contracts drawn up beforehand so that I would not be led onto thin ice again. We are the small fry, we are the ones who get hurt. However, we now hope to find a team as quickly as possible, so that we can prove all our opponents and doubters wrong." ■




*FF2000, clubmans and FF1600 machinery is prepared at Pine City's workshop in Fordingbridge.*

# Pine Wood studios

MARCUS PYE traces the background to Pine City Racing, one of the country's many respected Formula Ford race preparation teams.

**Money talks ever more loudly in motor racing these days, and as this trend escalates it becomes increasingly difficult for the smaller, less well-funded teams to establish themselves. Only a combination of tireless energy, fastidious attention to preparation and will to succeed can reap rewards for these operations which abound in the Ford formulae, particularly in the novice FF1600 championships.**

**At this end of the scale the number of potential racing drivers — few of whom have sufficient money, fewer still the necessary ability to graduate further up the ladder — is relatively high, allowing the conscientious racehire operator to eke out a living, if not a fortune, but he must price his services competitively. Profit margins are not great, so any hire or preparation team which manages to move up-market can feel justifiably proud.**

**One such team is Clive Wood's Pine City Racing equipe, which, from humble beginnings in a lock-up garage in Bournemouth, has gradually expanded over the past four years in line with its reputation for fine chassis preparation and hire services.**

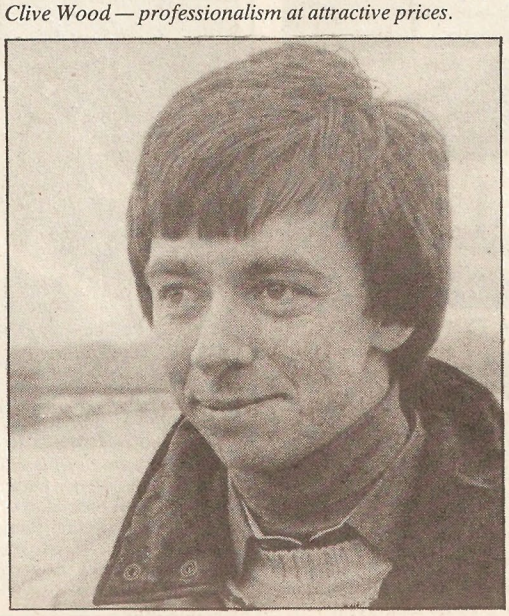
Like so many people in his line of business, Wood's ambitions lay initially in the circuits where he soon encountered the many problems which face the impecunious competitor. "I bought an A-sport Mallock Mk11 clubmans car in 1975 and promptly wrote it off after about 10 laps at Brands Hatch. I rebuilt the chassis to B-class specification for a full season the following year and tried my hand at a few 100cc kart meetings in between. Money was very tight and, purely through Mallock Racing's interest, the car was converted to Formula Ford trim. It was a lot more difficult to drive on FF1600 tyres and, over 10 races, I found myself running towards the back of the field, which wasn't good for the ego.

"It made me realise that my driving potential was limited and, without the finance to have a proper go, I was getting nowhere. Nevertheless, I still wanted very much to be involved with the sport — and to do better within it — so after three or four runs in a Mallock Mk18 which I acquired for B-sport clubmans in 1978 I decided to hire it out to Gary Ferriman, Phil Brown and David Harrington. After Gary had won at Donington, first time out with the car, and finished third at Silverstone the following day, business improved, which I found very gratifying." Pine City (the American servicemen's wartime nickname for Bournemouth) Racing was formed in May 1978 and has never looked back.

"Towards the end of that first season, Phil Brown did a test session in the Mk18 and liked it so much that he bought it. Still keen to try FF1600, I replaced the Mallock with Tom Wood's Van Diemen RF78 over the winter and also built David Harrington's U2 Mk20 A-class clubmans car and subsequently his FF1600-engined Mk20 B-sport version."

Wood's stamina was thoroughly tested for he worked seven days a week from March through to November. Besides fielding his own Van Diemen in FF1600 events for Mike Hawkins and South African Bobby Perel — both of whom went well considering their inexperience — Clive was spending a couple of days per week in London preparing (and repairing!) Harrington's cars before moving on to Dereham in Norfolk, where he tended to the Mallock Mk18 of Polish dental surgeon Czeslaw 'George' Wrzesien (say Wurzession) for the second successive season. Working alone during the day, and with help from Nigel White in the evenings and at weekends, Wood strove to provide second-to-none preparation at a realistic price.

*Clive Wood — professionalism at attractive prices.*



"Looking back, the FF1600s of the mid-seventies mostly lacked preparation by today's standards," admits Wood. "The best cars of the period would look pretty mediocre on a grid in the 'eighties. The tremendous advances in chassis preparation at this level today are mainly due to the efforts of Rushen Green Racing and the works teams in the late 'seventies. Thanks to their professionalism, everyone else was forced to think twice about both preparation and presentation. The work put into a good Formula Ford today is equivalent to the time spent on an F3 car a few years back. As FF1600 chassis have become more sophisticated, the time which needs to be put in at the workshop is unbelievable if one is to turn the car out properly, and not merely to an acceptable standard."

Surprisingly, 1980 proved to be a slack year for Pine City Racing. The Van Diemen had been run 26 times the previous summer but money was getting scarcer. David Corbett and John Pratt handled the RF78, mainly in Dunlop 'Star of Tomorrow' rounds, Pratt acquitting himself encouragingly well. On the clubmans side, Harrington cut back his racing to concentrate on his L&R Commissioning business and, financially, everyone had a rather lean time.

Things looked up last year when Pratt ordered a new Van Diemen RF81 through Pine City, who were entrusted with its running, while Jerseyman Richard Twinam enlisted with Clive for the full Dunlop-AUTOSPORT championship. As he wanted effectively a 1980 car at commensurate cost — his budget not running to RF81 rates — Twinam had Wood update the existing gear.

"We should have bought a completely new car," says Clive, "for the rebuild cost over £2,000." There again, the familiar blue and white Van Diemen was invariably better turned out than the latest machinery, and far easier to drive due to its conventional design and rigid spaceframe.

Pratt attracted much attention for his showings in the P&O Ferries championship — especially his pole position at Cadwell ahead of 'Quique' Mansilla's works car — but he then left the team. After 21 races (and 25 test days) with Wood, Pratt parted company with Pine City and never regained his early form. Lesson learned.

Left with just the RF80, Clive continued to run the immaculate RF80 for Twinam, Spaniard Alfonso Garcia de Vinuesa and Pre-'74 ace David Jacklin (as well as a couple of outings for the author), but it was not until he offered the car to the talented Dave Coyne for the Formula Ford Festival in November that its full potential was realised.

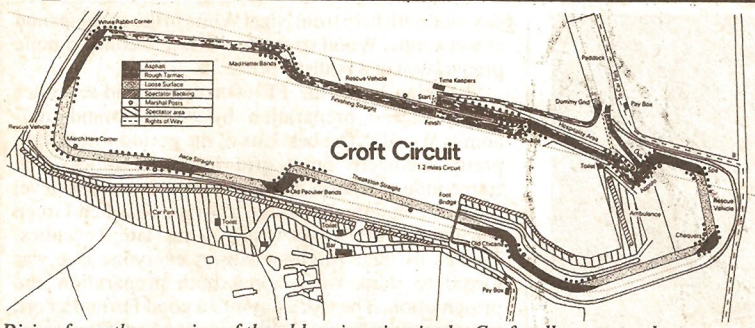
A lot of interest was generated in Pine City Racing's 1982 programme as a result of this performance, although interestingly Wood's expertise is currently being sought in more senior formulae rather than FF1600. David Harrington has returned to the fold with his Mallock Mk21PC whie Neil McGuigan has graduated into FF2000 with the ex-John Davis Van Diemen RF81 which is now based at Clive's newly-acquired industrial unit, idyllically situated in the quiet outskirts of Fordingbridge and with plenty of scope for team expansion in the future. Nigel White has now joined Pine City on a full-time basis while Gareth Griffiths is learning the ropes as the ubiquitous 'gofer'. Clive's long-suffering girlfriend Margaret handles administrative duties and runs the hospitality caravan.

"The only way to attract business nowadays is to offer 100 per cent service at sensible prices," Wood explains. "One has to accept that very few people have a lot of money to go racing with and cater accordingly." Having FF1600s, FF2000s and Clubmans cars on the premises is a mark of confidence in Pine City Racing's abilities and increasingly privateers are bringing their own cars to Clive for modifications, fabrication work or setting-up facilities.

Value for money comes high on Wood's list of service criteria. "I cannot afford to rip people off for my future livelihood depends on Pine City Racing's reputation among paying customers. I am getting far more satisfaction out of motor sport now than when I was driving, and that is as important to me as competing successfully is to my customers." ■

# Sports Extra

edited by Marcus Pye




*Rising from the remains of the old racing circuit; the Croft rallycross track.*

## Croft rallycross

Croft Autodrome's new 1.2-mile rallycross circuit was demonstrated for the first time early this month. The fast Co Durham venue is a mixture of asphalt, rough tarmac and loose ground and features an off-circuit starting grid for ease of race administration.

The first meeting at Croft takes place next Sunday. The British Championship visits the circuit on May 3 while Plasmor building blocks are backing a 3-round series at the track.

## Dragon Lola début

David McLaughlin and Jeffrey Wakelin ran their Lola T70 Spyder for the first time in the HSCC Handicap event at Brands Hatch a fortnight ago. The 1965 machine, which runs in the livery of Pure Lard Britannia, has proven troublesome to date although the Brands-based pair are hoping to have it sorted very soon for outings in the Atlantic Computer sports series.




*After a troubled start to the season, Dragon Racing got their Lola going at Brands.*

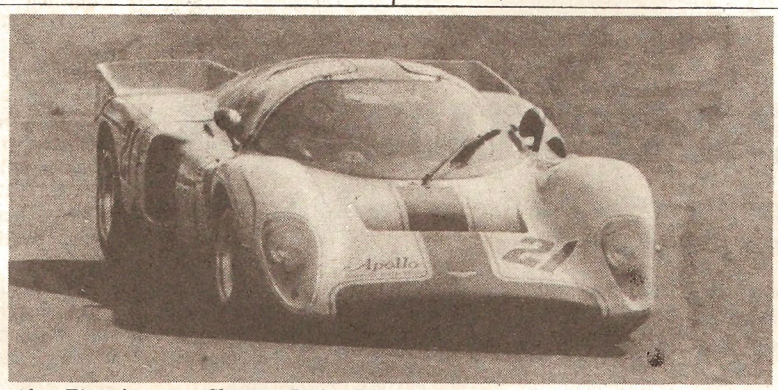
## Mithril man

Young Derek Higgins, generally regarded to be one of the quickest Britons in 100cc karting over the past few seasons, created an excellent impression at Brands Hatch a fortnight ago, driving in only his second motor race.

Mike Boyd-Maunsell of Mithril Racing ran Derek for the first time at Snetterton in the opening BP Superfind Junior championship and was sufficiently impressed to invite him back for another go at Brands. "Derek is desperately searching for the finance to continue," says Boyd-Maunsell, "but we have run him for nothing until now because he has such tremendous potential. We have to find some money before his next outing."

Higgins drove Mithril's ex-Macleod/Haughton Festival-winning Sark on Sunday, the machine being powered by one of Ayrton da Silva's 1981 works Minister engines. Derek made a poor start but hauled his way back up the field in the company of pole-man Andy Middlehurst.

Having passed Mark Newby's Royale by dint of some heroic late-braking at Druids, Derek got the Sark crossed-up and was rammed into retirement by Mark Leveson's Miki Dee team car. Certainly a man to watch . . .




*Alan Eisner's smart Chevron B16 will be seen in some Bellini rounds this season.*

## Eisner's road-racer

One of the smartest cars at Brands Hatch on April 4 was the Chevron of Alan Eisner which ran in the Midlander's Apollo Race and Rallywear livery. Eisner originally entered his ex-Howlings team B8-BMW but opted for his 1969 B16 coupe, powered by a 2-litre Ford Cosworth FVC unit.

The silver and maroon machine has an interesting history, having originally been Jo Siffert's personal road car, then fitted with a BMW engine mated to Porsche transmission. On its return to England about five years ago it was converted to racing trim by John Beasley of BAT Motors. Alan saw it undergoing restoration and sold his Ferrari Boxer to pay for the car.

Although Eisner concentrated on his B8 last season — winning the 2-litre class in the Willhire series — the B16 was also run on three occasions. Having taken the car to Silverstone on Saturday, Eisner left the club circuit ratios in for Brands where he scored his second victory in two days with the Lester Owen-prepared car.

## Alfista Open Days

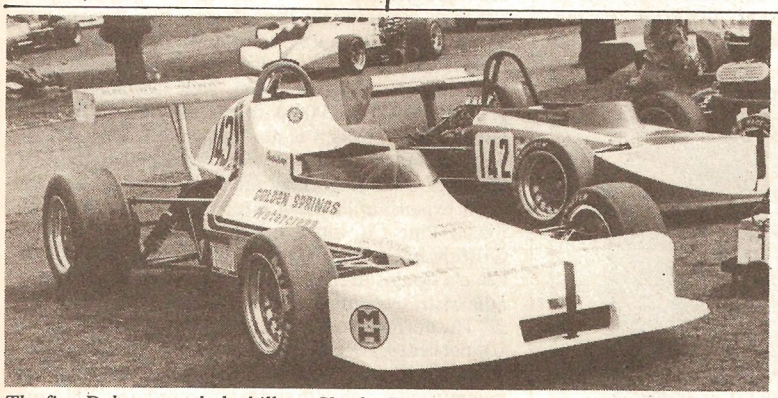
Alfista Special Developments, the BMW and Alfa Romeo preparation and tuning experts in Perivale, are holding 'Open Days' for each marque over the next few weeks. The BMW evening runs from 5.30-9.30pm on Monday, April 19, while the Alfa event is on Tuesday, May 20.

Free rolling road reports on visitors' cars will be available for the first two hours on each night. Car displays and videos will also run in addition to discussions on all aspects of BMW and Alfa preparation.

## Hartford go Fiesta

After three very successful years of rallying as entrants of Bill Gwynne's RS2000, Hartford Motors of Banbury are looking to the circuits for their sport this season.

The Oxfordshire Ford main dealer is supplying and sponsoring a new Fiesta XR2 for Syresham's Martin Sharpe, the rapid modsports Datsun man.

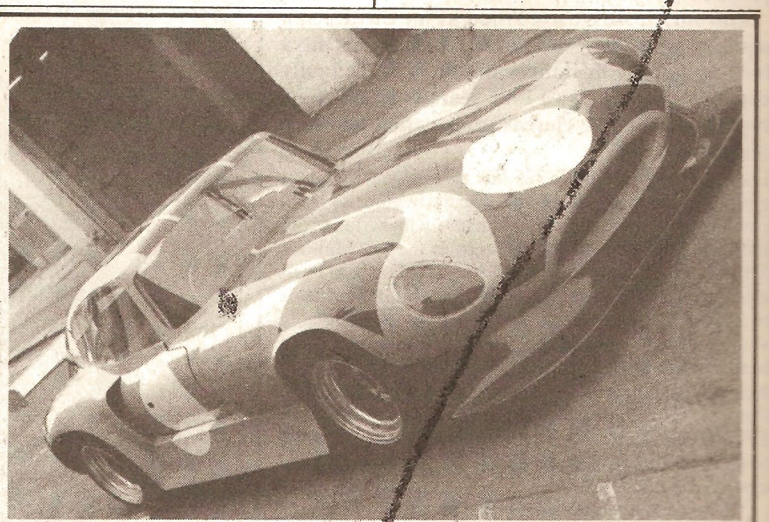



*The first Delta to reach the hills — Charles Barter's brand new T824 at Prescott.*

## Barter's quick Delta

Dorchester watercress grower Charles Barter was out at Prescott on April 4 in the single-seater classes for the first time with his smartly presented Delta-Imp T824. The long-time saloon and sports car supremo showed that he will be a major force in the 1100cc Racing Car classes with the brand new chassis which is basically to FF2000/F4 specification.

The M&H-shod Delta is powered by one of Ray Payne's excellent Hartwell-prepared Talbot power units and was running right on the pace throughout the meeting, Charles eventually finishing third to John Corbyn's BDA-engined Saracen and Jerry Sturman's well-developed Harrison-Imp in what will be a strong RAC series class.

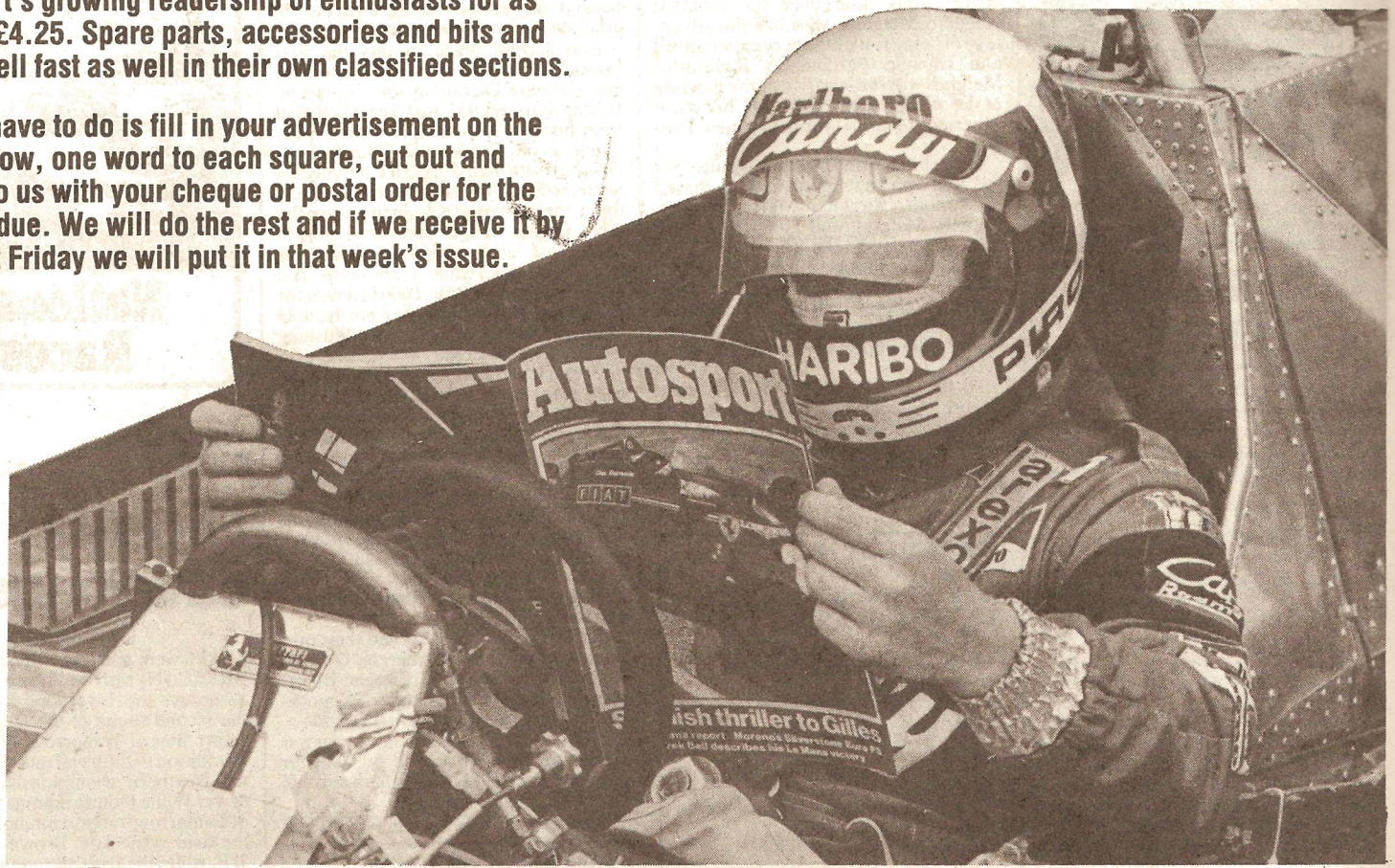


*Since the demise of his old modsports Jaguar E in testing at Goodwood in 1980, Sussex garage owner Dick Whittington has been building this super new E which is due to the shaken down next month. The radical machine incorporates "the application of today's aerodynamic theories while endeavouring to maintain the character of the classic marque". The power plant is as before although revised suspension and a new close-ratio gearbox have been fitted to the lightweight bodyshell. Sponsorship is being sought to run the car in the national championships.*

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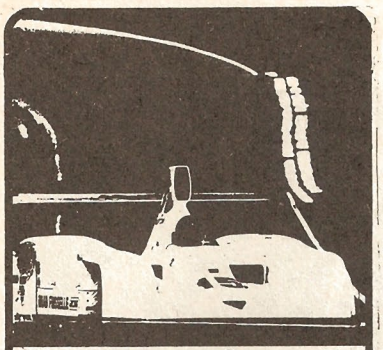
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# Sportscard



## International Races

BAY PARK PACIFIC

# David's double

The final round of New Zealand's Union Travel Formula Pacific series was held at Bay Park last weekend, both 20-lap races being won by David Oxton.

Oxton qualified his Pye-Ralt RT4 comfortably on pole position but was given quite a shock in the first race when 19-year Paul Radisich, in only his second Pacific outing with the ex-Mike Rosen Ralt RT4, led away at the start and stayed head for the first five laps before Oxton could find a way past. The impressive youngster remained within striking distance to claim a good second.

The second race followed the traditional practice of a reverse grid, so that Tom Donovan led away in his ex-Brett Riley March 76/77B, although it took Oxton only until lap 5 to battle up onto equal terms before going away to win comfortably. Sadly, Radisich and Smith had a minor disagreement over lines just a few laps into the race and their collision took away much of the interest. Both made stops to check for damage, Smith retiring as a result.

