

# Autosport

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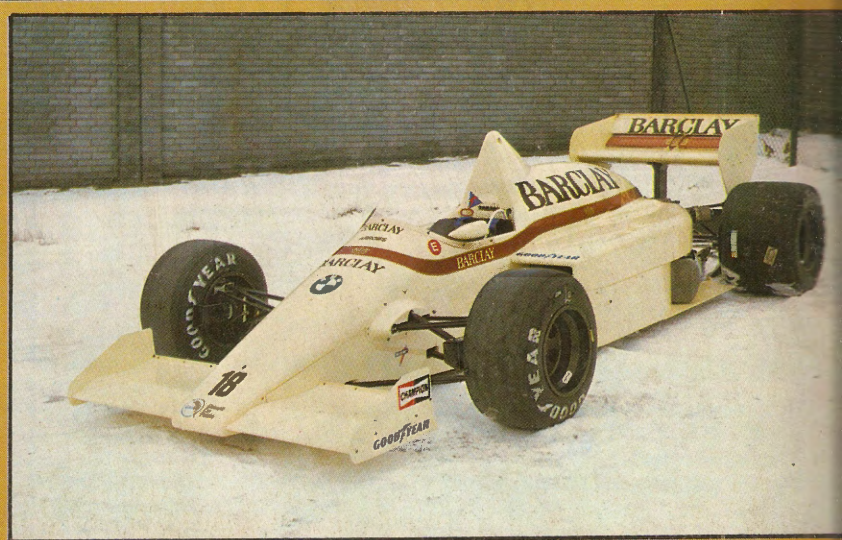
## Vatanen's Swedish charge

**Ford wins Daytona 500**

**Barry Sheene interview**

**1 Ferrari best in Rio**

**1985 Open team guide**



**FRONT COVER**

Main picture: Ari Vatanen sails on to yet another World Rally Championship win on the Swedish Rally, his Peugeot 205 Turbo 16 proving master of the conditions, demoralising the Audi Sport Quattro opposition. Report: page 20. Photo: Colin Taylor Productions. Below: The new BMW turbocharged Arrows A8 — the team's first composite chassis — with which Jackie Oliver's team hope will take them to the winner's rostrum this year. *New Racing Cars*: page 12. Photo: Zoom.

**NEXT WEEK**

Full report from the Miami Grand Prix: can Jaguar win again? — First round of the Shell Oils backed RAC Open Rally Championship, the National Breakdown Rally — Ayrton Senna interview — New Alpina BMW range — *Backstage* from the Swedish Rally — *Armchair Enthusiast* — Plus all our usual news and features\*

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

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**CORRESPONDENTS**

**North America:** Gordon Kirby. **Australia:** Bob Jennings. **Italy:** Pino Allievi. **Japan:** Kunihiko Akai. **New Zealand:** Peter Greenslade. **South Africa:** Colin Windell. **West Germany:** Wolfgang Monsehr. **Midlands:** Derek Hill. **North:** Paul Brothroyd. **Eire:** Brian Foley. **Scotland:** Bill Henderson. **Ulster:** Ester Crawford. **Track Tests:** Tiff Needell.

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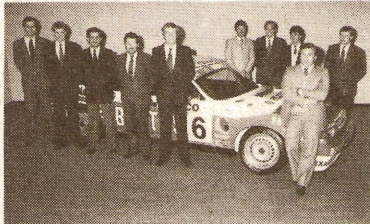
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# Autosport

**PIT & PADDOCK 4**



All the international racing news — New Ferrari unveiled — Tyrrell injunction lifted after FISA win in the courts — New Le Mans Ford sports car — Gartner for Arrows? — Jaguar pull out of ETC — Walkinshaw and Percy join ARG — Sheene joins Toyota for Trimoco series.

**RENAULT RE60 11**



The new Renault RE60 was shown to the Press for the first time on Monday this week in Paris. Nigel Roebuck was in France to report on the Régie's neat little F1 challenger, as well as the new EF15 V6 engine.

**ARROWS-BMW A8 12**

Arrows' first turbo car, the A7, was basically a converted Cosworth chassis fitted to take the BMW turbo. The new design, a composite chassis car, has been produced to fully utilise the BMW's horsepower, as Ian Phillips reports.