**BAY PARK (NZ)**
**Apr 11**
**Union Travel New Zealand Formula Pacific Championship, round 5**
**2 × 20 lap races**

**Race One:**
1, David Oxton (Ralt RT4), 18m 27.6s;
2, Paul Radisich (Ralt RT4), 18m 293s;
3, Grant Campbell (Chevron B39), 18m 33.1s;
4, Ken Smith (March 78/79B), 18m 33.7s;
5, Eric Morgan (Ralt RT1), 19m 17.2s; etc.
**Fastest lap:** Oxton and Radisich, 54.9s.
**Race Two:** 1, Oxton, 18m 34.5s; 2, Campbell, 18m 39.0s; 3, Morgan, 18m 42.8s; 4, Steve Cameron (Cuda), 19m 03.0s; 5, Radisich, 19m 22.0s; no other finishers. **Fastest lap:** Oxton, 55.1s.

VARANO F3

# Cappellotto in control

Guido Cappellotto consolidated his Italian F3 championship lead with a storming drive at the tight, twisty Varano circuit on April 4 by taking pole position, a heat win and the final with his Ralt-Alfa RT3.

Cappellotto easily followed up his pole position performance with a clear 12-secs victory in his qualifying heat over the 18-year-old former kartist Ivan Capelli in his Cesare Gariboldi-run, ex-Larrauri March 813. The second heat saw old hand Enzo Coloni also score a run-away victory, this time over F3 debutant Ruggero Melgrati, who has the advantage of being run by the very experienced and capable Ferdinando Ravarotto. Melgrati was the surprise of the meeting as he completently held off his more experienced compatriots in a new Dallara.

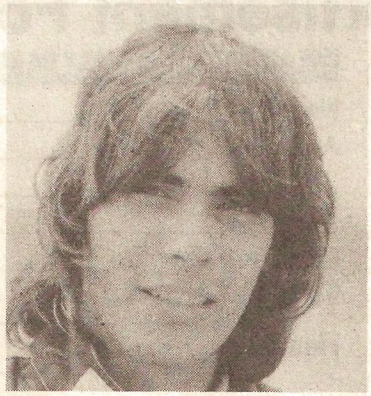
In the final, Cappellotto catapulted his red Ralt into an immediate lead, chased by Coloni, Pierluigi Martini (Ralt), Capelli, Melgrati and Stefano Livio in the former Eddy Bianchi, 1981 championship-winning Martini MK34. Coloni and Martini fought tooth and nail over second position, which was enough to give Cappellotto the break he needed and he duly pulled away to win by some 3.7 secs.

As the scrap for second became more intense, Capelli quickly joined in until clutch troubles forced him back and, like many of the other competitors, tyre problems on the mandatory Pirelli rubber slowed his pace considerably.

TIM TYLER

**VARANO (I)**
**Apr 4**
**Italian Formula 3 Championship, round 2**

1, Guido Cappellotto (Ralt-Alfa Romeo RT3), 40m 57.1s, 81.94mph;
2, Enzo Coloni (March-Alfa Romeo 813), 41m 01.8s;
3, Pierluigi Martini (Ralt-Alfa Romeo RT3), 41m 03.2s;
4, Ruggero Melgrati (Dallara-Alfa Romeo 382), 41m 04.1s;
5, Stefano Livio (Martini-Alfa Romeo MK34), 41m 05.8s;
6, Ivan Capelli (March-Toyota 813), 41m 08.4s; etc.
**Fastest lap:** Cappellotto and Livio, 48.6s, 82.85mph.



*John Paul Jnr — IMSA series leader.*

ROAD ATLANTA IMSA

# Hat-trick at home

John Paul Jnr made IMSA GT history at Road Atlanta on April 4. In front of his local crowd, young Paul guided his familiar JLP Racing Porsche 935 to yet another race victory, his third in succession this year and fifth on the trot if one takes into account the final two races of last season. No-one in the history of the Camel GT has achieved such a record.

To underline his current dominance, Paul qualified comfortably on pole position, some 1.5s faster than Bobby Rahal's March-Chevrolet 82G and then throughout the 60-lap event, finally winning by a margin of 74.478s. Paul had the boost turned right up for the first few laps, recording the race's fastest lap as early as the second tour, but his task was made easier by an engine failure on Rahal's car after only 10 laps and he soon backed off before easing away to an excellent win at record pace.

Into second place in this the first 'sprint' event on the Camel GT schedule, came Danny Ongais in the Interscope Racing Porsche 935 K3. The Hawaiian tried his new K4 example during qualifying, as did Englishman John Fitzpatrick, but both men decided that their cars need more test miles and decided to rely upon their proven K3 versions for the race. Ongais in fact recovered from a couple of early spins to claim his runner-up slot, while team-mate Ted Field, running his Lola T600 in a race for the first time, overcame gearbox trouble to finish fourth behind the Ford Mustang Turbo of Kevin Cogan.

Cogan had rather a nasty fright during pre-race testing when a newly built Mustang blew up and then burst into flames, but he escaped unhurt from that incident and ran confidently on race-day. Fifth fell to the leading GTO BMW M1 of Dennis Aase, who went some way towards making up for disappointments at Daytona and Sebring when, on each occasion, he was eliminated in first-lap accidents! Fitzpatrick took sixth place, having run a strong second until an oil line detached itself.

The GTU class runners had their own separate 30-lap race wherein Datsuns took a turn at the spoils, Logan Blackburn leading home the similar ZX model of George Alderman, while the supporting Kelly American Challenge event was significant for a first time out win for Craig Carter's factory-supported V6 Chevrolet.

STEVE POTTER

**ROAD ATLANTA (USA)**
**Apr 4**
**Camel IMSA GT Championship, round 3**
**60 laps — 150 miles**

1, John Paul Jnr (3.2 Porsche 935), 1hr 24m 29.219s, 107.378mph;
2, Danny Ongais (3.2 Porsche 935 K3), 1hr 25m 43.697s;
3, Kevin Cogan (1.7 Ford Mustang Turbo), 59 laps;
4, Ted Field (5.7 Lola-Chevrolet T600), 59 laps;
5, Dennis Aase (3.5 BMW M1), 58 laps;
6, John Fitzpatrick (3.2 Porsche 935 K3), 56 laps;
7, Phil Currin (5.9 Chevrolet Corvette); 8, Rob Raub (6.0 Pontiac Trans-Am); 9, Lloyd Frink (6.0 Chevrolet Corvette); 10, Billy Hagan (6.0 Chevrolet Camaro); etc.
**Fastest lap:** Paul, 1m 19.88s, 113.570mph.

**Marlboro British Formula 3 Championship**
**After four of 20 rounds**

| | |
|---|---|
| 1 Tommy Byrne (Ralt RT3) | 33 |
| 2 Dave Scott (Ralt RT3) | 18 |
| James Weaver (Ralt RT3) | 18 |
| 4 Martin Brundle (Ralt RT3) | 10 |
| 5 Luiz Schaffer (Ralt RT3) | 8 |

**Next round:** Mallory Park, Apr 25

**European Formula 2 Championship**
**After three of 13 rounds**

| | |
|---|---|
| 1 Stefan Bellof (Maurer MM82) | 18 |
| 2 Johnny Cecotto (March 822) | 12 |
| 3 Thierry Boutsen (Spirit 201) | 10 |
| 4 Beppe Gabbiani (Maurer MM82) | 9 |
| 5 Satoru Nakajima (March 812) | 6 |
| Kenneth Acheson (Ralt RH6/82G) | 6 |

**Next round:** Nürburgring, Apr 25.

**Union Travel New Zealand FormulaPacific Championship**
**Final positions:**

| | |
|---|---|
| 1 David Oxton (Ralt RT4) | 198 |
| 2 Eric Morgan (Ralt RT1) | 124 |
| 3 Bryan Hartley (Chevron B34) | 90 |
| 4 Mike Rosen (Ralt RT4) | 84 |
| 5 Grant Campbell (Chevron B39) | 68 |
| 6 Steve Cameron (Cuda) | 66 |



## National Races

AINTREE

# Crosslé cavalcade

Entries were much healthier for the first BRSCC (N) visit to Aintree on Easter Saturday, the Liverpool circuit seeing the second round of the Dunlop/AUTOSPORT 'Star of Tomorrow' FF1600 series in addition to the usual races counting for the Northern championships. Orkney driver Willie Hourie dominated the 'Star of Tomorrow' races, winning his heat and the final in the Tom Brown-run Crosslé 32F, while the Irish *marque* also claimed a new FF1600 lap record, Richard Peacock at last breaking the 1977 David Leslie time in the eight-year-old Peacock Racing School Crosslé 25F . . .

The afternoon's sport opened with two eight-lap heats to determine finalists for the second Dunlop-AUTOSPORT 'Star of Tomorrow' novice FF1600 round. One of the finds of the earlier Brands Hatch counter, Willie Hourie, astounded onlookers with his practice form, the young Orkneys driver smashing David Leslie's class record by 0.3sec consistently despite a headwind on the Railway Straight.

Having claimed pole by 1.3sec for the first heat, Hourie made no mistake in guiding his BP and P&O Ferries-supported machine to the flag by a comfortable margin. Adam Wallis's Team Jubilee/Alcohols Ltd Van Diemen gave chase initially but the Londoner was too preoccupied with resisting the advances of Michael Spivey, Peter Hardman and Paul Mather in their assorted Royales to stay with the long-distance traveller. Spivey assumed second place briefly — and slammed the door on Wallis at Club — only for Adam to counter the following lap. Mather, doing a fine job after a puncture had restricted his practice, weighed up the situation perfectly on lap 6 by slithering past Spivey, who in turn outbraked Wallis into Club. As Hourie raced to an untroubled win, the order remained the same in his mirrors with Hardman attacking Wallis over the last two laps.

Heat 2 saw circuit regular Andy Middlehurst (Dave Abram-run Van Diemen) break away early, leaving Perry McCarthy (Jubilee/Tarn Print Van Diemen) locked in combat with Tim Sugden (Royale) and John Penfold, his ex-Mackonochie Van Diemen repaired after the Oulton *mêlée*. McCarthy spun at Club while holding the outside station to Penfold at half-distance — and ruined his recovery drive with a similar incident

DUNLOP Autosport
STAR OF TOMORROW FF CHAMPIONSHIP

**AINTREE (GB)**
**Apr 10**
**Dunlop-AUTOSPORT**
**'Star of Tomorrow'**
**FF1600 championship, round 2**
**12 laps — 19.68 miles**

1, Willie Hourie (Crosslé-Scholar 32F), 12m 34.8s, 93.86mph;
2, Andy Middlehurst (Van Diemen-Minister RF82), 12m 39.8s;
3, John Penfold (Van Diemen-Minister RF81), 12m 42.6s;
4, Paul Mather (Royale-Boss RP26), 12m 45.4s;
5, Michael Spivey (Royale-Minister RP29), 12m 47.4s;
6, Tim Sugden (Royale-Scholar RP26), 12m 47.9s;
7, Perry McCarthy (Van Diemen-Minister RF81), 12m 50.8s; 8, David Mellor (Crosslé-Scholar 45F), 12m 51.1s; 9, Mark Newby (Royale-Auriga RP 31M), 12m 54.0s; 10, Brendan McKenna (Royale-Nelson RP29), 12m 55.9s; etc.

**Fastest lap:** Hourie, 1m 02.1s, 95.07mph.

**Dunlop-Autosport 'Star of Tomorrow' FF1600 heat 1 (8 laps):** 1, Hourie, 8m 27.4s, 93.09mph; 2, Mather, 8m 36.0s; 3, Spivey, 8m 37.0s; 4, Adam Wallis (Van Diemen-Minister RF82), 8m 37.4s; 5, Peter Hardman (Royale-Auriga RP29), 8m 37.7s; 6, McKenna, 8m 46.0s. **Fastest lap:** Hourie, 1m 02.6s, 94.31mph.

**Dunlop-Autosport 'Star of Tomorrow' FF1600 heat 2 (8 laps):** 1, Middlehurst, 8m 28.6s, 92.86mph; 2, Penfold, 8m 29.6s; 3, Sugden, 8m 33.1s; 4, Steve Kempton (Royale-Boss RP29), 8m 39.8s; 5, Newby, 8m 41.2s; 6, Mike McCrea (Royale-Auriga RP31M), 8m 43.7s. **Fastest lap:** Penfold, 1m 02.5s, 94.46mph.

a lap from home — so John moved up to track Middlehurst across the line. Sudgen was not bothered by first round winner Steve Kempton's advances, Steve beating Mark Newby's understeering Royale, which profited from teammate Mike McCrea's gyration at Club.

Middlehurst knew that he would have to outdrag Hourie into Country if he was to stand a chance of holding the ultra-consistent Scot in the final, but the white Crosslé arrived first and drifted through a length to the good. Try as he might, Andy could not stay on terms once Hourie had broken his slipstream, and similarly Penfold could do little about Middlehurst. Mather took a long time to demote Spivey but quickly challenged Penfold once by, while McCarthy — who had taken to the grass to avoid the usual first lap bomb-burst at Club (which eliminated Peter Hardman and Peter Stimpson in Touraco cars and delayed teamsters Newby and McCrea) — fought through the field in the company of Dave Mellor's Markian-Crosslé to chase Sugden's sixth-place car. No-one could deny Hourie, however, and the order stabilised behind the gifted Orkney lad.

George 'Welly' Potter had practice problems with the gearbox in his 7.0 Lotus Esprit Chevrolet and in the GT race these persisted. This allowed the 5-litre Beetle of Terry King and the 2-litre Esprit Cosworth of Tony Sugden to get away. After the drag to the first corner, King used the power of the Beetle to pull steadily away from Sugden, the Esprit still not having the benefit of turbo power, to take a fairly easy win. Potter coped as well as he could with misaligned gear selectors, and had to be happy with third place, well ahead of Andrew Wareing's Lotus Elan which was the last unlapped runner. Taking the smallest class and fifth overall was the Davrian of John Foran, which inherited the place when Graham Wallwork retired his Chevette. An interesting scrap for Midget honours went to John Helme from Graham Hughes after Ian Gorrie (Cox GTM) gained the upper hand.

Wally Warwick had been unable to change gear ratios in his Reynard after the sealing of the gearbox and engine at Donington last week, but after practice decided to leave things as they were as the 'wrong' gears seemed to suit the long Aintree straight, which had a headwind all day. Martin Allinson (Van Diemen RF81) led Warwick initially with Richard Peacock, after a lunch-time engine change in his Crosslé 25F, and Tony Allinson (Van Diemen RF81) in close combat with Michael Spivey (Royale RP29) and John Bosch (Van Diemen). Warwick took over the lead for lap 2, the other order remaining unchanged but although the Reynard still led on lap 3 Peacock was up to second and pressing the leader hard. Peacock took over at the front on lap 4 as Warwick coasted into the pits with a dead engine. A low tension lead had come adrift, but the offending item was refitted in time for the Reynard to complete one more lap before the flag fell. Peacock used his extensive knowledge of Aintree to hold off all challenges (although Tony Allinson did slip past briefly on lap 10) and set a new lap record, just a tenth under David Leslie's 1977 time. Allinson followed Peacock across the line, closely pursued by brother Martin who was always within range of Bosch and Spivey.

Small *Libre* numbers — four cars — and a dozen FF2000 cars made up race 6 with the *Libre* cars flagged off first. Dave Hoban took his Atlantic March 80A through the first corner ahead of David Muter (Barton JTB3) and Stuart McPherson's Chevron B42 after the last two had rubbed wheels away from the line. McPherson soon used the Hart power to take the lead, while Hoban and Muter ran closely until the Barton retired after six laps. Towards the end of the 15 laps, the Hart engine in the Chevron showed signs of overheating and McPherson nursed the car home with the erratic Hoban eroding the large cushion.

John Walker (Myrtle, *née* Crosslé) led the FF2000 field from flag to flag, but was harried all the way by Simon Haughton's Royale FP27, which just lacked the straight-line speed to get past. Chris Williams took third place in Alan Capstick's Crosslé 41F — his own Royale RP27 having been damaged in a fire at Oulton Park last weekend — Andy Dixon (Sparton SF79) just took fourth from David Preston (Royale RP27).

As so often happens, the Invitation FF1600 race provided one of the best dices of the day with Warwick and Hourie swapping the lead around Club Corner lap after lap. Warwick's Reynard was obviously superior under braking off the straight, but Hourie fought back through the corner and at the flag Warwick was just 0.3sec ahead after the ten laps. Peacock made "not a good start" and could not get back in touch with the leading duo, but had a comfortable lead over the Allinson brothers.

MARCUS PYE/
PAUL BOOTHROYD

**AINTREE (GB) Apr 10 BRSCC (N)**

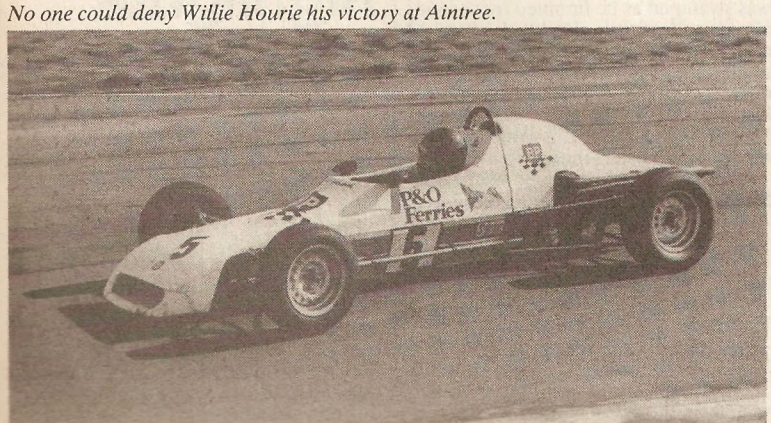
**BRSCC Northern GT Challenge Race (12 laps) — overall:** 1, Terry King (5.0 VW Beetlechevy), 11m55.4s, 99.03mph; 2, Tony Sugden (2.0 Lotus Esprit-Cosworth), 11m59.7s; 3, George 'Welly' Potter (7.0 Lotus Esprit Chev), 12m31.7s; 4, Andrew Waring (1.8 Lotus Elan). **Over 3600cc:** 1, King, 2, Potter; no other starters. **Fastest lap:** King, 0m58.7s, 100.57mph. **(Establishes record). 2001-3600cc:** 1, Sugden, 98.44mph; no other finishers. **Fastest lap:** Sugden, 58.4s, 101.09mph **(Establishes record). 1501-2000cc:** 1, Waring, 90.81mph; 2, John Helme (1.4 MG Midget); 3, Graham Hughes (1.4 MG Midget). **Fastest lap:** Waring, 1m03.3s, 93.27mph **(Establishes record). 1001-1500cc:** 1, Jim Radcliffe (1.3 Ford Escort), 83.76mph; 2, Iain Gorrie (1.3 Cox GTM); no other finishers. **Fastest lap:** Gorrie, 1m08.1s, 86.18mph. **Up to 1000cc:** 1, John Foran (1.0 Davrian), 86.54mph; no other starters. **Fastest lap:** Foran, 1m05.5s, 90.13mph. **(Establishes record).**

**BRSCC Northern Bernard Hunter FF1600 Championship race (12 laps):** 1, Richard Peacock (Crosslé-Auriga 25F), 12m43.7s, 92.76mph; 2, Tony Allinson (Van Diemen-Scholar RF81), 12m44.1s; 3, Martin Allinson (Van Diemen Scholar RF81), 12m44.8s; 4, John Bosch (Van Diemen RF81), 12m46.0s; 5, Michael Spivey (Royale-Nelson RP29), 12m46.4s; 6, Gordon Stephenson (PRS-Auriga 81F), 13m00.1s. **Fastest lap:** Peacock, 1m01.9s 95.37mph **(Record).**

**BRSCC Northern FF2000 and Formule Libre Challenge race (15 laps) — Formule Libre:** 1, Stuart McPherson (2.0 Chevron-Hart B42), 14m11.8s, 103.96mph; 2, Dave Hoban (1.6 March-BDA 80A), 14m42.3s; 3, James Hunt (2.0 Crosslé), 13 laps; no other finishers. **Fastest lap:** McPherson, 54.6s, 108.73mph. **FF2000:** 1, John Walker (Myrtle-Brown), 96.69mph; 2, Simon Haughton (Royale RP27); 3, Chris Williams (Crosslé 41F); 4, Andy Dixon (Sparton SF79); 5, David Preston (Royale RP27); 6, Andy Feather (Sparton SF79). **Fastest lap:** Walker, 1m00.1s, 98.38mph.

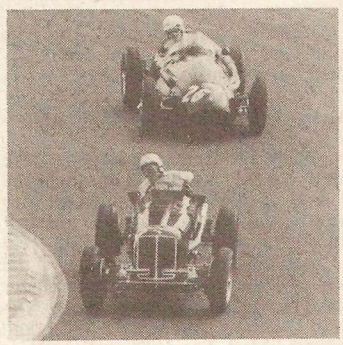
**FF1600 Invitation race (10 laps):** 1, Wally Warwick (Reynard-Ford 82F), 10m29.9s, 93.72mph; 2, Willie Hourie (Crosslé-Scholar 32F), 10m30.2s; 3, Peacock, 10m34.7s; 4, Tony Allinson, 10m36.2s; 5, Martin Allinson, 10m37.0s; 6, Bob Bailey (Van Diemen-Scholar RF80), 10m43.3s. **Fastest lap:** Hourie, 1m02.0s, 95.22mph.

*No one could deny Willie Hourie his victory at Aintree.*




*Heat 1 protagonists Mather and Wallis.*



**SILVERSTONE**

Nearly 5000 spectators enjoyed a nine-race programme on Easter Monday. David Wheeler took the first FF1600 heat, the second falling to Andrew Wallace, while the final became the property of Andrew Gilbert Scott. After four cars were eliminated on the warm up lap of the S2000 race, Richard Morgan survived to take the spoils, while the FF2000 race again became the province of Ayrton da Silva. Lloyds & Scottish victory fell to Bruce Halford in the Lotus 16 from Dickie Attwood and the BRM P25. The final three races were for Metros (Peter Baldwin), Clubmans (Creighton Brown) and Modsaloons (Chuck Nicholson, Mazda). Full report next week.