**COMMENT 14**

*Comment:* we take a look at a major issue of the week — You air your views through the *Correspondence* columns — A nostalgic look back at motor sport as it was 10 and 25 years ago with *Then as Now?* — Plus *Catchpole's* weekly snigger . . .

**DAYTONA 500 16**



A regular front-runner last year, Bill Elliott gave notice of intent by winning the opening round of the NASCAR Grand National series, the prestigious Daytona 500. Gordon Kirby reports.

**SWEDISH RALLY 20**



That man Vatanen did it again . . . Once more Peugeot's little 205 racer proved its worth by winning the Swedish round of the World Rally Championship, beating the Audi Sport Quattro of Stig Blomqvist into second place. The Swede was not amused, hoping to take the Quattro to victory on this his home event. Peter Foubister brings you his report from the frozen climes of Varmand.

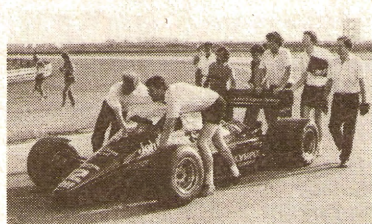
**SPECIAL STAGE 25**

Balestre says no to evolution — Delta delay means Lancia miss Portugal — Audi rethink the future — Airikkala scraps Lancia deal — Metro gets green light for Group B build.

**PREVIEW 28**

Keith Oswin presents a comprehensive preview to the Shell Oils RAC Open Rally Championship that starts this weekend with the National Breakdown Rally.

**RIO F1 TESTING 31**



A red car from Maranello heads the time sheets once more . . . This must have come as comforting news to the *Commendatore* as Michele Alboreto's interim spec Ferrari set the quickest lap round the Jacarepagua circuit in Rio de Janeiro. However, there was much more going on, as Jeff Hutchinson reports.

**REVIEW: RALLYCROSS 39**



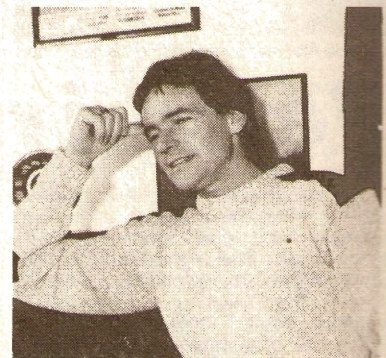
Bill Mantovani provides his expert run down on last year's rallycross season, both in England and in Europe, as well as a summary of the autocross year.

**ROAD TEST 43**



Citroen's CX 25 GTi Turbo may hardly look the sportiest of cars around, but beneath the staid exterior there is a fireball engine, willing to give the driver plenty of fun, while still conveying him in a luxurious manner — Mike McCarthy reports.

**BARRY SHEENE 44**



Barry Sheene has become a household name, his exploits — and accidents — on two wheels much publicised. However, since his decision to quit motor bike racing, Sheene has decided to have a go at saloon car racing, signing to drive for the prestigious Toyota Group A team. Hot on the news of Toyota's latest signing, Joe Sward flew down to Sussex to talk to Sheene about his new four wheel career.