**SILVERSTONE**

# Cats at play

Fine spring weather, swift organisation, historic exotica with a Jaguar bias, and an enthusiastic crowd were the order of the day at the JDC Historic Race meeting at Silverstone on Saturday, April 3. Although some classes had rather lean grids, keen racing throughout the nine event programme provided several very close finishes.

Raymond Taft, driving Hyde Vale Garage's purposeful and highly modified DBS V8, looked set to dominate proceedings in the Inter Marque Challenge Race, with a pole time almost 2secs quicker than Gavin Watson's Porsche 934 Carrera. This was the car's first outing since 1980 and lack of time had not even allowed for testing. At the green light, Martin Colvill made a demon start in his familiar black Cobra to lead for the first lap, when Taft stormed past to take charge for the rest of the race. Colvill held onto second while Watson's Porsche could do little to catch him. Steven Hitchins nearly lost his 7-litre Cobra at Woodcote on lap four, dropping back to eighth in the process, but charged on to finish a strong fourth.

The Club's new production Jaguar Championship provided a keen field of 24 standard cars, although George Page roared into the distance in his green 2.4 Mk1 to dominate the race. Second place developed into a good dice between Peter Trent, Dave Burrows, and James Stephens with the Autospeed Engineering 2.4 Mk1 of Trent eventually taking the advantage.

A very mixed grid lined up for race three with Martin Colvill on pole, this time in his 'Gulf' GT40. But off the line it was the Astra GT of David Beckett and the immaculate Chevron B16 of Alan Eisner from the second row that set the pace. Colvill soon recovered second and looked set to catch Eisner under braking

▶

## SILVERSTONE continued

at Woodcote, but the silver Chevron would have none of it, and eventually pulled out a clear lead. Beckett's Astra sadly retired on lap 4, but Reg Skeels' Mercury GT made a gallant attempt to catch Colvill's GT40.

Standard Production Sports Cars were scarce in the AMOC Thoroughbred Sports Car Championship Race with many of the regular entrants missing. Reg Woodcock and his 'invincible' TR3 had been ousted to the outside of the front row by newcomer to this championship, Michael Salmon driving Viscount Downe's immaculate DB4 and Francois 'Mad Frog' Duret's DB4V. Salmon's Aston was suffering from a cracked block, but managed to keep in front until lap 5. Duret was continually harassed by Woodcock for second until the nimble TR3 slipped by on lap 5 to annoy Salmon. Woodcock charged by a lap later under braking at Woodcote and went on to a clear win.

Two very sporty ladies, Pat Dawson and Juliette Brindley, kept pole position man Jim Gathercole company on the front row for the Seldon Classic Sports Car Championship race, all in Lotus 23s. Alan Wallis's mighty 4.7-litre Lotus 30 almost out dragged all of them at the green light, but it was Gathercole who led. Dawson set about catching Gathercole while Brindley missed a gear at Becketts and spun, rejoining ninth. On the last lap at Woodcote, Dawson took the inside, but Gathercole held the advantage by half a car's length at the flag.

No one could touch John Atkins's AC Cobra, which led from pole to the flag in the first round of the HSCC Post Historic Road Sports Championship. Roger Mac (E-Type) came from the second row to second and held it for the remainder of the race with Tim Sisson's closed E-Type behind. Michael Schryver could do little about the larger capacity cars on the wide open spaces of Silverstone, but gamely entertained all on his way to fourth overall.

Jaguars dominated the Classic Saloon Car Challenge Race. George Page led from Geoffrey Waterman until lap 2 when Page spun at the entry of Becketts. He quickly recovered and was soon on terms with Waterman again until Woodcote on lap 3, when having just edged out front on the inside line, he lost it again directly in front of Waterman! Page was hounding Waterman by lap 7, but sadly the leader slowed down with problems and Page pulled away to win. Peter Trent inherited second when Waterman finally retired on lap 9. David and Goliath style entertainment was provided by David Lewis's cheeky A35 and Henry Crowther's mighty MkIII Jag, with the Austin slip-streaming all around the Club circuit. Lewis tried to get by on the last lap, reeling the Jag in under braking, but just couldn't make it on acceleration.

An immaculate field turned out for the Gates-Varley Historic Formula Junior race. Roy Drew's Lola Mk2 was sandwiched by the beautifully prepared Lotus 22s of John Brindley on pole and Malcolm Ricketts on the front row. Ricketts made a great start but Drew was out front by Becketts with the two 22s in tow. By lap 2, Ricketts had regained the premier position, but on lap 7, well in command, he came to grief on oil at Woodcote, taking Peter Williams's Elva with him. Ricketts quickly recovered and rejoined just in time to keep in front of an ailing Brindley. By lap 10, the Lotus 22 was on terms with the Lola and the two were nose to tail at Woodcote. Ricketts tried to take Drew on the outside, but he just clipped the kerb on the exit, and allowed Roy Drew to take the second win of his career. The redoubtable Arthur Mallock was third, with Brindley limping home fourth.

The last race of the day saw the glorious sight of four D-Type Jaguars on the front two rows with Jim Wallis making a welcome return in OKV3, the ex-works Le Mans D-Type. John Harper's red D-Type led from pole, with Roger Mac and Chris Drake on his heels. Lap 2 saw the familiar blue E-Type roadster out front, but Harper regained his lead a lap later to finish a clear winner. Roger Mac retired on lap 7 so Jim Wallis inherited second until clutch problems caused him to retire on lap 8. Still, the D-Types of Harper, David Duffy and Drake took the first three places, while the winners rostrum saw a cool John Harper climb out of his D-Type looking very casual in sports jacket and brogues, and then drive the car home afterwards. It could only happen at a Jaguar Drivers Club Meeting!

MICK WALSH

### SILVERSTONE (GB), April 3, JDC.

**Robin Hamilton Inter Marque Challenge Race (10 laps):** 1, Raymond Taft (Aston Martin DBSV8), 10m 42.0s, 90.17mph; 2, Martin Colvill (AC Cobra) 11m 03.5s; 3, Gavin Watson (Porsche 934 Carrera), 11m 07.9s; 4, Steven Hitchins (AC Cobra), 11m 09.5s; 5, Don Prater (Aston Martin V8), 11m 14.1s; 6, Stewart Bond (Aston Martin DB4), 11m 16.3s. **Fastest lap:** Taft, 1m 02.6s, 92.47mph.

**JDC Mk I/II Register Inter Area Pre-1968 Saloon Car Challenge Race (10 laps):** 1, George Page (Jaguar 2.4 MkI), 13m 18.4s, 72.50mph; 2, Peter Trent (Jaguar 2.4 MkI), 13m 34.2s; 3, David Burrows (Jaguar 2.4 MkI), 13m 36.2s; 4, James Stephens (Jaguar 3.8 MkII), 13m 51.8s; 5, Roger Wilkinson (Jaguar Mk10), 13m 53.8s; 6, John Young (Jaguar 3.8 MkII), 13m 55.0s. **Fastest lap:** Lowry, 1m 21.2s, 71.29mph.

**E-Type Modified Sports Car and Historic Sports and Racing Car Race (10 laps):** 1, Alan Eisner (Chevron B16), 10m 06.1s, 95.46mph; 2, Martin Colvill (Ford GT40), 10m 17.6s; 3, Reg Skeels (Mercury GT), 10m 19.7s; 4, David Dawson (Lotus 23), 11m 04.6s; 5, Mark Hadfield (Lotus 47), 11m 05.5s; 6, Ron Lea (Jaguar E), 11m 07.6s. **Fastest lap:** Eisner, 58.8s, 98.45mph.

**AMOC Thoroughbred Sports Car Race (10 laps):** 1, Reg Woodcock (Triumph TR3), 11m 20.4s, 86.35mph; 2, Michael Salmon (Aston Martin DB4), 11m 26.9s; 3, Francois Duret (Aston Martin DB4V), 11m 26.7s; 4, David Heynes (Aston Martin DB4), 11m 28.6s; 5, Richard Brightman (Austin Healey Sprite), 11m 58.8s; 6, Robin Longdon (Lotus Elite), 12m 12.2s. **Fastest lap:** Woodcock, 1m 07.0s, 87.69mph.

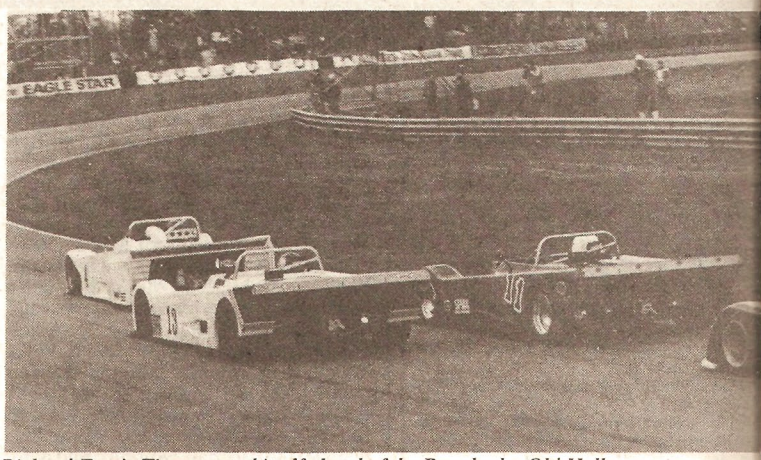
**Seldon Classic Sports Car Championship Race (10 laps):** 1, Jim Gathercole (Lotus 23), 10m 53.1s, 91.62mph; 2, Patricia Dawson (Lotus 23), 10m 53.2s; 3, Amschel Rothschild (AC Cobra Daytona) 11m 31.1s; 4, Allan Wallis (Lotus 30) 11m 25.4s; 5, Barry Sewell (Marcos GT), 11m 29.4s; 6, Cyril Baxter (Marcos GT), 11m 33.2s. **Fastest lap:** Tony Hill (Ginetta G10), 1m 04.9s, 89.20mph.

**HSCC Historic Road Sports Car Championship Race (10 laps):** 1, John Atkins (AC Cobra), 11m 21.2s, 84.98mph; 2, Roger Mac (Jaguar E), 11m 30.5s; 3, Tim Sisson (Jaguar E), 11m 32.8s; 4, Michael Schryver (Lotus Elan S3), 11m 36.6s; 5, David Barraclough (Shelby Mustang 350 GT), 11m 59.6s; 6, John Jarvis (Lotus Elan S4), 12m 02.2s. **Fastest lap:** Atkins, 1m 06.8s, 86.66mph.

**Classic Saloon Car Challenge Race (10 laps):** 1, George Page (Jaguar Mk1), 13m 14.8s, 72.83mph; 2, Peter Trent (Jaguar Mk1), 13m 28.4s; 3, David Burrows (Jaguar Mk1), 13m 38.4s; 4, Dennis Carter (Jaguar MkVIII), 13m 39.2s; 5, Henry Crowther (Jaguar MkVIII), 14m 08.1s; 6, David Lewis (Austin A35), 14m 08.6s. **Fastest lap:** Page, 1m 19.6s, 72.72mph.

**Gates-Varley Historic Formula Junior Championship Race (10 laps):** 1, Roy Drew (Lola Mk2) 11m 30.7, 83.81mph; 2, Malcolm Ricketts (Lotus 22), 11m 31.3s; 3, Arthur Mallock (Mallock U2 Mk2), 11m 43.3s; 4, John Brindley (Lotus 22), 11m 45.2s; 5, Peter Merritt (Lola Mk2), 11m 57.1s; 6, Frank Tiedeman (Lotus 22), 11m 59.s. **Fastest lap:** Ricketts, 1m 05.9s, 87.84mph.

**Series Production and Historic Jaguar Race (10 laps):** 1, John Harper (Jaguar D-Type), 11m 47.0s, 81.88mph; 2, David Duffy (Jaguar D-Type), 11m 59.4s; 3, Chris Drake (Jaguar D-Type), 12m 00.8s; 4, Michael Tye (Jaguar E), 12m 06.6s; 5, Peter Preston (Jaguar E), 12m 20.7s; 6, Christopher Shipton (Jaguar E), 12m 27.4s. **Fastest lap:** Harper, 1m 08.5s, 84.51mph.



*Richard Eyre's Tiga asserted itself ahead of the Royales by Old Hall.*

### OULTON PARK (GB), Apr 9, BRSCC

**BP Superfind FF1600 championship race (12 laps):** 1, Steve Kempton (Royale-Boss RP29), 14m 13.37s, 83.73mph; 2, Paul Mather (Royale-Boss RP26), 14m 13.75s; 3, Andy Middlehurst (Van Diemen-Minister RF82), 14m 14.29s; 4, Eric Pennington (Van Diemen-Scholar RF80), 14m 20.22s; 5, Stephen Barnes (Van Diemen-Scholar RF80), 14m 33.70s; 6, Tim Arnold (Reynard-Scholar FF82), 14m 34.67s. **Fastest lap:** Middlehurst, 1m 8.59s, 86.81mph.

**British Sports 2000 championship race (20 laps):** 1, Richard Eyre (Tiga-Nelson SC81), 21m 12.20s, 93.61mph; 2, Mike 'Fulmar' Taylor (Royale-Nelson S2000M), 21m 13.73s; 3, Jeremy Rossiter (Royale-Neil Brown S2000M), 21m 17.87s; 4, Richard Morgan (Tiga-Nelson SC81), 21m 19.03s; 5, David Sutherland (Royale-Neil Brown S2000M) 21m 22.13s; 6, John Morrison (March-Neil Brown 82S), 21m 41.27s. **Fastest lap:** Taylor, 1m 02.69s, 94.98mph **(record).**

## OULTON PARK

# Up in the Eyre

To compensate for the disappointment of the feeble F1 procession and two lacklustre Tricentrol RAC saloon car qualifiers, the sizeable crowd at Oulton Park on Good Friday was treated to a marvellous BP Superfind FF1600 round and an interesting if not particularly awe-inspiring British Sports 2000 race. The former went the way of erstwhile Dunlop-AUTOSPORT Star of Tomorrow' championship leader Steve Kempton after a stirring five-car battle for maximum points while Mike 'Fulmar' Taylor had the consolation of trimming 0.01 sec from James Weaver's sports car record in his pursuit of major rival Richard Eyre.

Having lost the oil pressure on his new engine in testing, Kevin Haddock qualified his Chaplin Auto Preparations Sparton on pole for the Junior FF1600 event by dint of Doug and Alan Wardropper flying in and fitting a replacement on race morning. Kevin revelled in the wet conditions to eclipse local man Andy Middlehurst, John Penfold (Van Diemens) and Steve Kempton (Royale), all of whom lapped 0.04 sec slower and well clear of Simon Wayne's Van Diemen and the impressive Martin Stretton (Touraco Royale).

Middlehurst, not renowned for his starts of late, got away well initially but was swamped as he fumbled for second, allowing Kempton, Haddock, Penfold and Stretton to move clear. Stretton made excellent progress — his experience is limited to driving his father's historic cars — to grab second from Haddock but negated this with a trip over the kerbs at Fosters into retirement.

The confusion coincided with Paul Mather's charge up to the leading quartet and, with stern pressure applied, the yellow RP26 threatened Middlehurst. Penfold usurped Haddock and Mather found a way round Andy, but all eyes were on the second GB Racing Royale as Paul mounted a major challenge. Mather passed Haddock (back ahead of Penfold briefly) down the inside of Lodge only for Penfold to go inside him too, with two wheels on the grass. Haddock reckoned that contact was inevitable and watched his rivals tangle, only for Penfold to roll backwards into him as he ran out of road. The Sparton was out with a rear corner damaged and Penfold was gone too, so the last two laps saw Mather close right up on Kempton, who kept clear of trouble to win at a comfortable and consistent pace. Middlehurst, delayed by the shunt, was still a close third, a long way clear of Eric Pennington's Van Diemen RF80.

Once Richard Eyre had forged ahead of the British S2000 field there seemed to be little either poleman Jeremy Rossiter or Mike 'Fulmar' Taylor could do about his advantage in the Tiga. Taylor took 12 laps to assert his Roger Cowman Racing in front of Rossiter's Dutton-prepared machine and immediately made small inroads into Eyre's lead. The relaxed leader coped with the backmarkers better — or was more fortunate to encounter them on the straights perhaps — Taylor failing to catch him by 1.5sec. Richard Morgan, this week in the Gerald Archer Tiga SC81, harried Rossiter all the way home while Dave Sutherland's GB Royale benefited from the demise of Neil Crang's Tiga to claim fifth, a long way ahead of John Morrison's DB Motorsport March.

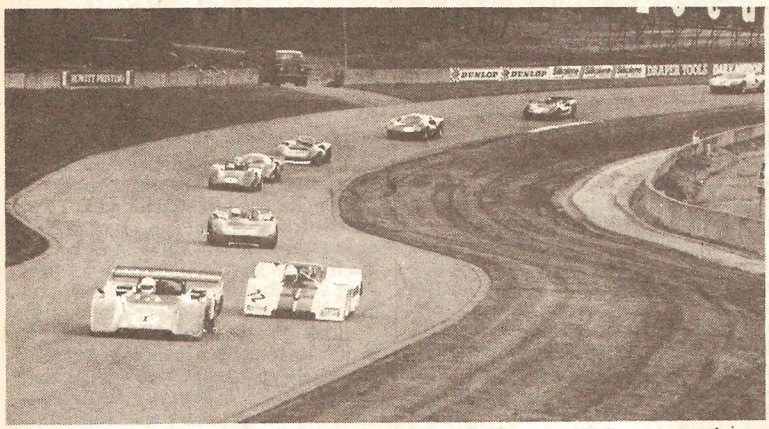
MARCUS PYE

## DONINGTON PARK

# Historic highlights

A busy Easter Sunday at Donington had the usual packed programme of races, the nine events encompassing such diverse classes as Historic GT cars, Mini 1000 and FF2000. Throughout the day the racing was fair to watch with the Historic GT races being the highspots of the programme.

In response to the unprecedented popularity of the Historic Special GT category the HSCC have seen fit to divide their championship at 2-litres capacity since the series opener at Silverstone last month. This decision was entirely vindicated by another fine turn-out of cars at Donington, particularly in the smaller-engined category where there was but one non-arrival.



*Mick Hill's BRM leads the pursuit of John Foulston in the Atlantic Sports round.*

## DONINGTON (GB), Apr 11, DRC

**Atlantic Computer/HSCC Historic GT championship race (15 laps) — Overall:** 1, John Foulston (5.0 McLaren-Chevrolet M8C), 18m 44.8s, 93.97mph; 2, Mick Hill (5.0 BRM-Chevrolet/Morand P154), 18m 56.9s; 3, John Brindley (5.0 McLaren-Chevrolet M1C), 18m 59.4s; 4, Mike Wheatley (5.0 Lola-Chevrolet/Morand T70 Mk3B GT), 19m 31.7s. **Up to 5000cc Pre-'69:** 1, Brindley, 92.76mph; 2, Wheatley; 3, David Franklin (5.0 McLaren-Chevrolet/Swindon M6B), 20m 04.0s. **Fastest lap:** Brindley, 1m 14.3s, 94.84mph **(record). Up to 5000cc Pre-'71:** 1, Foulston; 2, Hill; no others finishers. **Fastest lap:** Foulston, 1m 13.1s, 96.39mph **(record).**

**Bellini Models/HSCC Historic GT championship race (15 laps) — Overall:** 1, Vin Malkie (1.8 Chevron-Ford/Cosworth FVC B19), 19m 22.1s, 90.95mph; 2, Tony Charnell (1.8 Lola-Ford/Cosworth FVC T212), 20m 06.1s; 3, Richard Thwaites (1.8 Chevron-Lotus/Ford t/c B6), 20m 14.4s; 4, Richard Budge (1.6 Chevron-Ford/Cosworth FVA B8), 20m 14.7s. **Up to 200cc Pre-'69:** 1, Thwaites, 87.03mph; 2, Budge; 3m Alan Eisner (2.0 Chevron-BMW B8), 20m 36.7s. **Fastest lap:** Thwaites, 1m 19.2s, 88.97mph **(record). Up to 2000cc Pre-'71:** 1, Malkie; 2, Charnell; 3, Reg Skeels (1.8 Taydec-Ford/Cosworth FVC), 14 laps: **Fastest lap:** Malkie, 1m 15.5s, 93.33mph **(record).**

**Seldon Classic Sports Car and MGA Register (Modified Cars) race (10 laps) — Classic Sports overall:** 1, Jim Gathercole (1.6 Lotus 23), 14m 44.7s, 79.38mph; 2, Mary Foulston (1.6 Elva Mk7S), 16m 05.2s; 3, Juliette Brindley (1.6 Lotus 23), 16m 05.5s; 4, Jem Marsh (1.3 Marcos GT), 9 laps. **Class A:** 1, Alex Seldon (4.7 TVR Griffith), 9 laps, 66.85mph; no other finishers. **Fastest lap:** Seldon 1m 37.1s, 72.57mph. **Class B:** Tony Spencer (1.6 Diva 1OF), 9 laps, 70.07mph; no other finishers. **Fastest lap:** Anthony Griffin (1.6 Lotus Elan), 1m 31.0s, 77.43mph. **Class C:** 1, Marsh, 71.46mph; 2, Richard Higgins (1.1 A-H Sprite); 3, Bill Friend (1.2 Lotus Elite). **Fastest lap:** Marsh, 1m 33.5s, 75.36mph. **Class D:** No starters. **Class E:** 1, Gathercole; 2, Foulston; 3, Brindley. **Fastest lap:** Gathercole, 1m 24.8s, 83.09mph. **MGA Modified class:** 1, Spike Milligan (1.6 De Luxe) 72.88mph; 2, Steve Clayton (1.6 Roadster); 3, Vic Ellis (1.6 MGA). **Fastest lap:** Milligan 1m 34.4s, 74.64mph.