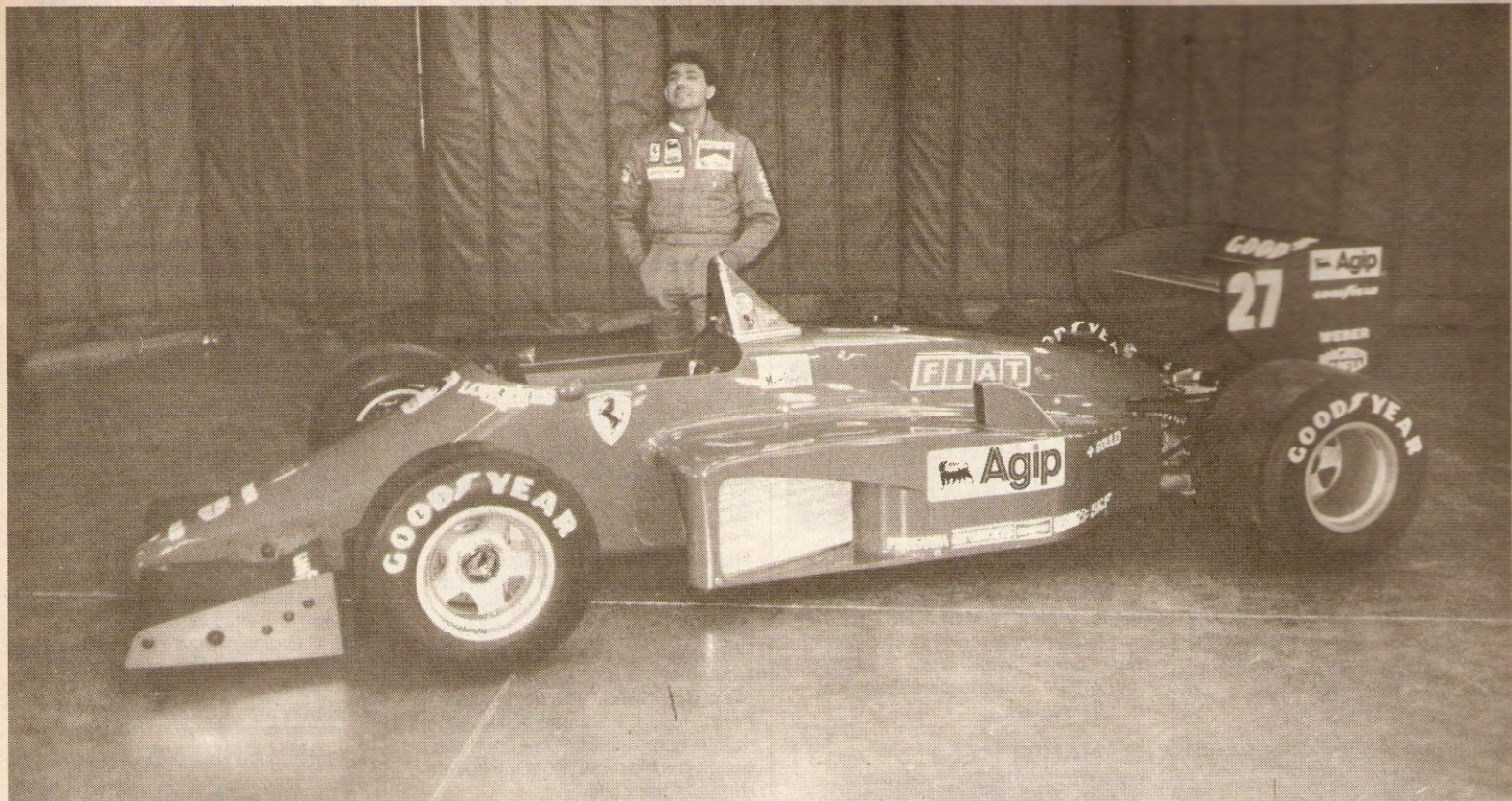
**SPORTS EXTRA 46**



MTR to run works FF1600 Mondiale challenge — Smith in Ilford-backed prodsaloon RS Turbo — Works Van Diemen for Carcasci — Hill's Richo contract — Packer for HART FF1600 — Mondello improvements.

**SPORTS CARD 49**

Waltrip's last gasp Daytona IROC victory — Brearley wins in Scotland — Roberts in Wales — Beecroft takes the Illuminations — Welch blazes his way to win the opening rallycross counter at Brands Hatch.



Michele Alboreto poses beside the latest, and most striking of recent Ferraris. The 156/85 looks like a winner.

# Ferrari run 156/85 programme . . .

What, we ask ourselves, ever became of the old Ferrari mechanic in brown overalls, who stood there with his screwdriver, listening intently as he adjusted the carburetion? Ferrari's new 156/85 has been designed by a computer . . .

It's true. The monocoque and bodywork of Maranello's latest are the result of Harvey Postlethwaite's work with a highly sophisticated Gould computer, using a software programme from Aer-machi, the Italian aviation company.

Our Italian correspondent reports that the new car is basically the same as that which, in Michele Alboreto's hands, recorded fastest time in the recent Rio tests. Compared with last year's C4, the carbon fibre/Kevlar monocoque is entirely new in design.

As on the interim machine, the turbo units are mounted to the sides of the engine, rather than at the back as on previous Ferraris. Although it is likely that the team will continue with KKK turbos

through 1985, it is no secret that Enzo Ferrari, who likes as much as possible to be manufactured 'in house', intends that his company should produce its own turbos. And these may well be tested before the end of this year.

At the launch of the car, in Maranello last Saturday, Ferrari confirmed that Mauro Forghieri is, sadly, no longer in the racing department, but will spend all his time on 'advance projects'. He also announced that he would be employing a third driver later this year, as soon as the 4-cylinder engine is ready for serious testing. Although the Commendatore declined to give any names, he said that the driver would be "young, and with testing ability."

**Dimensions**

Fronttrack .....	179.7cms
Reartrack .....	166.3cms
Length .....	429.2cms
Wheelbase .....	276.2cms
Weight .....	548kgs



A rehoused turbo installation creates a lower, sleeker profile.

The Ferrari exhaust is fed out through the upswept tail section.



## Streiff's Renault deal

Philippe Streiff was officially announced as Renault's Formula 1 test driver at the launch of the RE60 on Monday and it is expected that he will be entered in at least two Grands Prix.

"They have said that providing there are enough cars available I will be competing in the French and South African Grands Prix," said a delighted Streiff on Monday night.

Meanwhile a brand new AGS F3000 car is being completed for Streiff at Gonfaron. "The car should be ready by March 7 and then we are going testing at Paul Ricard for a week or 10 days," said Streiff. Two AGS chassis are being built but Streiff will begin the year as the team's sole driver, sponsored, as in F2 last year, by Gitanes, Elf and Blanchet Locatop.

## Gartner looks favourite for second Arrows F1 seat

As testing was due to begin on the new Arrows-BMW A8 (see page 12) was due to begin at Ricard on Monday, Jackie Oliver was unable to confirm who would join Thierry Boutsen in the team. "Jo Gartner looks like number one choice

this week," said Oliver while admitting that Allen Berg and Gerhard Berger were still very much in the picture. "The situation ebbs and flows and there is no real indication who it will be right now." The outcome is awaited. . .

## ACO agree June date

The Le Mans 24 Hour race is definitely on. After several months of uncertainty, the organising body for the race, the Automobile-Club de l'Ouest, has announced that an agreement has been reached with the local authorities to ensure the continuation of the classic race round the Sarthe circuit.

The general agreement creates a joint association for the circuit and the ACO has announced that the 53rd Le Mans 24 Hour race will take place on June 15/16.

## Argetsinger in IMSA Lola

Peter Argetsinger is to join Tim CoConis in Matti Holtzberg's intriguing plastic-engined Lola T616 for this weekend's IMSA spectacular, the Lowenbrau Grand Prix of Miami. Amazingly, the Floridian street race will mark the experienced American's Stateside racing debut, his previous efforts in saloon cars, FF1600 and F3 having been European-based.

Argetsinger tested the Camel Light-contending Lola at Savannah, Georgia, last week, and was immediately offered the drive for Miami. Hopefully, this arrangement will be extended to cover the full IMSA schedule.

The engine, built by Holtzberg's Polimotor Research concern, makes extensive use of reinforced plastics in its construction, notably the Torlon polymers developed by Amoco Chemicals, the race programme's sponsor.

Apparently similar in concept to Brian Hart's ubiquitous 420R series of engines, the 2-litre four-cylinder Polimotor unit currently punches out 320bhp at 9000rpm.

The engine block, sump, pistons (metal faced), scraper rings and valve stems are all plastic, although the cylinder liners and crankshaft are more conventional. The unit weighs just 160lbs — less than half that of equivalent traditional engines...