**National Mini 1000 Challenge Race (101 laps):** 1, Chris Lewis, 15m 33.2s, 75.51mph.2, Mike Fry, 15m 33.6s; 3, John Davies, 15m 36.1s; 4, Martin Guidery, 15m 36.4s; 5, Tony Edmonds, 15m 36.5s; 6, Jonathan Lewis, 15m 38.2s. **Fastest lap:** Davies 1m 31.1s, 77.35mph.

**Post Historic Roadsports and MGA Register (Standard Cars) Race (10 laps) — Post Historic Roadsports overall:** 1, Michael Schryver (1.6 Lotus Elan), 15m 09.6s, 77.47mph; 2, John Atkins (4.7 AC Cobra), 15m 15.7s; 3, Tim Sisson (4.2 Jaguar E Type), 15m 17.9s; 4, John Jarvis (1.6 Lotus Elan), 15m 40.8s. **Class A:** 1, Atkins, 76.95mph; 2, Sisson; 3, David Barraclough (4.7 Shelby Mustang GT350). **Fastest lap:** Atkins, 1m 29.3s, 78.91mph **(record). Class B:** 1, Dave Newman (2.6 Reliant Sabre), 68.35mph; 2, Anthony Whitehead (2.1 Triumph TR4A); no other finishers. **Fastest lap:** Newman, 1m 40.7s, 69.97mph. **Class C:** Schryver, 77.47mph; 2, Jarvis; 3, Anthony Thomson (1.6 Lotus Elan); 4, Bob Pomeroy (1.6 Lotus Elan). **Fastest lap:** Schryver, 1m 29.3s, 78.91mph **(record). Class D:** 1, Barry Fearnaly (Honda S800), 65.50mph; 2, Michael Darrieulat (1.0 Turner); 3, Geoffrey Holland (Honda S800). **Fastest lap:** Fearnaly 1m 54.2s, 66.98mph **(record). MGA Standard Class:** 1, Adam Wiseberg, 66.77mph; 66.77mph; 2, Derek Baker; 3, John Wright. **Fastest lap:** Wiseberg, 1m 41.5s, 69.42mph.

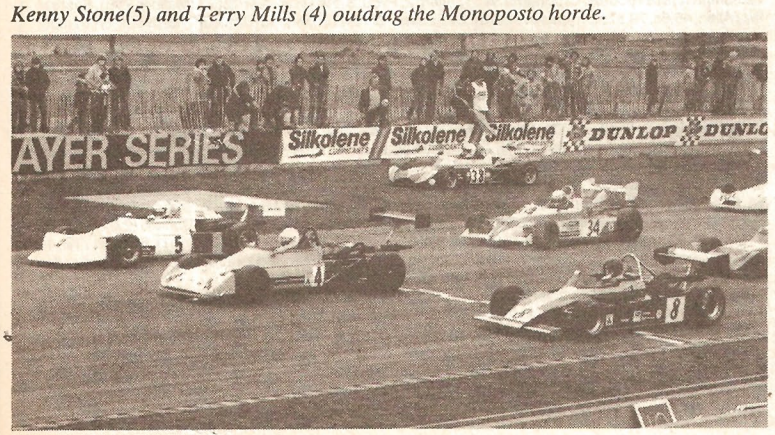
**Sunday Mercury Clubmans Sports Car Championship Race (12 laps) — Overall and Class A:** 1, Will Hoy (1.7 Mallock-Chamberlain Mk20B), 15m 25.6s, 91.35mph; 2, Jim Yardley (1.6 Beagle-Morgan Mk4B), 15m 28.6s; 3, Jon Britton (1.7 Mallock-Nicholson Mk21), 15m 46.1s; 4, Hugh Chamberlain (Mallock-Chamberlain Mk20). 16m 07.2s. **Fastest lap:** Hoy, 1m 14.7s, 94.33mph. **Class B:** 1, Mike Donovan (Phantom-Minister P82), 86.96mph. 2, Malcolm Jackson (Mallock-Ford Mk20B); 3, Dave Wale (Mallock-Harris Mk8/21). **Fastest lap:** Jackson, 1m 19.5s, 88.63mph.

**Radio Trent Formula Ford 2000 Championship (10 laps):** 1, Russell Spence (Van Diemen-Nelson 82), 18mins 59.3s, 92.77mph; 2, Frank Bradley, (Van Diemen-Brown 82), 19m 04.3s; Martin Ochiltree (Reynard-Titan SF82), 19m 19.3s; 4, David Shaw (Royale-Harris RP30), 19m 24.9s; 5, David Sutherland (Royale-Brown RP30) 19m 27.0s; 6, Mike Brett (Reynard-Titan SF81), 19m 41.5s; **Fastest lap:** Spence, 1m 15.0s, 93.95mph.

**Gates-Varley Monoposto Race (10 laps) — Overall and Class A:** 1, Kenny Stone (1.6 March-Thorpe 74B), 13m 36.2s, 86.33mph; 2, Terry Mills (1.6 March-Swindon 743), 13m 49.6s; 3, George Whitehead (1.6 WRA 82M), 13m 50.6s; 4, David Proctor (1.6 Brabham PMED BT38C), 13m 57.5s. **Fastest lap:** Stone, 1m 17.1s, 91.39mph. **Class B (FF1600 engined):** 1, Francis Phillips (Supernova Aldon BH3-004), 80.16mph; 2, Steve Bradley, (Safir RS RJ05); 3, David Cox, (Ensign LNF3). **Fastest lap:** Phillips, 1m 22.7s, 85.20mph.

**MG Midget Championship race (10 laps) — Overall and Modified cars:** 1, Steve Everitt (1.4 Miget), 15m 04.08s, 77.88mph; 2, Tim Cairns (1.3 Miget), 15m 13.2s; 3, John Gallagher (1.4 Miget), 15m 15.1s; 4, James Thacker, (1.3 Midget) 15m 40.8s. **Fastest lap:** Everitt, 1m 27.7s 80.35mph. **Roadgoing:** 1, Robert Nettleton, 69.17mph; 2, Peter Felix; 3, Wally Liles. **Fastest lap:** Nettleton, 1m 35.8s, 73.55mph **(record).**

*Kenny Stone(5) and Terry Mills (4) outdrag the Monoposto horde.*




The Atlantic Computer Leasing-backed 5-litre machinery was out first, 13 cars coming under orders with the Dragon Lola of David McLaughlin and the McLarens of Paul Edwards and Mike Taylor failing to show. Atlantic boss and first round 'victor' John Foulston showed that his recent testing shunt at the circuit has not sapped his nerve by qualifying the rebuilt McLaren M8C/D on pole, 1sec below his own lap record. Local V8 saloon pedaller Mick Hill, guesting in the John Robinson-run Castrol-BRM P154, was his closest rival on the oily track, the car having unofficially shattered the class record at Silverstone earlier in the week with Mike Wilds driving.

A cautious John Brindley followed in the Atlantic McLaren M1C — another machine to reflect Paul Lanzante's preparation — 1.4secs quicker than Ray Mallock in the nearest Pre-'69 challenger, Geoffrey Marsh's Lola T70, which sported unoriginal nose fins. Mike Wheatley's superlative Uni-Petrol T70 qualified fifth ahead of Richard Knight's McLaren M1B and reigning MGB racing champion David Franklin in his ex-Koveleski/Apel M6B which was going very well first time out. Lurking at the back of the grid after practising out of session, Ted Williams's monster March 707 looked hairy but arrived untested.

Mallock failed to start when his throttle cable broke but solo second row man Wheatley made a great getaway, storming past Brindley — until he missed second gear that is — and tucking behind Foulston and Hill momentarily. Clearly the BRM driver was in a determined mood for he clung grimly to the tail of the orange McLaren for several laps before he tore part of the car's nose away on the Craner Curves kerbing while mounting a challenge for the lead. Hill got alongside Foulston once or twice, notably at McLeans where his lines were advantageous, but then a gearchange problem set in.

The BRM subsequently dropped into the clutches of Brindley, these two constantly changing order thereafter with Hill emerging on top, now well behind Foulston. Pre-'69 winner Brindley enjoyed the scrap and finished a long way clear of Wheatley. Franklin was a promising fifth once Knight had trundled straight on at Park with a ruptured brake pipe — a problem which also afflicted Brindley, whose middle pedal was going to the floor towards the end. Nigel Hulme, saving his Home Tune Lola for Montlhéry this weekend, was a quiet sixth ahead of a fascinating 'Le Mans-style' dice between Martin Colvill's now properly-shod Ford GT40 and Peter Millward's Lola-Aston Martin.

A 15mins qualifying session is surely insufficient for historic sports cars, and the 25-strong contingent of Bellini Models 2-litre championship followers had an incident-packed practice in tricky conditions. The heavy traffic on the circuit caught out eventual pole-man Vin Malkie who slammed the Plygrange Chevron B19 into Simon Phillips's B16 coupé, damaging its rear suspension beyond immediate repair while the other B16 present, the MuCron Racing example driven by Roger Andreason, dropped a valve and was unable to take its position on the grid.

No fewer than four Chevron B19s were entered, Tony Hill putting his ex-hillclimb car alongside Malkie on the front row (which they shared with Ian Giles's Rick Whyman Racing Lola T212, an ex-Scuderia Filipinetti chassis) with John Lepp directly behind. Martin Birrane's works-rebuilt B19 was well down on its maiden run but will be very competitive once sorted. In addition to Giles's Lola, T212s were out in the hands of Tony Charnell — still experiencing mixture problems despite a metering unit change — and Nick Mason, his John Dabbs-tended machine bearing Harefield Heart Transplant logos.

David Beckett's curvaceous Astra sat alongside Charnell with Richard Thwaites's Lotus-Ford powered Chevron B6 again quickest of the Pre-'69 cars. Behind the former hillclimber, Alan Eisner, Ray Bellm and Richard Budge were well-matched in their B8s with Simon Hadfield's Lotus 47 for company.

Lepp, British sports car champion in 1969 and 1976, made a brilliant start from row 2 in the Hi-Line/Lepps/Ebor car, only to be sandwiched rudely by the B19s of Malkie and Hill 100yards out. A badly mangled front rim chewed through its tyre soon afterwards and Lepp was out. Malkie and Hill strode clear immediately but Tony's challenge was short-lived when a plug blew out on lap 4 and he coasted to the pits leaving Giles's yellow Lola to take up the gauntlet.

Down the field Hadfield lost control of his Lotus at McLeans on lap 2 and poor Birrane was unable to avoid the zig-zagging car on the exit of the bend, Simon's machine sustaining major body damage and Martin's deranged rear suspension from contact with the wall. Otherwise things settled down with Giles's swift Nelson-FVC powered Lola clawing its way up to leader Malkie.

Just as Giles looked ready to pounce, he spun wildly at the Craners and could not restart the hot engine. Thus Charnell, who had spun at the chicane earlier, worked his way back to a secure second place which he held to the flag. Malkie was able to win as he pleased — as he did at Silverstone — but a protracted struggle for the lead of the earlier division was still being fought out in third and fourth places overall by Budge and Thwaites in their little Chevrons.

Having shaken off Eisner and Bellm shortly after the steart, Budge also found a way by Thwaites's NBRC car, but Richard does not give up easily and gave stern chase thereafter. Budge's mature drive (he has raced only on half a dozen previous occasions) kept the ex-Rodney Bloor FVA-engined B8 ahead all round the final lap until the all-important chicane where Thwaites left his braking incredibly late and scrabbled through on the inside. Astounded by these Formula Ford-like tactics, Budge was forced onto the grass and bravely kept his foot hard in, but Richard's greater experience enabled the yellow car to scramble over the line a length to the good.

Two separate classes made up the grid for the first event of the day with the Modified MGAs joining the Seldon Classic Sports contenders, but starting 10secs after. First classic car to show was the Lotus 23 of Jim Gathercole, who pulled steadily away from Malcolm Ricketts and Anthony Griffin (Lotus Elans). The two Elans fought furiously over second place as Gathercole ran away from them, but Ricketts retired on lap 8, and shortly after Griffin's car developed a misfire and he called it a day after nine laps. The demise of the two Elans allowed Mary Foulston (Elva Mk7S) to claim second, but she came under heavy attack from the clutchless Lotus 23 of Juliette Brindley, who was only a fraction adrift at the flag. Jem Marsh took fourth in his Marcos GT and also claimed a class C win while Tony Spencer (Diva 10F) took class B and Alex Seldon (TVR Griffith) the big class.

While the sports cars were having their problems, the modified MGA contenders were wheeling round with Spike Milligan taking his De Luxe Model to a first time win, and also fourth overall on the road despite starting 10secs adrift of the sports cars.

As is fairly usual with Mini racing, all ten laps were rather fraught, with close dicing going on all through the field.

**continued**

Chris Lewis took an early lead from Mike Fry, and Fry had a couple of laps ahead of the Findus car but a last lap attempt by Fry to take the flag first just failed. A gaggle of cars was in contention for third with Tony Edmonds and Chris Hampshire showing well among John Davies, Martin Guidery, Jonathan Lewis and the rest.

As in event 1 the Post Historic Roadsports race had MGA cars starting 10secs adrift, this time the Standard class. John Atkins (AC Cobra) gave a superb display of sliding the big car out of the Park Chicane, but after four laps in the lead the AC was passed by Michael Schryver in the Elan, who proceeded to take the win 6secs ahead. Third for most of the race was Tim Sisson (Jaguar E), well in front of the John Jarvis Elan. Dave Newman (Reliant Sabre) took class B and the small class went to the Honda S800 of Barry Fearnaly from the 950cc turner of Michael Darrieulat. The small MGA field ran a lap behind the leaders with Adam Wiseberg triumphing by quite a margin over Derek Baker, with John Wright third.

David Harrington dropped a valve in his A Class Mallock in practice but managed to fix it for the race only to have to retire after the opening lap. Will Hoy (Mallock Mk20B) took an instant lead from Jon Britton and never looked in danger of losing it: Jim Yardley did come close to Hoy once he had pulled the Beagle up from a poor grid position, and Britton had to settle for third. Hugh Chamberlain (Mallock Mk20) took fourth from Gareth Chapman (Mallock Mk 18) while sixth overall and class B went to Mike Donovan (Phanton P82M) after a very close scrap with Malcolm Jackson (Mallock Mk20B).

For the second week in succession Donington had a FF2000 race and this week, in the absence of the all-conquering da Silva, it was Russell Spence on pole position for the Radio Trent Championship opener. Spence in the Penistone/Euroroof Van Diemen had no real challenger once the race started but was shadowed all the way by Frank Bradley (Van Diemen), who could not match the pace of the leader. Bradley pulled away from Martin Ochiltree (Reynard SF82) who had David Shaw (Royale RP30) and David Sutherland (Royale RP30) safely behind.

Kenny Stone (March 74B) won the well-supported Gates-Varley Batteries Monoposto Race (the first round in the championship) after a fairly uneventful time in the lead for the whole ten laps. Second place was a little more contested as Terry Mills (March 743) and George Whithead (WRA 82M) swopped places in the last third of the race — Mills took runner-up spot with Whitehead close across the line after coming through the field from eighth place on the opening lap. First home of the FF1600-engined machinery was the Supernova of Francis Phillips in seventh place overall.

Last race on a cold day was for the MG Midget championship, and Barry Rogers made the running at first but after four laps in the lead he had to give best to Steve Everitt, who went on to win comfortably from Tim Cairns and John Gallagher, Rogers retiring after six laps. The roadgoing Midgets gave their usual display of slide and roll, but the class went this time to early pit-visitor Robert Nettleton by nearly 2secs from Peter Felix, with Wally Liles well down in third.

MARCUS PYE/
PAUL BOOTHROYD.

**INGLISTON**

# Racing for charities

Bright but cold weather greeted the advance attendance for the opening meeting of the Ingliston season on Easter Sunday. In a seven event programme, many of the usual names took the honours and established three new class lap records.

An FF 10 lapper opened proceedings with Andrew Paterson in his Hawke spurning the urgent endeavours of the Van Diemen driven by George Taylor, eased when the latter spun at mid-distance to restart ahead of the third place duel between the Van Diemens of Sandy McEwan and Gordon Melvin. Neil Cochrane's Crosslé 31F held the advantage over the new PRS of Alex McDonald and the Crosslé of Ken Craigie.

If the prevous race was comparatively gentlemanly, the same could not be said of the 1 litre GTs. Harry Simpson sling shot his Edinburgh Aluminium Davrian off the line leaving a battle royal for second, featuring Ken Murray and the Drambuie car of Ian Forrest with Harvey Gillanders striving to get his Imp into the Davrian act. This resolved itself after Forrest claimed the inside at Lefthander, Murray disappeared after setting a new class lap record and Gillanders dropped down the standings, elevating the Imps of Bob Milne and M. Law followed by Gillanders fighting up to sixth by the flag past the chequered Imp of Adrian Hamilton.

Kenny Allen fielded the ex-Andy Smith 'B' Mallock and slotted in his 1.7 engine, while John Fyda did a three day rush job to get his Mallock Mk24 to raceworthiness, but the pair put a lot of daylight between themselves and the rest of the Clubman/Sports 2000 runners: indeed, they led Brian Stevenson (Chevron B52) in third place by a complete lap.

A further race was taking place among the midfield runners, in which Bill Drummond appeared to have his Centaur a secure sixth, but John Clark had other ideas, slamming his new Chevron B54 through, to be emulated by Reg Forrester-Smith, his progress tranformed by a Mallock Mk21, and George Watt (Mallock Mk18). Such was the speed up front that Allen set a new record, which inspired Stevenson to repeat in the Sports 2000 section.

From a full FF field, Tom Brown and Roy Low renewed their previous season's squabble, the latter finding that two weeks is scant time to tune his new machine, which he vowed lacked speed, but the pair nevertheless shared fastest lap, and pulled away from the rest. They were led by Chic Stenhouse whose Van Diemen had Ross Cheever in hot pursuit, that is until he lost the lot and clobbered the steel approaching Caravan, the Highlife Breaks Racing RF82 shedding a rear wheel. Keith Wickham thereafter annexed third place, but fought with Stuart Roden, whose Van Diemen was tailed by Colin Birkbeck.

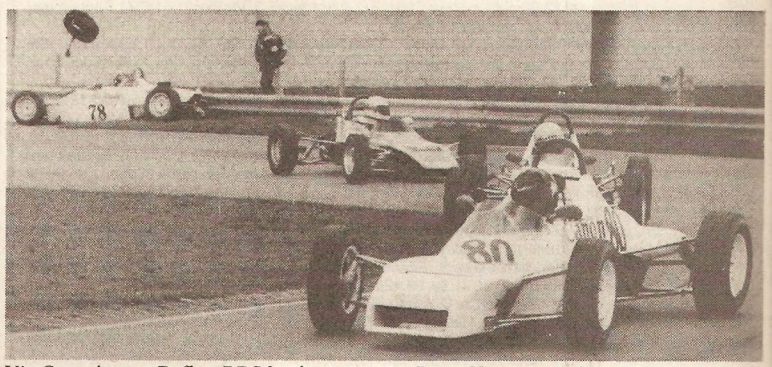
A mere seven cars took the 'off' in the over 1000cc GT race, Jeff Wilson leading away with the potent FES Renault of Jim McGaughay glued to the tail of the BMW M1, and third the Esprit built up by Ron Cumming in the bare three weeks when a Fiat X1/9 did not materialise. This device had not turned a wheel until coming to Ingliston, but its progress augurs well.

So close were the leading pair that they tangled at the hairpin, the M1 pitting briefly to have its tail quarter taped, leaving McGaughay with a tattered nose on his BMW-engined device to hold a tenuous advantage over the forcefully driven Esprit, which got the verdict as McGaughay led on the road but failed to overcome a 10secs penalty. Behind, however, Gus Young disputed third place with Alan Ritchie, with Jimmy Fleming retiring his ill-handling Toyota Starlet after seven laps.

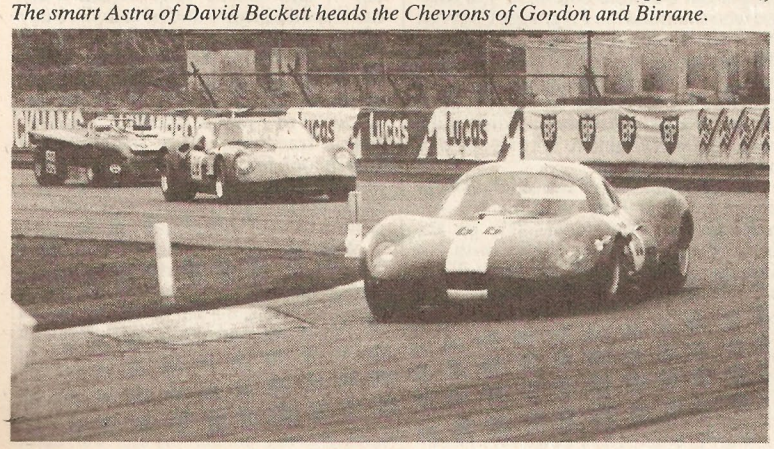
A poorly supported Libre event followed the usual pattern with David Duffield moving the Caledon Coal Ralt ahead of the March of Andy Barton, only to be taken next lap, but fighting back to the front as Barton slowed with a front wing contributing nothing to the handling of the March. John Fyda kept his Mallock Mk24 in third place until forced to pit to remedy a gearbox problem. Kenny Allen dropped down the field following a similar brief visit, while not so lucky was Stuart Ross who retired his March with obscure electrical bothers, leaving Fyda to haul up to split Colin Richardson and Gerald Doherty, the latter achieving a finish with his recently acquired Reynard FF2000.

The meeting ended promptly with the GT final over 15 laps, which was dominated by the McGaughay FES Renault 5-BMW, from the Davrians of Ian Forrest and Harry Simpson. Jeff Wilson, however, had started from the rear of the grid and proceeded, after a brief pause, to slam his BMW M1-bodied Chevron past the 1 litre trio of Ritchie, Young and Law, then overwhelm the Davrian of Adrian Hamilton to take second place from the Drambuie Davrian of Ian Forrest after Harry Simpson retired. Alas, the FES Renault was just too far ahead, otherwise an interesting conflict might have developed.

BILL HENDERSON



*Vic Covey's new Reflex-PRS leads a group as Ross Cheever crashes out.*



*The smart Astra of David Beckett heads the Chevrons of Gordon and Birrane.*

**INGLISTON (GB), Apr 11, SMRC**

**The Barrett Office Equipment FF1600 Race (10 laps):** 1, Andrew Paterson (Hawke-Minister DL19B), 9m 22.7s, 65.86mph; 2, George Taylor (Sparton FF79), 9m 29.3s; 3, Sandy McEwan (Van Diemen RF79/80), 9m 33.4s; 4, Gordon Melvin (Van Diemen-Scholar RF79), 9m 40.2s; 5, Ken Craigie (Crosslé-Scholar 25F), 10m 02.0s; 6, Alex McDonald (PRS 82F), 10m 03.5s. **Fastest lap:** George Taylor, 54.8s, 67.66mph.

**The Edinburgh Students Charities Cup GT Race (heat one) up to 1000cc (10 laps):** 1, Harry Simpson (1.0 Davrian Mk8), 8m 57.4s, 69.0mph; 2, Ian Forrest (1.0 Drambuie Davrian), 8m 57.6s; 3, Bob Milne (1.0 Hillman Imp), 9m 12.3s; 4, M. Law (1.0 Hillman Imp), 9m 18.9s; 5, Harvey Gillanders (1.0 Hillman Imp), 9m 33.8s; 6, Andrew Hamilton (1.0 Davrian Imp), 9m 34.0s. **Fastest lap:** Ken Murray (1.0 Davrian Mk7), 52.6s, 70.49mph **(class record).**

**Lowland Tyres Championship for Sports Cars (12 laps):** 1, Kenny Allen (1.7 Mallock Mk21B), 9m 33.7s, 77.56mph; 2, John Fyda (1.7 Mallock Mk24), 9m 34.8s; 3, Brian Stevenson (2.0 Chevron B52), 9m 36.8s; 4, Steve Buxton (2.0 Chevron), 9m 44.6s; 5, Richard Mitchell (2.0 Link S2000), 10m 01.5s; 6, John Clark (2.0 Chevron B54), 10m 09.2s. **Sports 2000:** 1, Stevenson; 2, Mitchell; 3, Clark. **Fastest lap:** Stevenson, 50.9s, 72.85mph **(class record). Clubmans 'A':** 1, Allen; 2, Fyda; 3, Reg Forrester-Smith (Mallock 21B). **Fastest lap:** Allen, 46.6s, 79.57mph **(class record). Clubmans 'B':** Bill Drummond (Centaur 17B), 54.0s, 68.67mph; no other finishers.

**Marlboro FF Championship, round one (12 laps):** 1, Tom Brown (Van Diemen-Scholar RF80), 10m 40.0s, 69.53mph; 2, Roy Low (PRSRH01), 10m 43.6s; 3, Keith Wickham (Van Diemen-Scholar RF80), 10m 59.7s; 4, Stuart Roden (Van Diemen-Minister), 11.00s; 5, Colin Birkbeck (Royale RP31); 11m 01.5s; 6, Chris D'Agostino (PRS-Auriga 82F), 11m 04.6s. **Fastest lap:** Brown and Low, 52.6s, 70.49mph.

**The Edinburgh Students Charities Cup GT Race (heat two), over 1000cc (10 laps):** 1, Ron Cumming (1.8 Lotus Esprit), 8m 51.2s, 69.80mph; 2, Jim McGaughay (2.0 FES Renault 5 BMW), 8m 59.8s; 3, Angus Young (1.5 Agra M/E 82 Ford), 9m 40.5s; 4, Alan Ritchie (1.2 Davrian), 9m 40.9s; 5, Jeff Wilson (3.4 BMW M1) 8 laps; 6, Eddy Beerman (1.7 Ford Escort RS) 8 laps. **1001-1500cc:** 1, Young; 2, Ritchie. **Fastest lap:** Ritchie, 54.7s, 67.79mph. **Over 1500:** 1, Cumming; 2, McGaughay; 3, Wilson. **Fastest lap:** Wilson, 50.5s, 73.42mph.

**Caledon Coal Company, Scottish Libre Series, round one (15 laps):** 1, David Duffield (2.0 Ralt RT4), 11m 39.4s, 79.53mph; 2, Andy Barton (2.0 March 802), 12m 18.1s; 3, Colin Richardson (1.6 March 77B) 14 laps; 4, John Fyda (Mallock Mk24) 14 laps; 5, Gerald Doherty (2.0 Reynard FF2000) 13 laps; 6, Kenny Allen (1.7 Mallock Mk21B) 13 laps. **Fastest lap:** Duffield, 44.5s, 83.33mph.

**The Edinburgh Students Charities Cup GT Final (15 laps):** 1, Jim McGaughay (2.0 FES Renault BMW), 13m 07.1, 70.66mph; 2, Jeff Wilson (3.4 BMW M1), 13m 36.4s; 3, Ian Forrest (1.0 Drambuie Davrian, 13m 59.5s; 4, Gus Young (1.5 Agra M/E 82 Ford), 13m 59.9s; 5, M. Law (1.0 Hillman Imp), 14 laps; 6, Adrian Hamilton (1.0 Davrian Imp) 14 laps. **Up to 1000cc:** 1, Forrest; 2, Law; 3, Hamilton. **Fastest lap:** Harry Simpson (1.0 Davrian) 52.9, 70.09mph. **1001-1500cc:** 1, Young; 2, Alan Ritchie (1.2 Davrian). **Fastest lap:** Young, 53.9, 68.79mph. **Over 1500cc:** 1, McGaughay; 2, Wilson; 3, Eddie Beerman (1.7 Ford Escort RS). **Fastest lap:** Wilson, 50.7s, 73.14mph.

BRANDS HATCH F1

# Crawford's revenge

Positive and determined efforts by all concerned at least to put on a motor race were rewarded with a small but effective taste of things to come at round 2 of the British Formula 1 Championship at Brands Hatch on Easter Monday.

Plenty of effort went into the rebuilding of Jim Crawford's Ensign N180 by the Lancastrian based Bob Howlings Amco Racing Team, who put in lengthy hours to rectify the mess made at Oulton's opener on Good Friday. Crawford duly obliged, scoring a popular and handsomely deserved victory.

Ex-Champion Tony Trimmer put the smart Team Sanada Fittipaldi F8 on pole for the 40 lap encounter, with his mechanics having worked late to rectify a faulty clutch, while Colin Bennett's team worked equally hard to swap engines in the March 811 for Val Musetti to take up second position. Warren Booth's aged Shadow DN9/3B and Arnold Glass's McLaren M29 occupied row 2 while the two late additions, Crawford and no less than John Brindley with the ex-Melchester Tyrrell 008 (now owned by Nick Mason), were both at the back on the 10sec mark.

Trimmer led the Caribbean Airways Trophy race away from Musetti, but by lap 6 Crawford was right with them awaiting the slightest opportunity. Plucky Jim didn't have to wait long, for on lap 7 Trimmer slid wide at Druids, Crawford sweeping through into the lead pursued by Musetti, while Trimmer fought to recover.

Musetti, fighting a gearbox problem, dropped back and was soon hauled in by Trimmer, but by half distance Crawford's 30sec lead seemed in jeopardy as the Ensign passed the pits with a distinct change of engine note. Although Crawford eased his pace only fractionally, a broken exhaust being the problem, Trimmer was looming closer and closer and at one stage it seemed that the Kent man might score a quick Easter double, but this time (as opposed to Oulton) Crawford's luck was in and he maintained a 16secs cushion to the flag.

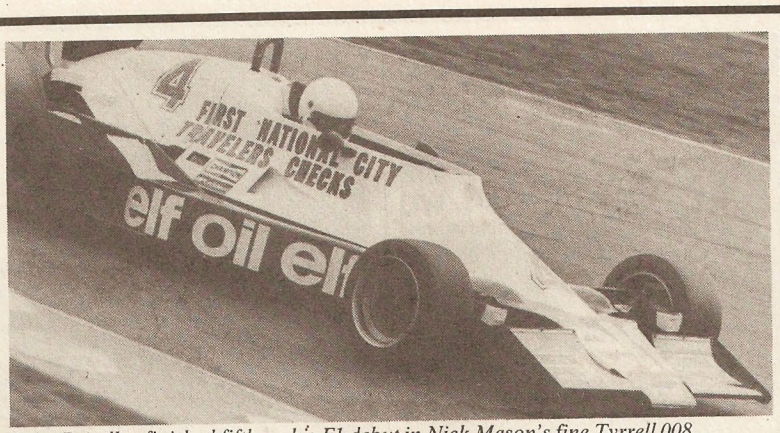
Musetti, by now without fourth gear, took the flag in third place only marginally off the pace — a fine effort by the stuntman. Warren Booth circulated round almost alone for fourth and a creditable first F1 drive by John Brindley saw him home in fifth place clear of Arnold Glass.

PAUL HARMER

**BRANDS HATCH (GB)**
**Apr 11/12**
**British Formula 1**
**Championship, round 2**
**40 laps — 104.4 miles**

1, Jim Crawford (3.0 Ensign-Cosworth N180), 55m 42.85mph, 112.59mph;
2, Tony Trimmer (3.0 Fittipaldi-Cosworth F8), 55m 58.88s;
3, Val Musetti (3.0 March-Cosworth 811), 56m 21.18s;
4, Warren Booth (3.0 Shadow-Cosworth DN9/3B), 38 laps;
5, John Brindley (3.0 Tyrrell-Cosworth 008), 37 laps;
6, Arnold Glass (3.0 McLaren-Cosworth M29), 36 laps.

**Fastest lap:** Crawford, 1m 21.59s, 115.32mph.




*John Brindley finished fifth on his F1 debut in Nick Mason's fine Tyrrell 008.*

BRANDS HATCH

# Breaker Bailey

The supporting programme to the Brands Hatch F1 race began on Sunday with round 2 of the Formula Talbot Challenge. From pole, Sean Walker took an early lead but Jeff Ward forced a path inside approaching Druids on lap 2. From then on Ward and Walker remained locked in battle with just a shadow separating them at the finish. Tim Barry hastily replaced a broken cv joint to take his lone Wimhurst challenger into third place ahead of Tony Kenworthy's UDT-backed Sparton FT80.

In only his second outing with the remarkable new Lola T640, 'Racing for Britain'-backed Julian Bailey set pole for the Townsend Thoresen FF1600 Championship round, half a second beneath the long standing record. The promotable London youngster stormed away to make every lap a winning one, although the equally impressive 18-year-old Brazilian, Mauricio Gugelmin, pegged back Bailey's decisive early advantage to a respectable gap once Mike Thompson's fast running Quest FF82 retired with suspension failure. Alan Holloway escaped a furious scrap yards away in which the battling Tony Reid and John Dumfries lost ground after touching at Druids, enabling Andrew Gilbert-Scott to scurry home ahead of the later disqualified — for being underweight — Len Greenney (Sark 1).

Bailey quickly re-appeared for Heat 1 of the 'Champion of Brands Hatch' series and was pushed much harder all the way by a determined Mike Thompson. Both shaved fractions from the lap record with the valiant Thompson just 0.1sec better off content with second place and the MCD £50 man of the meeting award. Dumfries was a lone third ahead of Greenney who was involved in a race-long scrap with Karl Jones.

Fired with enthusiasm, Alan Holloway was never headed in Heat 2 which featured a titanic struggle for second place. Current Championship leader, John Oxborrow, was visibly struggling on a circuit he'd never experienced before and eventually gave best to the speedy Martin Holman — especially forceful at Paddock Bend — and the hard-trying Ted Whitbourn, whose aged Crosslé 30F finished very much the worse for wear.

Terry Grimwood, Link House's Motorsports Publisher was a worthy winner of the 'Racing for Britain' Shell Super Sunbeam race, Terry taking an early lead and although briefly headed by Pink Floyd Manager, Steve O'Rourke, soon escaped a hectic scrap for second place. Kart ace Martin Hines finally emerged ahead of a five car chain, to lead home Prod Saloon man John Llewellyn, *Motor*'s Peter Dron, O'Rourke, Formula Fordster Colin Singleton and former Speedway World Champion Freddie Williams. With £500 put up by MCD, the Racing for Britain scheme benefitted by over £2,000.

Steve Cole (3.5 Morgan Plus 8) soon built up a commanding lead in the combined BRSCC Production Saloon and Lucas CAV Production Sports race. Colin Blower made a fine start in his 'Indestructible' TVR Tasmin and held off the strong challenge of Pete Hall (2.2 Lotus Esprit Turbo) while following at a respectable distance was Norman Stechman (3.5 Morgan Plus 8).

A mighty battle for Production Saloon honours featured a terrific race-long duel between the Capris of Graham Scarborough and Gerry Marshall. Scarborough only secured the honours after a tight move at Dingle Dell forcing Gerry wide. Barrie Williams enjoyed a relatively quiet time in Tony Lanfranchi's 2.9 Opel Monza. A little further back, Prodsports Class B winner John Mayne (Caterham Super 7) lost nearest rival John Stenning when the latter skidded wide at Surtees.

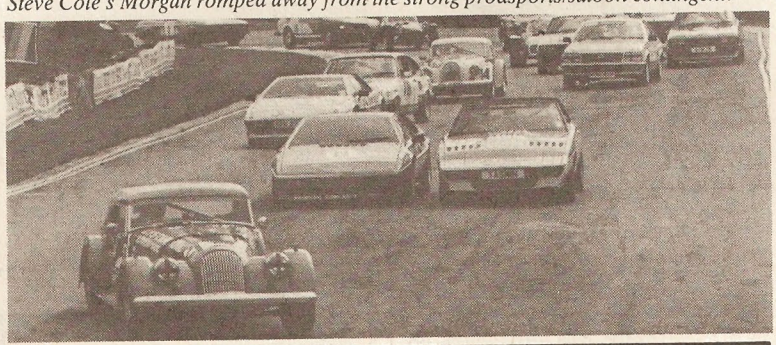
Julian Bailey continued his dominance and completed an Easter hat trick of victories in Monday's 'Champion of Brands' round 2, storming away for a convincing win in which he lowered the previous day's lap record. Mike Thompson chased hard but could not quite match Bailey for speed, while Alan Holloway was fast being caught in the closing stages by a flying John Dumfries.

A typically frought Staw/Elf Renault 5 Challenge race featured a fine dice for the lead between Steve Hine, who forced the Icon-backed car ahead at Paddock on lap 6, and Brian Farminer. The two remained locked in combat for the rest of the race with Hine just holding on, although the timekeepers could not split them.

Equally hard-fought was the closing *Daily Mirror*/Ford Fiesta Challenge with poleman Rob Hall just out-fumbling the efforts of second row man David Grimshaw, while Charles Tippett, out-paced early on, fought back on terms notably braking later than both the leaders into Clark Curve.

PAUL HARMER

*Steve Cole's Morgan romped away from the strong prodsports/saloon contingent.*



**BRANDS HATCH (GB) Apr 11/12, BRSCC**

**Formula Talbot Challenge Race (10 laps-Indy circuit)** 1, Jeff Ward (Sparton-Greetham FT80) 8m 10.1s, 88.41mph; 2, Sean Walker (Sparton-Greetham FT81) 8m 10.4s; 3, Tim Barry (Wimhurst Rowland LT81) 8m 32.4s; 4, Tony Kenworthy (Sparton-Rowland FT80), 8m 36.6s. **Fastest lap:** Ward, 47.9s, 90.46mph.

**Townsend Thoresen FF1600 Championship Race (10 laps):** 1, Julian Bailey (Lola-Titan T640) 16m 40.2s, 94.07mph; 2, Mauricio Gugelmin (Van Diemen-Minister RF82) 16m 43.3s; 3, Alan Holloway (Van Diemen-Auriga RF82) 16m 52.6s; 4, Andrew Gilbert-Scott (Reynard-Minister FF82), 16m 55.2s; 5, John Dumfries (Ray-Dart F82), 16m 56.7s; 6, Tony Reid (Van Diemen-Minister RF82), 16m 57.6s. **Fastest lap:** Bailey, Gugelmin and Reid, 1m 39.1s, 94.94mph.

**Champion of Brands Hatch — Heat 1 (8 laps):** 1, Julian Bailey (Lola-Titan T640), 13m 20.6s, 94.02mph; 2, Mike Thompson (Quest-Minister FF82), 13m 21.2s; 3, John Dumfries (Ray-Dart 82F), 13m 32.6s; 4, Len Greenney (Sark-Auriga 1), 13m 37.1s; 5, Karl Jones (Royale-Scholar RP29), 13m 38.1s; 6, Trevor Stiles (Van Diemen-Minister RF80), 13m 40.3s. **Fastest lap:** Thompson, 1m 38.7s, 95.33mph. **Record.**

**Champion of Brands Hatch — Heat 2 (8 laps):** 1, Alan Holloway (Van Diemen-Auriga RF82), 13m 34.9s, 92.37mph; 2, Martin Holman (Van Diemen-Scholar RF80), 13m 47.4s; 3, Ted Whitbourn (Crosslé-Minister 30F), 13m 47.7s; 4, John Oxborrow (Ray-Minister 80F), 13m 48.5s; 5, Kevin Warner (Sark-Ford 1), 13m 48.5s; 6, Roger Algar (Sparton-Auriga FF81), 13m 48.7s. **Fastest lap:** Holman, 1m 40.5s, 93.62mph.

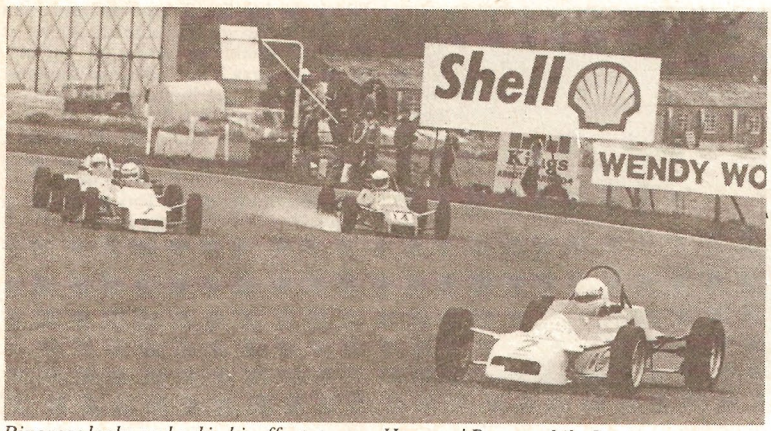
**Champion of Brands Hatch — Final (10 laps):** 1, Bailey, 16m 36.2s, 94.45mph; 2, Thompson, 16m 44.5s; 3, Holloway, 16m 52.8s; 4, Dumfries, 16m 53.9s; 5, Ackerley, 16m 56.7s; 6, Greenney, 16m 57.8s. **Fastest lap:** Bailey, 1m 38.6s, 95.43mph. **Record.**

**"Racing for Britain" Shell Super Sunbeam Race (10 laps-Indy circuit):** 1, Terry Grimwood, 10m 47.6s, 66.91mph; 2, Martin Hines, 10m 51.3s; 3, John Llewellyn, 10m 54.0s; 4, Peter Dron, 10m 54.7s; 5, Steve O'Rourke, 10m 55.6s; 6, Colin Singleton, 10m 56.1s. **Fastest lap:** Grimwood, 1m 03.2s, 68.56mph.

**BRSCC Production Saloon Car Challenge Race and Lucas CAV Production Sports Car Championship Race (8 laps). Overall:** 1, Steve Cole (3.5 Morgan Plus 8), 15m 07.8s, 82.92mph; 2, Colin Blower (2.7 TVR Tasmin), 15m 13.3s, 3, Pete Hall (2.2 Lotus Esprit Turbo), 15m 13.3s; 4, Norman Stechman (3.5 Morgan Plus 8), 15m 16.8s. **Saloons: 2301-3500cc:** 1, Graham Scarborough (2.8 Ford Capri), 80.33mph; 2, Gerry Marshall (3.0 Ford Capri); 3, Barrie Williams (2.0 Opel Monza). **Fastest lap:** Scarborough, 1m 54.9s, 81.89mph. **1601-2300cc:** 1, Martyn Williams (2.0 Toyota Celica GT); 2, Ken Crofton (2.0 Triumph Dolomite Sprint); 3, David Scriven (2.0 Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m 59.3s, 78.87mph. **Up to 1600cc:** 1, Nick Baughn (1.6 VW Scirocco GLi); 2, Steven McHale (1.6 VW Scirocco GLi); 3, John Llewellyn (1.6 VW Scirocco GLi). **Fastest lap:** Baughn, 1m 56.9s, 80.49mph. **Sportscars: Over 2500cc:** 1, Cole; 2, Blower; 3, Hall. **Fastest lap:** Cole, 1m 52.0s, 84.01mph. **1501-2500cc:** 1, John Mayne (1.6 Caterham Super 7), 79.03mph; 2, John Stenning (1.6 Caterham Super 7); 3, Gary White (1.6 Caterham Super 7). **Fastest lap:** Stenning, 1m 56.7s, 80.63mph. **Up to 1500cc:** 1, Peter Hiley (1.5 MG Midget; 2, Ian Jacobs (1.4 Matra Simca). **Fastest lap:** Hiley, 2m 05.1s, 75.21mph.