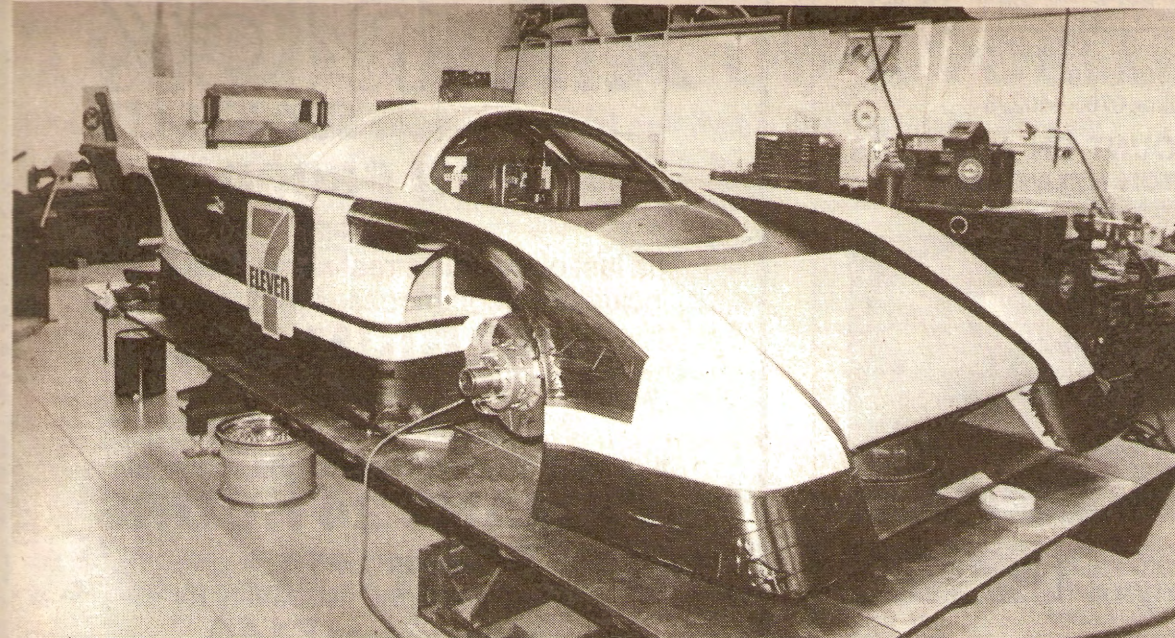
Argetsinger, whose father Cameron founded Watkins Glen in 1948, last raced regularly in 1982, with HART Racing's Ralt F3 car.

## Jags again at Miami?

The Lowenbrau Grand Prix of Miami, round two of the Camel IMSA GT series, will be held this weekend in the streets of the Floridian city, with the two Group 44 Jaguar XJR-5 cars seeking to stage a repeat of the extraordinary one-two victory achieved in 1984.

The Jaguars will be crewed by Brian Redman, Hurley Haywood, Chip Robinson and Bob Tullius, bidding for the first prize purse of \$50,000. They will be opposed by almost all the leading Porsche and March GT teams that raced 10 days ago in the 24-hour event at Daytona, including the Lowenbrau backed Porsche 962 of Al Holbert/Derek Bell and the Henn, Leven and Busby/Goodrich Porsches. Emerson Fittipaldi will again be among the March drivers in race promoter Ralph Sanchez's Buick V6 turbo 85G, and David Hobbs expects to make his debut in the similarly powered De Atley entry. The Arundel 700-kilo car will be raced by Jonathan Palmer.

Entertainer Sammy Davis Jr will act as Grand Marshal of the event, run on a 1.83-mile street course in a section of downtown Miami. Report next week.



The Paul Brown designed low-drag Ford Mustang Probe bears a striking resemblance to last year's GTP car.

# Ford's Probe Le Mans car

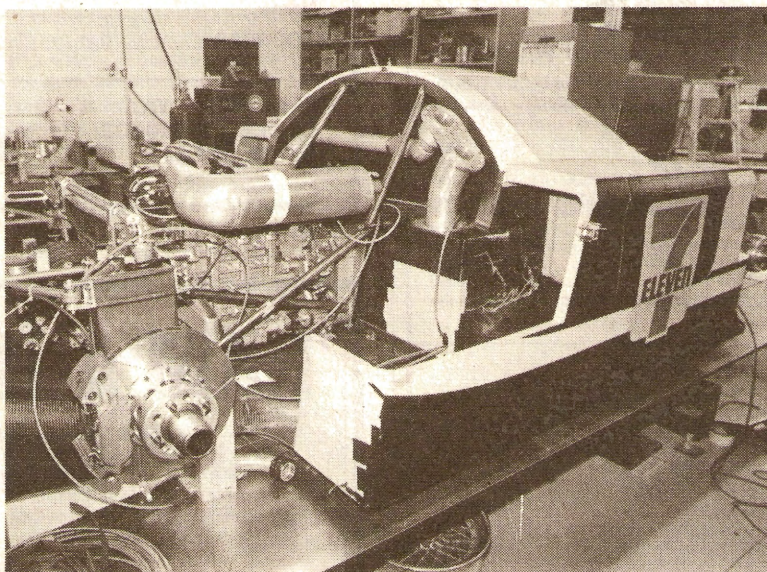
The all-new Ford Mustang Probe sports-racing car will definitely not be complete in time for this weekend's Miami Grand Prix, and it is unlikely to be raced until Laguna Seca or Charlotte in May. However, the new car has almost been finished in the Detroit race shop of Zakspeed USA, and is expected to begin shakedown testing very shortly.