**Staw/Elf Renault 5 Challenge Race (8 laps):** 1, Steve Hine, 16m 42.6s, 75.08mph; 2, Brian Farminer, 16m 42.6s; 3, Rob Morgan, 16m 48.1s; 4, Paul Longfield, 16m 48.9s; 5, Russell Martin, 16m 52.4s; 6, Steve Smith, 16m 56.4s. **Fastest lap:** Hine, 2m 03.1s, 76,46mph. **Record.**

**Daily Mirror Ford Fiesta Challenge Race (8 laps):** 1, Rob Hall, 15m 47.4s, 79.45mph; 2, David Grimshaw, 15m 47.7s; 3, Charles Tippett, 15m 48.1s; 4, Jim Edwards, 15m 57.8s; 5, Stuart Cole, 15m 58.0s; 6, Ray Edge, 16m 01.6s. **Fastest lap:** Tippett, 1m 56.3s, 80.90mph. **Record.**




*Ringrose locks a wheel in his efforts to pass Hunt and Button while Cané motors away.*



*Hales's Rover V8 led Nicholson's sophisticated Mazda at the Modsaloon 'off'.*

**THRUXTON (GB), Apr 12, BARC**

**P&O Ferries FF1600 championship race (10 laps):** 1, Gianfranco Cané (Van Diemen-Auriga RF82), 14m 32.91s, 97.16mph; 2, David Hunt (Van Diemen-Auriga RF82), 14m 39.14s; 3, Dave Button (PRS-Scholar 82F), 14m 40.42s; 4, Chris Ringrose (Van Diemen-Auriga RF81), 14m 40.83s; 5, Gary Evans (Van Diemen-Minister RF82), 14m 51.38s; 6, David Newall (Tiga-Ford FF77), 15m 25.67s. **Fastest lap:** Ringrose 1m 26.20s, 98.39mph.

THRUXTON

# The baker's dozen!

This season's profusion of Formula Ford 1600 championships is contriving to keep grids small for many of the national series, indeed only 13 entries looked pitifully thin on the 33-car grid at Thruxton on Monday. Nonetheless the quality of the racing among the five competitive drivers present more than compensated for the lack of depth in the field.

Van Diemen's Mexican works pilot Gianfranco Cané had little difficulty in tying up the P&O Ferries round having established himself ahead of a cut-and-thrust tussle between David Hunt (Sieger/Racing for Britain RF82), Dave Button (Motasport International PRS) and the hard-charging Chris Ringrose (Auriga Racehire RF81) on the opening lap.

Hunt's enthusiasm got the better of him at Club early in the 10-lap event, spinning and restarting rapidly, but the confident 21-year-old soon re-asserted himself ahead of Button and Ringrose who had swapped places a couple of times in the intervening laps. There was no catching Cané however, despite his insistence on clambering all over the chicane kerbing and performing exuberant slides in the closing laps.

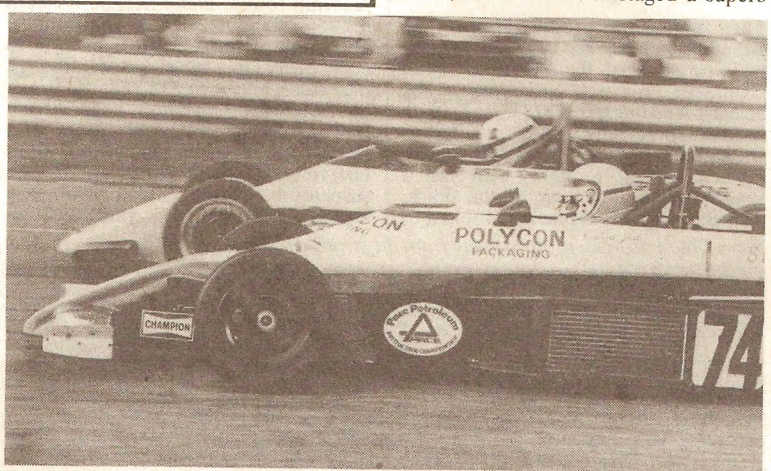
Gary Evans's Van Diemen came in a lonely fifth although more interesting was the scrap between several hapless back markers, Luigi Cappazzoli's Pacer recovering from a wild spin to overhaul Geoff Hoodless (Image) and Antonia Loysen (Royale), each lapping 10secs off the pace.

MARCUS PYE

SNETTERTON

# Brazilian bonanza

It was certainly a good Friday for Brazilians and Van Diemen at Snetterton at the start of the holiday weekend. For in the main races of the day, rounds of the Pace British FF2000 series and the Townsend Thoresen FF1600 championship, Ayrton da Silva and Mauricio Gugelmin scored convincing victories for the local *marque*. Da Silva's performance in particular was outstanding for early in the 15-lapper his impressive run of four wins in the first four races of the season looked to be at an end.




*Not even local expert Calvin Fish (74) could beat the sensational Ayrton da Silva.*

The opening race was in reality three events in one; qualifiers in the BRSCC series for Prodsaloons and Modsports along with a round of the Archie Scott Brown Prodsports championship. Not surprisingly, the modsports cars were the fastest runners but they were very thin on the ground, so that when Richard Ward retired his Elan, with differential problems, at the end of the second lap, it was left to the production racers to sort it out between themselves. Pete Hall inherited the lead with his delightful Lotus Esprit Turbo and in only a handful of laps he had pulled out a comfortable margin over the battle for second spot — the outstanding feature of the race — between the Capris of Graham Scarborough and Gerry Marshall. As Hall swept on, Marshall and Scarborough became embroiled in their battle; on which it was rumoured there was a personal wager between the combatants. In the latter stages Gerry always had the advantage although, on most occasions, Graham managed to get alongside as they sped down the long Revett straight towards the Esses where the canny Gerry always emerged in front to finally finish 0.5s ahead. Behind this pair Nick Baughn (VW Scirocco) defeated David Yates (Capri) by a similar margin. Second sports car home was the diminutive Ginetta G4 of Bob Cook who, for a glorious first lap headed both Marshall and Scarborough but was almost caught on the final tour by a hard charging Richard Knight (MG Midget).

The Mini 7s assembled for the next event, the opening round of their TEAC championship, wiper blades working frantically to signal the start of a rain shower. Despite the deteriorating conditions, the 15-car field staged a superb race with almost half their number in the front running bunch, all of whom were in contention throughout. Last season's champion Richard Hamlyn was keen to assert himself again and quickly grabbed the lead despite a second row start; however his determination got the better of him and he hit the bank and overturned as he attempted the Esses for the second time. On the penultimate lap five cars were spread across the track abreast of each other but two wild moments from Gordon Levett resolved the situation; the first one took Gordon to the front via the rough at Russell but the second at Riches dropped him to the back of the queue. This gave the advantage to Steve Hall, who held to the finish line to pip Chris Gould.

A first corner kerfuffle in the Townsend Thoresen race resulted in a widely separated and reduced field of nine FF1600s completing the first tour. Out on the spot were likely front runners Rick Morris (Royale), Mike Thompson (Quest) and Anthony Reid (Van Diemen), while badly delayed were Bjorn Langrekken (Van Diemen) and Mark Peters (Royale). At the front Gugelmin and Julian Bailey (Lola) fought closely,

**SNETTERTON, Apr 9, BRSCC**

**BRSCC Production Saloon Car Championship/Archie Scott Brown Sports Car Championship/BRSCC Modified Sports Car Race Championship (10 laps)** Production saloons overall: 1, Gerry Marshall (2.8i Ford Capri), 14m 11.4s, 81.06mph; 2, Graham Scarborough (3.0 Ford Capri), 14m 11.9s; 3, Nick Baughn (1.6 VW Scirocco), 14m 27.4s. **2301-3000cc:** 1, Marshall, 2 Scarborough; 3, David Yates (2.8 Capri). **Fastest lap:** Marshall, 1m 23.6s, 82.55mph. **1601-2300cc** 1, Martin Williams (Toyota Celica GT), 14m 49.8s, 77.56mph; 2, Pete Walters (2.0 Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m27.3s, 79.05mph. **Up to 1600cc:** 1, Baughn, 79.56mph; 2, Steven McHale (1.6 VW Scirocco); 3, Sharon Nicholson (1.3 Opel Kadett). **Fastest lap:** Baughn, 1m25s, 81.19mph. **Archie Scott Brown sports cars — overall:** 1, Pete Hall (2.2 Lotus Esprit Turbo), 13m57.1s, 82.44mph; 2, R P Cook (1.6 Ginetta G4), 14m 40;4s; 3, Robin Knight (1.4 MG Midget), 14m 41s. **Class A:** 1, Hall; 2, Dick Adams (Triumph TR7), 14m 03.8s, 73.61mph; 3, James Deacon (Morgan + 8), 15m05s. **Fastest lap:** Deacon, 1m29.4s, 77.19mph **Class B:** Cook, 78.39mph; 2, Anthony Clinkard (1.6 Ginetta G4); 3, Bill Hunt (1.0 Ginetta G15). **Fastest lap:** Cook, 1m26.7s, 70.60mph. **Class C:** No finishers. **Class D:** 1, Knight; 2, Ian Jacobs, (1.3 Matra Simca Bagheera), 14m 24.8s, 71.82mph. **Fastest lap:** not given. **Modified Sports Cars:** No finishers. **Fastest lap:** Richard Ward (1.8 Lotus Elan), 1m30.0s, 76.68mph.

**TEAC Mini 7 Trophy race (10 laps):** 1, Stephen Hall, 15m 23.3s, 74.74mph; 2, Christopher Gould, 15m 23.4s; 3, Steve Mole, 15m 23.5s; 4, Nigel Gaymer, 15m 23.8s; 5, Peter Lawton, 15m 26.2s; 6, John Love, 15m 26.8s. **Fastest lap:** Gould, 1m 29.1s, 77.45mph.

**Townsend Thoresen Formula Ford 1600 Championship Race (1£2 laps):** 1, Mauricio Gugelmin (Van Diemen-Auriga RF82), 14m 36.0s, 94.54mph; 2, Julian Bailey (Lola-Titan T640), 14m 45.9s; 3, Andrew Gilbert Scott (Reynard-Minister FF82), 14m 47.1s; 4, Bjorn Langrekken (Van Diemen-Minister RF82), 14m 54s; 5, Alan Holloway (Van Diemen-Auriga. RF82), 15m 93.9s; 6, John Bosch (Van Diemen-Minister RF82), 15m 07.8s. **Fastest lap:** Gugelmin, 1m11.4s, 96.66mph **(record).**

**Alfa Romeo Handicap race (10 laps):** 1, Richard Gamble (1.8 GTV), 15m 02.7s, 70.36mph; 2, Peter Hilliard (2.0 Alfetta GTV), 15m 08.8s; 3, Philip Rowley (1.5 Alfasud Ti), 15m 10.9s; 4, Peter Cabrol (1.6 Zagato), 15m 17.1s; 5, Nigel Rosser (1.5 Alfasud Ti), 15m 17.1s; 6, Chris Sweetapple (2.0 GTV), 15m 21.6s. **Fastest lap:** Hilliard, 1m 22.4s, 83.75mph.

**Pace British 2000 Championship Race (15 laps):** 1, Ayrton da Silva (Van Diemen-Nelson RF82), 17m07.1s, 100.79mph; Kenny Andrews (Van Diemen-Nelson RF82), 17m 19.7s; 3, Victor Rosso (Van Diemen-Neil Brown RF82), 17m 24.4s; 4, Frank Bradley (Van Diemen-Neil Brown RF82), 17m 37.4s; 5, Tim Davies (Royale-Harris RP32M), 17m 40.9s; 6, Glenn Wallis (Royale-Titan RR27), 17m43.4s. **Fastest lap:** da Silva, 1m 07.0s, 103.00 mph.

**"Champion of Snetterton" Formula Ford 1600 Race (10 laps):** 1, Alan Holloway (Van Diemen-Auriga RF82), 12m 33.6s, 91.58mph; 2, Simon Davey (Van Diemen-Alan Smith RF 78/9), 12m 35.9s; 3, Kevin Warner (Sark-Ford 2B), 12m 36.1s; 4, Paul Bayley (Van Diemen-Nelson), 13m 20.2s; No other finishers. **Fastest lap:** Holloway, 1m 13.7s, 93.64mph.

**TEAC Mini Miglia Trophy race (10 laps):** 1, Graham Jarvis-White, 14m 26.8s, 79.62mph; 2, John Lambe, 14m 34.2s; 3, John Meale, 14m 37.7s; 4, Trevor Jones, 14m 52.1s; 5, Mark Blackwell, 15m 01.1s; 6, Simon Giles, 15m 50.5s. **Fastest lap:** Jim McDougall, 1m24.6s, 81.57mph.

**Cars and Car Conversions Modified Saloon Car Championship race (10 laps) — Overall and 1301-4000cc:** 1, Chuck Nicholson (2.3 Mazda RX-7), 12m 31.9s, 90.91mph; 2, Mark Hales (3.5 Rover SDI), 12m 45.2s; 3, Derrick Brunt (2.3 Vauxhall Magnum) 13m 08.6s; 4, John Markey (3.0 Ford Capri), 13m 15.0s. **Fastest lap:** Nicholson, 1m 14.6s, 92.51mph. **1001-1300cc:** 1, Tony Allies (1.3 Mini Cooper S), 13m 59.3s, 82.23mph; 2, Robert McIntyre (1.3 Austin Cooper S); 3, John Hopwood (BL Howley Metro 1.3S). **Fastest lap:** Hopwood, 1m 19.8s, 86.48mph. **851-1000cc:** 1, Paul Storr (1.0 Talbot Imp), 12m 40.3s, 81.67mph; Ron Lowles (1.0 Mini); 3, Barry Robinson (1.0 Sunbeam Stiletto). **Fastest lap:** Storr, 1m 22.0s, 84.16mph.

Gilbert-Scott slowly dropping away from them, but nonetheless in a very secure third with his Reynard. On the penultimate lap the lead battle was settled in the favour of Gugelmin for Bailey indulged in a quick spin at the Esses but resumed still second ahead of Gilbert-Scott. Fourth was the Norwegian Langrekken who stormed up through the decimated field and gained impressively on Gilbert-Scott.

Sadly, because it appears to be due to the recently resurfaced Riches corner, the long established FF lap record, shared by Kenny Acheson, Roberto Moreno and Ayrton da Silva, fell easily to the Brazilian Gugelmin. While he may soon reach the standard of these drivers, he is definitely not there yet.

A pleasant and well supported variation to the championship racing was provided by a handicap event for Alfa Romeos, arranged by their Owners' club. For much of its 10 laps it appeared that Bob Buttery and his prodsaloon, Sud had fooled the system but Bob had to surrender a huge lead and make for the pits with oil liberally coating his tyres. Richard Gamble (of Modsport Marcos renown) took over to win in a 1750 GTV loaned by Peter Mulberry.

The Pace FF2000 race was incident packed. Another first corner tangle eliminated or delayed several cars but as they were from amongst the tail enders it was an impressively rapid, multicoloured train of cars that completed the opening lap in the order of da Silva, already slightly clear, Kenny Andrews, Frank Bradley and Russell Spence all in Van Diemens, Calvin Fish (Royale), Roy Goff (Delta), Nigel Corry and Victor Rosso (Van Diemen). Into the second lap and through the debris of the first corner shunt; da Silva suddenly slowed and in a flash Andrews and Spence were past him, while Bradley and Fish spun out of contention. A lap later at Riches, Corry and Goff departed the procession in unison. Soon after, Spence, perhaps a shade too desperate for success, ran off line at Russell and flicked back across the track hard into the pit lane armco. Pit crews leapt clear as the errant car, losing wheels and bodywork, wiped itself along the barrier, although Spence quickly jumped free of the wreck.

At the front, da Silva had adjusted to the loss of his front brakes and regained the lead to win once again. Into second spot came a deserved Andrews, while Rosso was a consistent third with Bradley charging back up to fourth. Only four cars contested the second round of the Champion of Snetterton series for FF1600s. Alan Holloway led for the entire distance but a superb scrap between Simon Davey (Van Diemen) and Kevin Warner (Sark) kept the race alive. Seventeen year old Warner, in only his second race, proved very determined and although he forced his way ahead of Davey several times he had to succumb to experience.

The second race for Minis, the first qualifier for the TEAC Miglia series, lacked the intensity of the earlier one. Graham Jarvis-White led almost all the way, losing the lead only briefly to Danny Coker, who promptly spun it away.

A healthy 19-car grid assembled for the BRSCC's Modsaloon challenge with numerous new cars on display.

At the front there was a fascinating battle between two such newcomers: Mark Hales (Rover) and Chuck Nicholson (Mazda). Hales led initially from Nicholson but Mark made a mistake at Russell on lap 3 and Chuck was through and away. Whatever the order, these two provided an excellent spectacle and overshadowed the other competitors.

ANDY LEEDER




# National Rallies

## CHIEFTAIN RALLY

# Magic Moody

Dennis Moody again proved that he is the King of the Plain when he took his brand new Mark 3 Escort to a convincing win on the Morning Star Motors Chieftain Rally at the weekend.

Easter Sunday saw the 12th running of the Bath MC event and, despite an enforced one-year lay off, the event was again very well supported with 99 crews taking part.

Leading the cars away from West Country Car Auctions at Westbury, was the rear wheel drive Escort of Dennis Moody, with Dave O'Brien in the co-driver's seat. The car had been completed only the night before and although Moody started as favourite to win on stages that he knows well, there were doubts in many people's minds about how reliable the car would be.

Of the car's speed there were no doubts as Moody blasted into a 30secs lead after the first two tarmac stages — a lead that he was never to lose. In second place was the Escort of the Radford brothers, Ray driving and Steve alongside.

These first two stages were popular with the top crews as they had plenty of power available but the lower crews were suffering. Attempts by two crews to drive to these stages on racing tyres were very firmly stopped by the scrutineers.

The event moved to Lodge Camp, the scene of last year's single venue event, where the fortunes of local crew Piers Kent and Vaughan Richards took a tumble. Camshaft problems saw their retirement. With the fifth stage having to be cancelled due to the recent bad weather — even the Army were getting stuck. The half way point saw Moody clearly ahead of Radford. The close battle for third place between Rob Stoneman and Pete Gould was eventually resolved in favour of Stoneman by just 2secs at the finish. Dust in the afternoon was becoming a problem for all except Moody, who was showing complete domination over the other crews.

Another local driver, Mike Angell, was to suffer wiper failure on the last stage, and finally had to settle for 24th.

The performance of the rally came from Steve Bryant, who was forced to relinquish his start position of 20 when ignition problems beset the car before the start. The organisers allowed him to start at number 104, from where he drove a magnificent rally through the dust to finish ninth.

**MORNING STAR MOTORS CHIEFTAIN RALLY**
**Apr 11**

1, Dennis Moody/Dave O'Brien (Ford Escort Mk3), 42m34s; 2, Ray Radford/Steve Radford (Ford Escort), 44m32s; 3, Rob Stoneman/Mark Harris (Ford Escort), 45m15s; 4, Pete Gould/Mike Thompson (Ford Escort), 45m17s; 5, John Minty/Keith Staddon (Ford Escort), 45m26s; 6, Andy Orchard/Andy Miers (Ford Fiesta), 45m32s.

## FIRECRACKER RALLY

# Sizzling Strangward

John Strangward and Geoff Gill in their Strangward Growers Vauxhall Chevette HS scored an excellent victory in the Caenby Corner Firecracker Rally organised by Appleby Frodingham Works MC and South Bank MC on April 3/4.

The rally, which attracted 57 crews for the 150 mile pre-plot route, was held on a mild clear dry night, a pleasant change for most competitors and also, of course, the marshals.

Leading the cars away from the start at Caenby Corner Garage was last year's winner, John Roberts/John Rock in their Park Street Motors Avenger Tiger. At 2 should have been the Ford Escort RS 2000 of Collingwood/Hamilton but a blown engine put paid to their entry and the spot was taken by the Sheffield crew of Jonti Bolsover/David Atkinson. At No 3 were Pete Wilson/Nick Leuchars in the Linfords Garage Ford Escort RS 2000 and hoping for a clear run for once.

The Vauxhall Chevette HS of Strangward/Gill had a 1 min lead at the halfway followed by car 20, the Youngspeed Escort of Alan Young/Nev Colton who were having their first trouble free run for a while although Nev Colton seemed more interested in checking his plots for the second half then celebrating their halfway position. In third place a further 1 min adrift was the neatly driven 1340cc Mini of John Dimbleby/Trevor Faulkner.

The start of the second half took cars north via Atterby and Redbourne to the fast yellows in the Hibaldstow and Manton areas while the cres on the final stage went over the Humber Bridge to the finish at the Crest Hotel, North Ferriby where the results showed that Strangward had increased his lead over Young to win by 2 mins with Dimbleby 3rd and the Escort of Wilson a fine fourth.

CHARLES HILL

**CAENBY CORNER FIRECRACKER RALLY**
**Apr 3/4**

1, John Strangward/Geoff Gill (Vauxhall Chevette HS), 19m;
2, Alan Young/Nev Colton (Ford Escort RS2000), 21m;
3, John Dimbleby/Trevor Faulkner (Mini 1340), 21m;
4, Pete Wilson/Nick Leuchars (Ford Escort RS2000), 22m;
5, Malcolm Bennett/Steve Ball (Ford Escort RS2000), 23m;
6, Mike Widdop/Dave Barratt (Talbot Sunbeam 1600), 23m;
7, Simon Cofield/Andrew Crowther (Ford Escort 1300), 24m; 8, Jonti Bolsover/David Atkinson (Ford Cortina 1600), 24m; 9, David Bird/Keith Storer (Turbo Metro), 24m; 10, John Roberts/John Rook (Avenger Tiger), 25m.

*Dennis Moody took his new rear-wheel-drive Escort to a fourth Chieftain victory.*



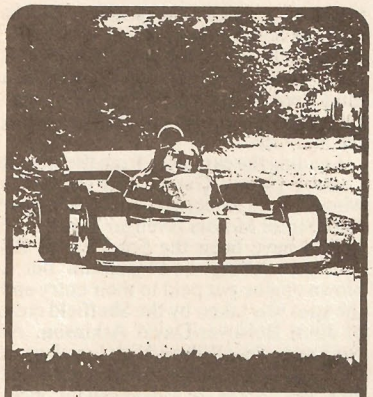

**World Rally Championship for Makes**
**Positions after round 3**

| | | |
|---|---|---|
| 1 | Opel | 46 |
| 2 | Audi | 34 |
| 3 | Datsun | 18 |
| 4 | Toyota | 16 |
| 5 | Porsche | 14 |
| | Citröen | 14 |
| 7 | Ford | 12 |
| | Rover | 12 |
| 9 | Renault | 10 |
| | Subaru | 10 |
| 11 | Mitsubishi | 8 |

**World Rally Championship for Drivers**
**Positions after round 4**

| | | |
|---|---|---|
| 1 | Rohrl (Opel) | 47 |
| 2 | Mouton (Audi) | 28 |
| 3 | Eklund (Toyota) | 25 |
| 4 | Blomqvist (Audi) | 20 |
| | Mehta (Datsun) | 20 |
| 6 | Mikkola (Audi) | 15 |
| | Vatanen (Audi) | 15 |
| 8 | Therier (Porsche) | 12 |
| | Wittmann (Audi) | 12 |
| | Kirkland (Datsun) | 12 |

# Sportscard



## Off-Track

### HILLCLIMB

## James's return

Reigning British Hillclimb champion James Thomson made a surprise appearance at Harewood on Easter Sunday to dominate the day's proceedings and eventually lower BTD, which he'd held all day, on the very last climb of the day, to an excellent 37.51 secs.