As our photographs show, the Probe bears a striking resemblance to the Mustang GTP which it replaces, the front end aerodynamic treatment being very similar. From the cockpit rearwards, however, the design is entirely new, based on a mid-engine concept devised by Paul Brown, the British engineer who has also penned the new Zakspeed Formula 1 car. A full-size model of the Probe has had more than 250 hours in the wind-tunnel, according to our colleagues at *Autoweek*, and a Ford spokesman claims, "The car's ratio between drag and lift is the best ever in racing."

The secret of the construction of the low-drag Probe lies in Brown's modular approach, and the entire chassis and body consist of only nine sections, bolted together. Items such as the footwell/pedal assembly, the fuel system and so on are modular so that they can be easily and quickly replaced.

The carbonfibre composite monocoque was made at the Zakspeed factory at Niederzissen, near Cologne, before being sent to Detroit on completion. The power unit is a brand new (all-alloy) four-cylinder from the Zakspeed engine shop, with a capacity of 2.1-litres and a single turbocharger.

Testing of the Mustang Probe, which is



Power is from a brand new all-alloy 2.1-litre turbocharged Zakspeed engine.

an IMSA GTP and Group C1 legal car, will be carried out by Klaus Ludwig and the Zakspeed team's new recruit, Doc Bundy, who will later race the team's number one entry in the colours of 7-Eleven general stores. A second car will also be entered in selected events, and lady driver Lyn St James has been named as one of its drivers.

Recent rumours have suggested that one or more Probes could be entered for the Le Mans 24 Hours this coming June.

Looking at the time scale, however, we believe this to be unlikely, although it is known that Ford's plans for the new car certainly include the French classic, probably in 1986. In the meantime, the machine will be run in a full programme of Camel IMSA GT series races from May onwards, and might appear earlier.

Next season, the intention of Zakspeed is to sell replica cars to customers and Erich Zakowski's organisation is looking for a price tag of under \$200,000.

## Boutsen signs to drive Brun Porsche

Thierry Boutsen has signed with Brun Motorsport to co-drive the World Endurance Champion, Stefan Bellof, in the Swiss entered Porsche 962 in 1985.

Walter Brun's team is now assuming the appearance of the best privateer Group C1 team in the WEC series. As well as Boutsen and Bellof, Brun has also signed Hans-Joachim Stuck for all rounds of the WEC and the German championship not being contested by the factory Rothmans team, in which Stuck has replaced Bellof this year.

Brun Motorsport will also run its pair of Porsche 956 entries this season. The

team's 956B will be sponsored by Gaggia coffee machines and driven, as was the 956 last year, by Massimo Sigala and Oscar Larrauri, joined by Renzo Zorzi, the former Monaco F3 winner and Shadow F1 driver. The older 956 will be crewed by Brun himself with Prince Leopold von Bayern.

The Bellof/Boutsen pairing will be among the very fastest of the 1985 sportscar racing season, and the news removes another top-line driver from the John Fitzpatrick Racing line-up. Last week we were able to confirm that David Hobbs has left JFR in order to race the

new Group C Jaguar, and the British team is still to finalise its sponsorship for the new season. "At the moment, John cannot confirm that his team is ready to race," said Boutsen, "and unfortunately I could not wait for him any longer. I've seen that Brun Motorsport is one of the quickest teams in endurance racing, and they won one of the races in Italy last year."

The three-car Brun Motorsport effort is expected to do all WEC rounds this season, although Bellof and Boutsen will be unavailable for Le Mans, which again clashes with the Canadian GP.

# Tyrrell injunction overturned

FISA wins appeal in Paris court — Ken must wait for full hearing later in the year

Ken Tyrrell's fight to clear the name of his Formula 1 team and to win reinstatement to the 1984 World Championship suffered a setback last week. Ahead of schedule, the FIA's appeal against the injunction granted to Tyrrell in December was heard last Wednesday. The French court annulled the injunction, giving the FIA, seemingly, cause for celebratory press statements claiming victory.

What, in effect, it all amounts to is that the case has been prolonged until such time as it gets a full hearing in the court, which may be months, (even years) away. Tyrrell brought the injunction to speed up the case, but the FIA's recent

action has prolonged it once more.