Sunday's meeting, heralded the start of the BARC's 21st season at Harewood and following a long winter break, all the hillclimb regulars were out once again for the first round of the Shell Super Oil Hillclimb Championship. Sponsored by Fiat/Lancia, the meeting was also a round of the Longton championship and the Guyson/BARC series, and as such, the Guyson International team were out in-strength with Tim Thomson in his 2.6 Chevette and Jim and James Thomson in their Hart engined Pilbeam MP40.

It was Imps to the for in classes 1, 4 and 5 as Dave Allen, Davis Sturdy and Derek Bridge all emerged as winners. In class 2, Neil Turner failed to better his first run time but it was still good enough to give him the class award from Richard Gledhill and Mike Kerr (Chevette HSR) just lost out to Jackson after leading at the end of the first runs. The Rallycross boys were hot on the heels of Tim Thomson but with his Chevette more suited to the hills there was no chance of anyone stopping him from taking victory, while John Gornall (MG Midget), John Istead (Datsun 240Z) and Peter Garland (Morgan +8) were the winners in classes 6, 7 and 8.

Josh Sadler's dice with Peter Tankard's TVR Tuscan was resolved in favour of the Porsche driver, who wrapped up class 10 with a second run time not too far outside the class record and Martin Curtis made the top 10 run-offs following his efforts to beat Bob Prest, who momentarily led the class.

Alex Graham (Mallock) won class 13 by a good 2 secs from Paul Bason but Ray Harper had a much tougher fight on his hands as he narrowly beat co-driver Peter by a mere six hundredths of a second for class 14 honours. Alan Staniforth's Terrapin had little trouble in winning class 15 after both Paul Bennison and John Mottershaw failed their second runs while Chris Seaman was well in command of class 16 in his Brabham BT30. Through to the top 10 run-offs from class 17 were Jim Thomson, Norrie Galbraith, Malcolm Dungworth, Roy Lane and James Thomson, the latter recording two times in the 38 sec bracket to Lane's 39.34 sec best. In the run-offs, it was really a contest between Lane and James Thomson, with both drivers going up a notch as Lane made the 38's but failed to match James' best and the British champion succeeded in reducing his time even further in a sensational last run of the meeting.

BILL MANTOVANI

**HAREWOOD (GB) BARC, Apr 11**

**BTD** — James Thomson (Pilbeam MP40) 37.51secs.

**Classes:** 1, Dave Allen (Hartwell Imp) 49.75 secs; 2, Neil Turner (Cooper S) 49.52 secs; 3, Richard Jackson (Opel Ascona 400) 45.06 secs; 4, David Sturdy (Imp) 47.57 secs; 5a, Derek Bridge (Imp) 44.52 secs; 5, Tim Thomson (Chevette) 44.93 secs; 6, John Gornall (MG Midget) 48.65 secs; 7, John Istead (Datsun 240Z) 48.52 secs; 8, Peter Garland (Morgan +8) 45.68 secs; 10, Josh Sadler (Porsche 911) 43.66 secs; 11, Martin Curtis (Hallock U2) 42.61 secs; 13, Alex Graham (Mallock U2) 42.47 secs; 14, Ray Harper (Mallock U2) 42.54 secs; 15, Allan Staniforth (Terrapin Mk 7C) 45.22 secs; 16, Chris Seaman (Brabham BT30) 41.38 secs.

**LOTON PARK**

The first round of the RAC British Hillclimb Championship at Loton Park on Easter Monday saw Pilbeams fill the first seven places, with Dave Harris finishing top of the pile in his M50 with a superb time of 49.48s. This is only the fourth time that a sub-50s run has been recorded on this hill. If anything, however, the sensation of the day was young Mark Williams (son of Ted), who brought his Pilbeam MP41 into second place on his second ever visit to Loton Park (his first was five years ago). Martyn Griffiths was third in his Pilbeam MP54 from Martin Bolsover (MP51) and Richard Fry (MP41). A notable performance came from Richard Jones, who finished ninth in the Top Ten run-offs with his Mallock U2. Full report next week.

*James Thomson returned to the hills in typical fashion taking BTD at Harewood.*




### RALLYCROSS IN HOLLAND

## De Rooy rules

British driver Graham Strugnell had a very successful meeting at the Dutch circuit of Valkenswaard on Sunday April 4 when he took his Putoline Oil Mini to 3rd place in the under 1600cc class in the opening round of the Dutch Rallycross championship. Winning all three of his qualifying heats, Strugnell easily qualified for the "A" final, despite some very strong opposition. But no sooner had the final started than Strugnell's Mini and Jan Lammers's VW Scirocco were involved in an incident that saw the latter forced into retirement.

In the big class, the Audi Quattro still rules, with local driver Jan de Rooy taking a walkover victory from Piet Dam's BMW and Jos Fassbender's Alpine, as Belgian champion François Monten retired after an uncharacteristic roll in his VW Beetle Turbo.

BILL MANTOVANI

### TEAK LYDDEN RALLYCROSS

## Squibb's rule

A titanic race in the Superfinal of the Lydden Rallycross meeting on Easter Monday saw Escort driver Barry Squibb take the narrowest of wins from a very on-form Colin Parry-Williams, after the Porsche driver had successfully held off a strong challenge from Trevor Hopkins's Fiesta in the opening laps. Hopkins retired with a puncture and Jim Squibb worked his way up to third place to conclude a successful weekend for the family. Full report next week.

BILL MANTOVANI

# Weekend Sport

### INTERNATIONAL RACING

| Date | Venue | Event/Details |
|---|---|---|
| Apr 18 | Monza, Italy | World Endurance Championship of Makes, round 1/World Endurance Championship for Drivers, round 1<br>*After a couple of false starts, the World Endurance series for drivers commences at the famed Italian motodrome, co-inciding also with the first Makes round. An excellent entry is in prospect with Guy Edwards/Rupert Keegan likely to be heading the British contingent in their brand new Lola T610. Several other new Group C cars will also be getting their first public airing.* |
| Apr 18 | Zolder, Belgium | European Formula 3 Championship, round 3/Euroseries FF2000, round 1<br>*Oscar Larrauri & Co travel to Belgium next weekend, hopefully with a better field than was assembled at Donington last time out. Several of the German contenders are due to make the trip, including the rapid Ralt-VW of John Nielsen, while Donington winner James Weaver is also contemplating the cross-channel journey, to give his Yokohama tyres another airing. Several British drivers will also be there for the opening Euroseries FF2000 round, for which EFDA have attracted an excellent entry. Ayrton da Silva will be among them . . .* |
| Apr 18 | North Wilkesboro, USA | Northwestern Bank 400 — NASCAR Winston Cup Grand National Championship, round 7<br>*Terry Labonte, from Texas, currently leads the close-fought NASCAR series, but he will face all the usual front-runners at the short, North Wilkesboro' oval. 1980 champion Dale Earnhardt has been running particularly strongly in recent races.* |
| Apr 18 | Vallelunga, Italy | Italian Formula 3 Championship, round 3<br>*The experienced Guido Cappellotto will be looking for his third successive national F3 victory in his well-developed Ralt-Alfa RT3.* |
| Apr 18 | Sandown, Australia | Australian Drivers Championship, round 1<br>*Formula Pacific cars will be in action again after a short break. Ralt RT4s are likely to dominate the action again, with the likes of Andrew Miedecke, John Bowe, Bruce Allison and Graham Watson among the leading contenders, although former national champion Alfredo Costanzo may provide some opposition in his Tiga.* |
| April 24 | Kyalami, South Africa | Sigma South African Formula Atlantic Championship, round 5 |
| April 25 | Martinsville, Virginia, USA | NASCAR Winston Cup Grand National Championship, round 8 |

| | | |
|---|---|---|
| Apr 25 | Albi, France | French Formula 3 Championship, round 4/French Production Championship, round 5 |
| Apr 24/25 | Imola, Italy | San Marino Grand Prix — Formula 1 World Championship, round 4 |
| Apr 24/25 | Nürburgring, Germany | European Formula 2 Championship, round 4 |
| Apr 24/25 | Atlanta, USA | CART/PPG Indy-car World Series, round 2 |
| Apr 24/25 | Riverside, California, USA | LA Times 6 Hours — IMSA Camel GT Endurance Championship, round 3/Camel IMSA GT Championship, round 4 |
| Apr 25 | Oran Park, Australia | Australian Drivers' Championship, round 2 |
| Apr 25 | Wannerroo, Australia | Australian Touring Car Championship, round 6 |

## NATIONAL RACING

| Date | Venue | Event/Details |
|---|---|---|
| Apr 17 | Silverstone, nr Towcester, Northants | Vintage Sports Car Club Race Meeting<br>*A glorious selection of cars are entered for the first of the VSCC's two annual visits to Silverstone. Pride of place should be taken by none other than Dan Margulies's recent acquisition, a V16 BRM. The car has been rebuilt over the winter and will be demonstrated during the day, 32 years after it was first debuted at the same track. The oldest car competing will be Tom Threlfall's 1913 Theophile Schneider, while other interesting entries include Tony Stephens's newly rebuilt 'Hanuman I' ERA R12C, which is one of 11 examples of the marqué in the Haggar Trophy Race for Pre-war All-comers. The other feature event of the afternoon will be the Itala and Lanchester Trophies race, catering for vintage and Edwardian cars. The first of nine events will start at 13.15, following morning practice.* |
| Apr 18 | Lydden Hill, nr Canterbury, Kent | FF1600, Pre '74 FF1600, F Libre, STP Modsports, Prodsaloons, Clubmans Sports (BARC-L&HCC)<br>*The British racing scene is always quiet on the first weekend after the hectic Easter programme and the only Sunday meeting will be at Lydden Hill with the BARC London and Home Counties Centre in charge. They have laid on an interesting eight-race agenda, including an STP Modsports Championship race and rounds of the three local championships.* |
| Apr 24 | Silverstone, nr Towcester, Northants | Formula 1300, 750 Formula, FF1600, Sports Cars (8 Clubs) |
| Apr 24 | Kirkstown, Northern Ireland | F Atlantic, FF2000, FF1600, Prodsaloons, etc (500 MRCI) |
| Apr 24 | Oulton Park, Cheshire | Cheshire Cats Trophy Meeting (JDC) |
| Apr 25 | Mallory Park, Leics | Marlboro British F3, Esso FF1600, Tricentrol Clubmans Sports, Lucas CAV Sports, Unipart Metros (BRDC) |
| Apr 25 | Cadwell Park, Lincs | P&O FF1600, Monro Prodsaloons, Wendy Wools Special Saloons, Mini Miglia, Gates-Varley Monoposto (BARC) |
| Apr 25 | Brands Hatch, Kent | British Sports 2000, Champion of Brands FF1600, BRSCC Modsports, Muraspec F4, MGBCV8 (BHRC) |
| Apr 25 | Mondello Park, Ireland | F Atlantic, FF2000, FF1600, Prodsaloons, etc (IMRC) |

## INTERNATIONAL RALLYING

| Date | Venue | Event/Details |
|---|---|---|
| Apr 15/17 | France | Criterium Alpin — European Rally Championship, round 15 (co-eff 3)<br>*Andrea Zanussi heads the entry, looking to increase his newly-won championship points lead still further, although he is sure to face strong opposition from the likes of local heros Bernard Darniche, probably in his BMW M1, and Jean-Claude Andruet in his exotic Ferrari 512BB.* |
| Apr 16/18 | Austria | Arbo Rally — European Rally Championship, round 16 (co-eff 1)<br>*On the same weekend as the more prestigious Criterium Alpin, little is known about the Austrian event, which must see national champion Franz Wittmann as favourite in his rapid Audi Quattro.* |
| Apr 22/25 | Italy | Elba Rally — European Rally Championship, round 17 (co-eff 3) |

## NATIONAL RALLYING

| Date | Venue | Event/Details |
|---|---|---|
| Apr 17 | Humber Royal Hotel, Grimsby (113/246086) | Tour of Lincolnshire (Lincs and Louth MC). Start: 08.00. |
| Apr 17/18 | Darley Dale, Derbys (119/276626) | The DFS Rally (Matlock & DMC). Start: 23.16. |
| Apr 17/18 | Ellesmere, Merseyside | The Barrs Electrical Rally of the Meres (Ellesmere & DMC). |
| Apr 17/18 | Leeming Bar Motel, Alwoodley (99/282½893½) | The Alwoodley Lawn Mowers Ridings Rally (Alwoodley MC). Start: 00.01. |
| Apr 17/18 | Tiverton Technical College, Devon | 12th Exeter Rally (Exeter MC). Start: 00.01. |
| Apr 17/18 | Rootes-Maidstone, Kent | The Moonraker Trophy Rally (NatWest Bank MC). Start: 23.00. |
| April 17/18 | Digital Equipment, Ayr | Mini Monte Road Rally (East Ayrshire CC). |
| April 17/18 | Whitehaven Sports Centre, Cumbria (89/975177) | Peak Revs Rally (West Cumberland MC). Start: 23.01. |
| Apr 18 | Melbourne airfield, York. (105/763428) | Calderford Trophy Stage Rally (Wakefield & DMC). Start: 09.31. |
| Apr 18 | Somerset | Somerset Stages Rally (Minehead MC). |
| Apr 24 | Aberdeen | John Clark BMW Granite City Rally — Pace Petroleum/AUTOSPORT National Rally Championship round 3/Esso Scottish Rally Championship (Div 1), round 4. |

## OFF TRACK

| Date | Venue | Event/Details |
|---|---|---|
| Apr 17 | Oulton Park, nr Tarporley, Cheshire | Pace/BARC Sprint Championship (MCMRC). Practice 08.45. Start: 13.30. |
| Apr 18 | Goodwood, Sussex | Sprint Meeting (Alfa Romeo Owners Club/Porsche Owners Club) |
| Apr 18 | Croft, Co Durham | Croft Rallycross Championship, round 1 |
| Apr 18 | Doune, Scotland | Grampian Television Scottish Hill-climb Championship, round 2 (Lothian CC). |

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

# Autosport classified

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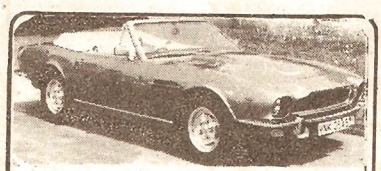
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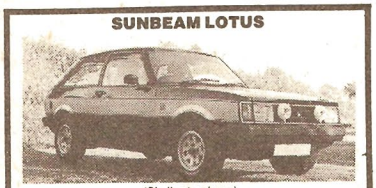
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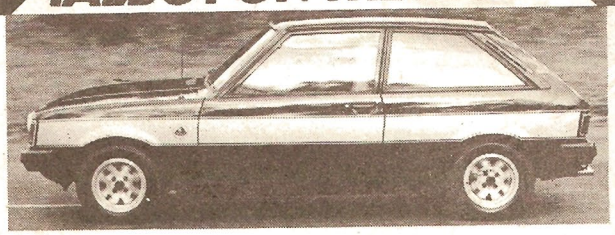


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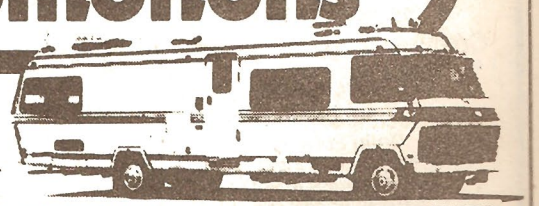
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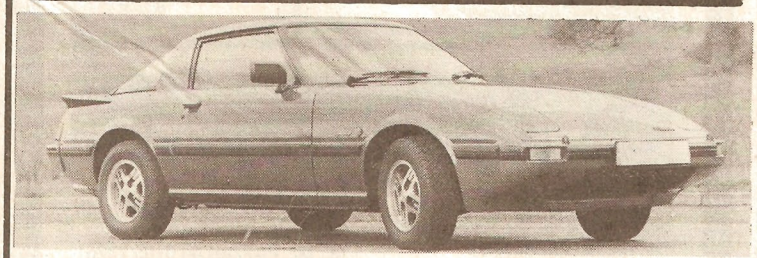
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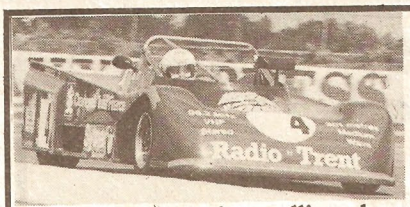
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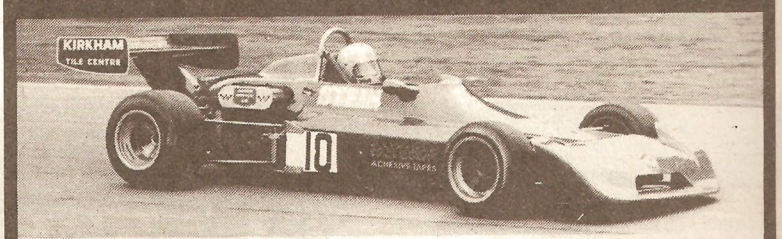
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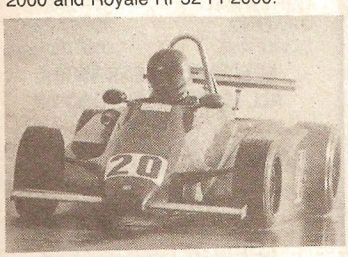
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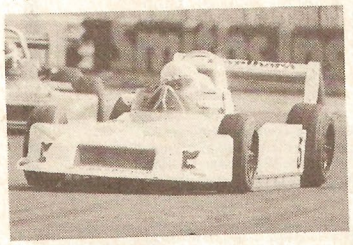
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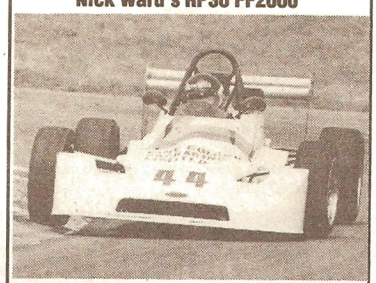
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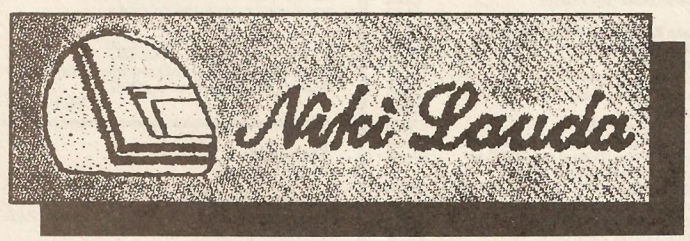

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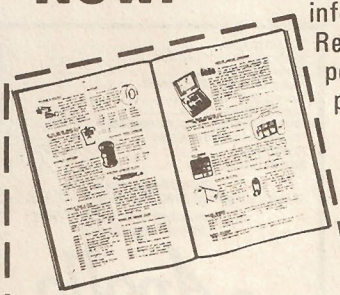
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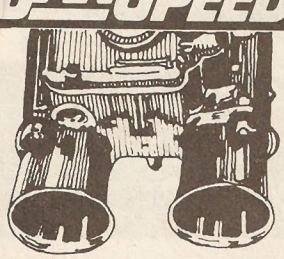
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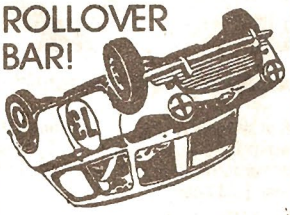
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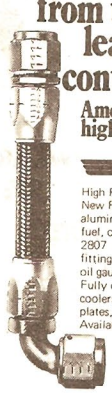
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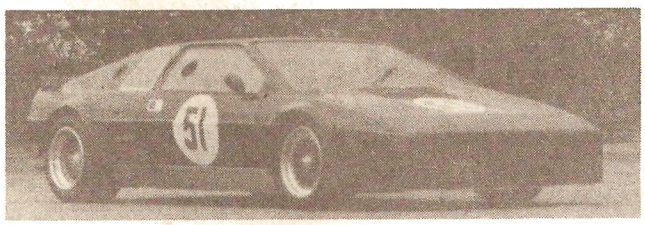


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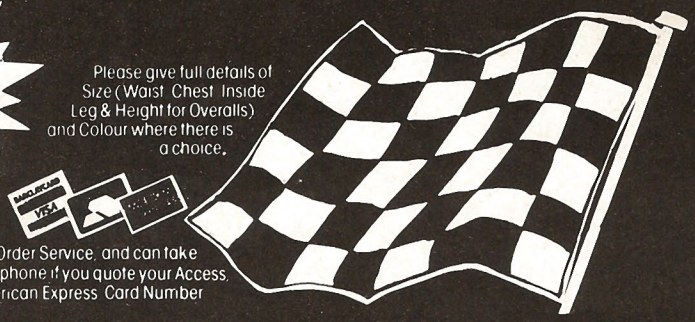
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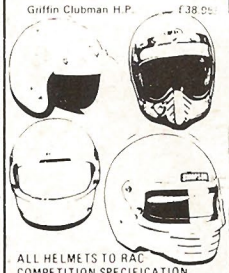
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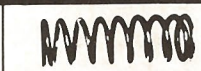
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| Castrol R40 | 5 Lts. | £11.75 |
| Motul 300V | Per Lt. | £3.08 |
| Castrol Limited Slip | 1 Lt. | £2.68 |
| Shock Absorber Fluid | ¼ Lt. | £1.30 |