Tyrrell's emergency proceedings against the FIA (according to an FIA statement) asked the court to: (a) Establish the incompetence of the FISA Executive Committee; (b) Establish the irregularity of the sanctions imposed on Tyrrell; (c) Order the suspension of the sanctions pronounced by the FIA Court of Appeal on August 29, 1984; and (d) Order the suspension of the amendments made to the Concorde Agreement without Tyrrell's consent.

The court did exactly this, and pending the final hearing, Tyrrell was technically reinstated. But the FIA's appeal means that Team Tyrrell's status is now as

before the injunction.

The FIA states that the actions of FISA and the FIA were fully vindicated by the court, and added that the Court of Appeal further judged that the competence of the International Chamber of Commerce of Lausanne did not extend to the settlement of the dispute, which concerned the International Sporting Code alone. This final touch is purely a red herring, in that the International Chamber of Commerce is the arbitration body for disputes arising actually under the Concorde Agreement, and any dispute must be settled there first.

"I'm afraid this means that we're back to square one," was Ken Tyrrell's

disappointed reaction last Friday. "All possible avenues of getting the thing settled quickly are now closed, and we must wait of the full court hearing. We still have no news as to when that will be. In the meantime, it means we have lost our travel money again for 1985, but we have no intention of giving up the fight to clear our name."

Various press agency reports over the weekend suggested that FISA might be considering rejecting Tyrrell's entry for the 1985 World Championship, but Bob Tyrrell was adamant on Monday that this could not happen: "I don't understand any of those stories. Our position is only relevant to what happened in 1984."

# Monaco GP: will it take place?

The Paris High Court of Justice last week dismissed the demands of the AC de Monaco which had asked, in the matter of the Monaco Grand Prix, that the court: (a) Note the repeated infringements of the FIA; (b) Condemn the FIA under duress of payment of 100,000 francs daily, pending the execution of the judgement, to reinstate the 1985 Grand Prix of Monaco on the calendar of the Formula 1 World Championship; (c) Order that the FIA decision to summon the AC de Monaco before the FIA Committee and General Assembly of February 19, with a view to its exclusion, be suspended.

According to the FIA, the recent judgement "will have important consequences on the future development of

the conflict opposing the ACM to the FIA."

Questioned about the ruling, Jean-Marie Balestre took full advantage: "Despite the brainwashing press campaigns, the demagogic statements and the attacks launched over the last few months, this goes to prove — as I have always said but to deaf ears — that the FIA is right. It has always been right. This court decision reassures us and reinforces the authority of the International Sporting power of the FIA."

"It was inconceivable that a single club rising up against 90 member countries representing 50 million members could be right, and that the ACM could make the FIA give in by subjecting it to veritable legal terrorism."

"I repeat — and I shall never tire of repeating — that the ACM, through the fault of its executive officers, has infringed the statutes and regulations of the FIA."

"By threatening the FIA with the organisation of a Championship event in violation of the FIA Sporting Regulations, by continuing its lawsuits, the ACM President is involving his club in what some consider 'suicidal madness', which not only reflects badly on motor sport as a whole but will have serious consequences for the Principality of Monaco."

"The FIA will defend itself with every means at its disposal, up to the last centime, in order to win this trial of strength forced on it by the ACM."

## Stop Press

As we closed for press on Tuesday news from Paris suggested that the Monaco Grand Prix is on! The FIA Assembly voted 54-2 in favour of accepting a recommendation from its committee that the Automobile Club de Monaco should not be excluded from the FIA unless it failed by March 2 to agree: to the TV race rights reverting to FISA; to withdraw all its law suits against FISA; to pay all FISA's legal costs. ACM President Michel Boeri commented that the race now looked likely to go ahead. He had not "surrendered, but signed a Peace Treaty". More news next week . . .

## Fabre's ORECA March 85B

Pascal Fabre, perhaps the most consistently quick non-Ralt Honda driver in the early F2 races last year, has been entered in the second ORECA March F3000 for the opening round at Silverstone.

However ORECA boss Hughes de Chaunac says this is a secretarial error

and "a rather premature announcement. At the moment I am not sure who the second driver will be; I am talking with Fabre but there are still some details to settle which may take a week."

De Chaunac hopes to get his first March 85B for Michel Ferté before the end of this month.

## Lola progress at Mugello

With their engine maladies cured Lola managed 600 trouble free miles of testing with the T950 Formula 3000 car at Mugello last week.