The NEW Bell STAR 111 **£99.45**



## Coil Springs



ALL GUARANTEED (12 MONTHS)
Prices per Pair

**LEYLAND**

| | |
|---|---|
| MGB GT (F) • | £21.95 |
| MGB Coupe (F) • | £19.40 |
| Midget Rally (F) • | £19.85 |
| Midget Lowered (F) • | £25.95 |
| Midget STD. Height (F) • | £25.95 |
| Range Rover (F & R) • | £39.40 |
| Triumph TR7 (F & R) • | £25.25 |
| Spitfire (F) • | £26.68 |
| Triumph 2, 3, 4, 5, 6 • (F) | £21.50 |
| Triumph 5 & 6 (R) • | £26.20 |
| Dolly Sprint (F) • | £20.45 |
| Dolly Sprint (R) • | £16.50 |
| Triumph 2000 (F & R) • | £27.65 |

**BMW**

| | |
|---|---|
| BMW 323i (F) • | £29.25 |
| BMW 323i (R) • | £17.45 |

**FORD**

| | |
|---|---|
| Capri (F) • | £17.85 |
| Cortina Mk I • 1" • | £18.35 |
| Cortina Mk I • | £18.35 |
| Cortina Mk II • | £18.85 |
| Cortina 1600E STD | £19.96 |
| Cortina Mk 3 (F & R) • | £25.95 |
| Escort T/C RS 145lb • 1" | £17.95 |
| Escort T/C RS 135lb • 1" | £16.95 |
| Escort T/C RS 190lb • 1" | £26.50 |
| Escort T/C RS 145lb –1" | £20.76 |
| Escort 11/1300 145lb • 1" | £16.95 |
| Escort 11/1300 145lb – 1" | £17.95 |
| Escort 11/1300 180lb | £17.95 |
| Escort T/C RS World Cup | £19.95 |
| Fiesta (F) • | £17.95 |
| Fiesta (R) • | £16.85 |
| Escort Mk.3 (F) • | £20.25 |
| Escort Mk.3 (R) • | £22.95 |
| Escort Mk.3 (F) • 1" • | £22.95 |
| Escort Mk.3 (R) • 1" • | £24.75 |
| Granada (F) • | £39.95 |
| Granada (R) • | £39.95 |
| Cortina Mk 4 (F) • | £34.75 |
| Cortina Mk 4 (R) • | £33.40 |

**LOTUS**

| | |
|---|---|
| Elan (F) STD. | £11.45 |
| Elan (R) STD. | £15.95 |
| Elan +2 (R) STD. | £19.45 |
| Europa (F) STD. | £15.95 |
| Europa (R) STD. | £15.95 |

**RELIANT**

| | |
|---|---|
| Scimitar (R) STD. | £20.85 |
| Scimitar (F) SE6 STD. | £25.50 |
| Scimitar (F) Up to SE5 | £22.85 |

**TALBOT**

| | |
|---|---|
| Avenger (R) • | £25.56 |
| Avenger (F) • | £27.50 |
| Imp RAC Spec. (F) • | £17.28 |
| Imp RAC Spec. (R) • | £24.95 |
| Sunbeam (F) 145lb. –1" • | £27.00 |
| Sunbeam (R) 210lb. –1" • | £22.28 |
| Sunbeam (F) 165lb. • | £20.65 |
| Sunbeam (R) 165lb. • | £20.65 |
| Sunbeam (F) 195lb. –1" | £25.30 |
| Sunbeam (R) 195lb. –1" | £19.25 |

**VAUXHALL**

| | |
|---|---|
| Chevette (F) Tarmac • | £21.45 |
| Chevette (R) Tarmac • | £34.25 |
| Chevette (F) T • | £26.85 |
| Chevette (R) T • | £34.25 |
| Cavalier (F) • | £26.75 |
| Cavalier (R) • | £34.25 |
| Magnum (F) • | £20.85 |
| Magnum (R) • | £23.35 |

**VOLKSWAGEN**

| | |
|---|---|
| Golf GTi –1" • (F) | £23.60 |
| Golf GTi –1" • (R) | £23.25 |
| Golf Std. –1" • (F) | £23.60 |
| Golf Std. –1" • (R) | £23.25 |

**SYMBOL CODE**

- • = 25% Up-Rated From Standard
- • = Rally Specification
- –1" etc. = Ride Height Difference from Standard Car
- STD. = Standard Specification

CARRIAGE: POST £2 PAIR
SECURICOR £3.25 UP TO 3 PAIRS

## Wheels

SPECIAL COMPETITION RALLY USER SCHEME AVAILABLE TO MISTRAL WHEEL USERS!



MISTRAL & REVOLUTION

| | Mistral | R/ution |
|---|---|---|
| 5 x 10 | £21.50 | £31.60 (R) |
| 5 x 12 | £23.95 | £35.40 (R) |
| 5½ x 12 | £25.95 | N/A |
| 5½ x 13 | £29.95 | £38.75 (R) |
| 6 x 13 | £31.50 | £40.00 (R) |
| 7 x 13 | £34.95 | £47.40 (C) |

(R) = Road wheel (C) = Comp wheel
Mistral use std. nuts
Revolution nuts £12 per 16

WOLFRACE

| | Slot | Sonic |
|---|---|---|
| 5 x 12 | £37.50 | £37.50 |
| 5½ x 13 | £46.50 | N/A |
| 6 x 13 | £46.50 | £42.95 |
| 7 x 13 | £47.50 | £47.85 |

PRICE INCLUDES NUTS



ALEYCAT ALLOY — WELLER 8 SPOKE STEEL

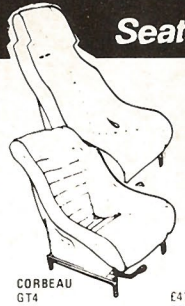
| | Aley cat | Weller 8 Spoke |
|---|---|---|
| 5½ x 10 | N/A | £13.75 |
| 5 x 12 | £28.75 | £17.50 |
| 5½ x 13 | £31.75 | £17.50 |
| 6 x 13 | £33.75 | £17.50 |
| 7 x 13 | £36.95 | £18.75 |
| 8 x 13 | £39.95 | N/A |

ALEYCAT & WELLER USE STD. NUTS

CARRIAGE WHEELS £1 EACH
LOCKNUTS (Set of 4) £13.95

WE SPECIALIZE IN AIR MAIL PARCELS TO FOREIGN COUNTRIES
PAY VIA CREDIT CARD

## Seats



**CORBEAU**

| | |
|---|---|
| GT4 | £47.25 |
| GT5 | £57.45 |
| GT6 | £76.95 |
| GT7 | £87.85 |
| GT8 | £63.95 |
| GT8 H/Back | £73.25 |
| GTA | £31.95 |
| GTA H/Back | £34.95 |
| GTB Black | £73.25 |
| GT8 Euro | £104.45 |
| GT8 Euro Hi-Back | £121.85 |
| Euro S/Frame | £19.50 |
| Sub Frame | £ 9.95 |
| Comp Frame | £10.50 |
| Flat Bar | £ 1.68 |
| H/Rest | £ 8.95 |

**HOPKIRK RX2000 '82 SEATS**

| | |
|---|---|
| RX2050 Lo-back R/c c/w sides | £86.95 |
| RX2100 Lo-back r/c, flat cushion | £86.95 |
| RX2150 Hi-back r/c, flat cushion | £86.95 |
| RX2250 Lo-back seat, fixed | £76.75 |
| RX2300 Hi-back Int. Comp. | £76.75 |
| Headrests | £ 9.50 |
| Universal S/frame, dble locking | £12.95 |
| Adaptor Bar fixing kit (not all cars) | £ 4.75 |

**RECARO**

| | |
|---|---|
| Rally | £195.00 |
| H/Back Race | £195.00 |
| Ideal "N" 81 | £195.00 |
| Ideal "LS" 81 | £225.00 |
| Electric Adj. | £305.00 |
| Ideal "C" 81 | £465.00 |
| Orthopaedic | £555.00 |
| Headrests | £20–£23 |
| Subframes | From £16.00 |

**SCEPTRE**

| | |
|---|---|
| Low-sided Sports | £36.00 |
| Full Comp c/w Harness Slots | £46.00 |
| Hi-Back Comp. c/w Harness Slots | £54.00 |
| Subframe – Std & Comp | £9.95 |

ALL SEATS £3.50 DELIVERY

## Struts

**D.T. STRUTS**

| | |
|---|---|
| 15% U/R Fast Road | £15.35 |
| 30% U/R Rally | £16.35 |
| Super Tweek Road | £17.95 |
| Eppynt Wedged Rally | £19.95 |
| World Cup Thick Rod | £19.95 |
| TR7 UNITS ADD £10 | |

**LEDA STRUTS**

| | |
|---|---|
| Rally | £28.95 |
| Rally Thick Rod | £29.95 |
| Rally C/W Adj. Pan | £59.95 |

**BILSTEIN STRUTS**

| | |
|---|---|
| World Cup | £58.95 |
| RS 2000 (Rally) | £60.95 |
| Escort GP1 | £60.50 |
| Escort 11/1300 H/D | £60.50 |
| Fiesta | £60.20 |
| Porsche | £95.25 |

•25% DISCOUNT ON BILSTEIN *TELIS* WHEN SET OF 4 BOUGHT (NOT STRUTS)

**SACHS STRUTS**

| | |
|---|---|
| Escort GP4 | £105.00 |
| Golf/Scirrocco H/D | £39.60 |
| Escort/Capri Rally | £50.00 |

**ARMSTRONG STRUTS**

| | |
|---|---|
| Factory Built, New | £17.95 |

**STRUT ACCESSORIES**

| | |
|---|---|
| Strut Gaiters | Each £2.30 |
| Brace Bars | From £15.95 |
| Coil Spring Clamps | £5.95 |

N.B. All Struts carry a £10 per unit surcharge which is refundable on return of a serviceable old unit.
CARRIAGE & PACKING £3.50 PER PAIR

**LEVER ARM SHOCKS**

ALL OUR UNITS ARE TO THE HIGHEST STANDARDS.

| | 30% UR | STD. | NEW |
|---|---|---|---|
| D/bl. Arm | 12.25 | 10.65 | 22.45 |
| Single Arm | 9.50 | 8.75 | 16.95 |
| Marina | 14.75 | 12.65 | 19.25 |

Cortina Mk.1 & 11 Adjustable Rear Levers (New) £12.95 Each
All Lever Arm Shocks carry a £10 Surcharge returnable on receipt of a similar servicable lever arm.
CARRIAGE & PACKING £3.50
1 or 2 PAIRS

## Driveshafts

EXAMPLES:–

| | |
|---|---|
| Golf 1/1300 L/H | £51.65 |
| Golf 1/1300 R/H | £57.65 |
| Golf 1500 L/H | £52.65 |
| Golf 1500 R/H | £71.85 |
| Beetle 1302 L & R/H | £56.95 |
| Alfasud L & R/H | £54.50 |
| Alfetta L & R/H | £58.45 |
| Audi L & R/H | £81.85 |

• CHRYSLER, CITROENS, FIATS, RENAULTS & PEUGEOTS STOCKED £3.50 PAIR DELIVERY

## Steering Racks



EXAMPLES:–

ESCORT HI-RATIO

| | |
|---|---|
| Short Stem | £51.00 |
| Long Stem | £57.00 |
| Mini | £30.55 |
| Escort 11/1300 | £31.56 |
| Capri 1 & 2 | £31.56 |
| Fiesta/Granada | £36.48 |
| Avenger | £31.50 |
| Viva/Chevette | £29.45 |
| MGB's | £36.48 |
| Rover SDI | £66.75 |
| Scimitar GTE | £36.75 |
| Saab 95, 96, 99 | £56.50 |
| Escort Mexico & T/Cam. | £45.50 |

STEERING RACKS CARRY A £12 RETURNABLE DEPOSIT
P. & P. £3.50

## Roll Over Bars



**ROLL OVER BARS**

| | S/D | ALEY |
|---|---|---|
| FIA Rally | £61.00 | £61.00 |
| FIA Race | £69.00 | £68.00 |
| F/Cage | £43.50 | £43.00 |
| Club Rear | £41.40 | £40.00 |

ROLL BAR PADDING £5.50 PER 2 METERS

20% DISCOUNT OFF COMPLETE CAGES
CARRIAGE £4.50 PER BAR

## Cibie



P. & P. £1.80 PAIR EACH

| | |
|---|---|
| Super Oscars | £19.85 |
| Oscars | £18.55 |
| Oscar + | £21.25 |
| Z180's Pair | £25.25 |
| H180's Pair | £21.85 |
| H130's Pair | £19.65 |

• FULL RANGE STOCKED

**HELLA**

P. & P. £1.80 PAIR

| | |
|---|---|
| Hella 2000 55W | £22.50 Each |
| Hella 2000 100W | £24.25 Each |

**KC HI-LITES**

P. & P. £1.80 PAIR

| | |
|---|---|
| 6" L/Range 100W | £21.99 |
| 6" Cruiser 100W | £17.90 |
| 6" Daylighter 150W | £25.41 |

## Shocks

Send large S.A.E. for Broadsheet.

COMPET DAM

| | RRP Each | Our Each |
|---|---|---|
| Rose-jointed | £60.15 | £39 |
| Adjustable telescopic c/w adjo spring pan | £48.15 | £31 |

CARRIAGE £1.50 PER PAIR

**KONI**

We have the fullest stocks in the country (Scimitar, TVR etc. too terms available against trade or

We are also Distributors for Aum Billstein, Monroe, Sachs and Sch We have the correct units for mo competition and road cars in sto

## High Performance Tyres

| | GOODYEAR NCT | PIRELLI P7 | DUNLOP |
|---|---|---|---|
| 205/60-13 | £49.30 | £67.75 | £53.60 03 |
| 185/65-14 | £42.50 | – | £46.27 03 |
| 195/60-14 | £50.25 | – | £58.70 |
| 205/60-15 HR | £62.66 | – | – |
| 225/50-15 | – | £121.00 | – |
| 205/60-15 | £73.40 | – | £75.50 |
| 205/55VR-16 | £131.56 | £144.38 | £142.95 04 |
| 225/50VR-16 | £149.24 | £129.25 | £162.33 04 |

CARRIAGE TYRES £3.50 PER 2 TYRES "MAINLAND ONLY"
ALL PRICES ARE + CARRIAGE THEN + VAT 15% (15p in the Pound)
PAY BY ACCESS/BARCLAYCARD/AMEX
ORDER OVER THE PHONE OR WRITE IN

**RALLY ROAD TYRES**

SPECIAL COMPETITION USER DISCOUNTS AVAILABLE. PLEASE WRITE IN FOR DETAILS.

**GOODYEAR RALLY**

| | |
|---|---|
| 165/70-10 RS | £22.75 |
| 165/70-10 U/G | £25.96 |
| 195/60-13 RS | £32.95 |
| 175-13 U/G | £29.95 |
| 180/330-13 U/G | £32.55 |
| 195/70-13 RS | £35.50 |
| 195/70-13 U/G | £36.25 |

**DUNLOP RALLY**

| | |
|---|---|
| 165/70-10 Super | £22.95 |
| 175 x 13 MSII | £29.70 |
| 185/70-13 SPR3 | £28.95 |
| 205/60-13 Super | £36.75 |
| 205/60-13 M & S | £29.00 |

**UNIBAND RALLY**

| | |
|---|---|
| 145 x 10 UG | £9.50 |
| 155 x 12 UG | £10.50 |
| 155 x 13 UG | £10.50 |
| 165 x 13 UG | £11.65 |
| 175 x 13 UG | £14.79 |
| 185/70-13 UG | £14.95 |
| 185 x 14 UG | £14.50 |

**KLEBER RALLY**

| | |
|---|---|
| 165 -13 | £32.95 |
| 175 -13 | £34.95 |

**KLEBER ROAD**

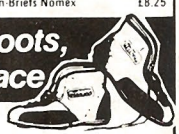
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|---|---|
| 165/70-13 | £16.60 |
| 175/70-13 | £18.10 |
| 185/70-13 T/T | £20.50 |
| 185/70-14 | £20.75 |
| 205/70-14 | £28.35 |
| 185/70-15 | £34.95 |

No1

## Underwear

| | |
|---|---|
| Nomex Full Set | £33.75 |
| F.P.T. Full Set | £66.00 |
| Bra-n-Briefs Nomex | £8.25 |

## Boots, Race



| | |
|---|---|
| Black Kid Nomex Lined | £39.95 |
| Jaybrand/Nomex | £35.50 |
| Hawksport/Nomex | £42.50 |
| Westover 3 Layer | £42.95 |
| Clubman Leather | £22.25 |

## Socks

| | |
|---|---|
| Nomex Long (Pr.) | £5.80 |
| Nomex Short (Pr.) | £4.80 |



## Gloves

**NOMEX**

| | |
|---|---|
| Short White | £13.95 |
| 2 Layer Coloured | £14.95 |
| Single Layer Kid | £19.95 |
| Long Nomex Gauntlets as worn by "AJ" | £29.95 |

**F.P.T.**

| | |
|---|---|
| Rally | £21.25 |
| Indy Long | £27.50 |

## Balaclavas



| | |
|---|---|
| Basic Nomex | £6.95 |
| Twin Eyehole Nomex | £6.95 |
| Jaybrand (Tailored) | £11.50 |
| F.P.T. Eyehole | £11.95 |
| F.P.T. Openface | £11.25 |

## Pit Kit

| | |
|---|---|
| Magnetic Signal Kit | £32.50 |
| Carry Case for Kit | £13.50 |
| Lap Charts (20) | .85 |
| Data Boards | £3.20 |
| Ear Defenders | £5.75 |
| Ear Plugs | £1.00 |

## Bibs

| | |
|---|---|
| Nomex 1 Layer | £11.50 |
| Nomex 2 Layer | £16.50 |
| F.P.T. | £11.20 |

## Timing Equipment



| | |
|---|---|
| Quartsplit 1000 | £27.95 |
| Quartsplit 2000 | £36.64 |
| Tim 1/5 & 1/10 | £22.95 |
| Stop Watch Clip | £1.35 |
| Heuer Taylor/Split | £35.50 |
| Cronus L.C.T. | £39.95 |

## Paddock Equipment

| | |
|---|---|
| Varley Green Top | £69.95 |
| Varley Battery Carrier | £8.50 |
| Masta Tyre Gauge | £15.25 |
| Autolec On/Off Switch | £6.95 |
| Autolec Master Switch | £13.75 |
| Tank Tape 50m x 50mm | £4.95 |
| Fire-Resistant Bulkhead 50 m x 25 mm | £3.95 |
| Bendix Red Top Pump | £28.75 |
| Bendix Silver Top Pump | £24.75 |
| Mitsuba Fuel Pump | £22.95 |
| Lock Wire .08mm x 50m | £7.95 |
| Lockwire Pliers | £37.67 |
| Dzus Fasteners | £1.25 |
| TY Rap (Pack of 10) | £1.20 |
| Bonnet Pins Chrome x 2 | £3.25 |
| Overcentre Clips (Lockable) | £5.95 |
| Terry Spring Clips | £8.25 |
| On/Off Extinguisher Stickers | £1.00 |
| Ferodo DS11 | From £8.00 |
| Ferodo VG95's | From £9.50 |
| Sachs Comp/Clutches (ring for quote) | |
| Leather Bonnet Straps (2) | £2.85 |
| Terrys Springs Bonnet | £3.30 |
| Race Umbrellas 30" | £8.50 |

## Mechanics' Overalls

| | |
|---|---|
| All Cotton Blue | £7.75 |
| Formula 1 Jaybrand | £28.70 |

## Instruments

| | |
|---|---|
| 0-8000 Elect. Rev. Counter | £25.95 |
| 0-10000 Elect. Rev. Counter | £26.85 |
| Temp. Gauge | £11.95 |
| Oil Temp. Gauge | £10.95 |
| Oil Pressure Gauge | £11.95 |
| Ammeters | From £7.50 |
| Pyrometers | From £48.00 |

## Harnesses

**BRITAX**

| | |
|---|---|
| Clubsport | £17.95 |
| 3 Point Quick Release | £65.00 |
| 4 Point Quick Release | £68.00 |
| 6 Point Quick Release | £75.00 |

**LUKE**

| | |
|---|---|
| GM3 | £31.75 |
| GM4 | £34.75 |
| P.R.F. 3 Quick Release | £57.65 |
| P.R.F. 4 Quick Release | £60.25 |
| 6 Point Single Seater | £61.95 |
| 6 Point Saloon | £68.45 |

## Wet Weather Suits

| | |
|---|---|
| Marshalls/Competitors 100% Weatherproof | £12.50 |

## Kit Bags

| | |
|---|---|
| Simpson Super Bag | £35.00 |
| Bell Pro-Bag | £17.50 |
| Skovia Helmet/Kit | £19.95 |

CARRIAGE CHARGES
Goods up to £50 – £2 Carriage.
Goods over £50 – £3.50 SECURICOR
PLEASE ADD 15% VAT TO ALL PRICES

ALL AVAILABLE MAIL ORDER–SEND FOR COLOUR CATALOGUE–ONLY

# The Ford Capri 2·8 injection on Goodyear NCT tyres.




# Jackie Stewart on Goodyear NCT tyres.

"When I first tested this tyre for Goodyear, I found it was immediately better than anything else I'd driven on. It has terrific directional agility, combined with excellent grip when you're accelerating, cornering and braking.

This is why Ford and other manufacturers are now specifying the NCT tyre as original equipment on their top line high-performance cars.

Post to: Advertising Department, Goodyear Tyre & Rubber Co. (GB) Ltd., Bushbury, Wolverhampton, West Midlands WV10 6DH.
Please send me your colour brochure on the Goodyear NCT.

Name_____

Address_____

A1

Find out more about the Goodyear NCT tyre. You don't have to be Jackie Stewart to notice the difference."

GOODYEAR