"We changed the engine after Silverstone and the problems went away" reported Lola's Mike Blanchet. "The car ran without any problems and all the drivers in Italy said they liked it. Because it is the only car in existence and we need it for the testing we asked them all to drive carefully. The lap times were in the 1m 46s bracket but there is no telling at the moment whether that is good, there's no comparison." The F2 lap record, for what it is worth, is 1m 43.92s.

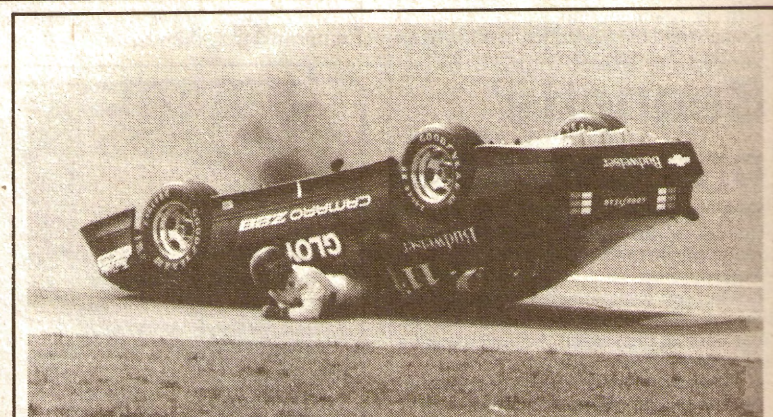
Drivers taking part in the Mugello test were Alain Ferté, Thierry Tassin, Mario Hytten, Gabriele Tarquini, Alessandro Santin, Guido Dacco and Roberto del Castello.

Ferté and Tassin are both possible members of Jean Mosnier's UK based works team, although the Frenchman has not closed his options with two other teams with which he has had recent talks. Incidentally, we did Tassin an inadvertent injustice in our Silverstone test report omitting to mention that Johnny Dumfries set his time with a large rear



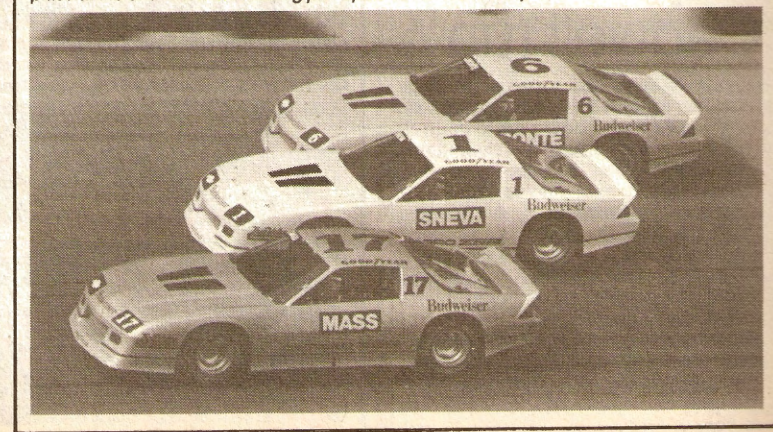
Alain Ferté — testing Lola at Mugello. wing flap removed which helped the straightline speed considerably.

The Lola will be out again at Thruxton at the end of this week while the factory is flat out building cars for the Corbari works team (Hytten and AN Other) and San Remo Racing (Tarquini and Santin).



## IROC Camaro action

There was much drama in the opening IROC race of '85 at Daytona. Tom Gloy (above) brought out a yellow by flipping into retirement at half distance. He was unhurt. Jochen Mass, Tom Sneva and Terry Labonte (below) ran in close order in mid-field, with Sneva stealing second place at the end when the leading pair spun out on the last lap.



# Bastos back ETC Rovers

At a press conference in London last week, the Austin Rover Group announced its plans for a three car assault on this year's European Touring Car Championship.

The team will be led by reigning European champion Tom Walkinshaw, whose inclusion in the ARG line-up is confirmation of recent rumours that Jaguar will not be defending the Drivers' title they won last year (see separate story).

Walkinshaw will be joined in the lead car by fellow Jaguar refugee, and three times British Saloon Car champion, Win Percy, as predicted in *Pit & Paddock* last week. The driving of the other two cars will be split between Armin Hahne, Jeff Allam, Eddie Joosen, Pierre-Alain Thibault, Steve Soper, Jean-Louis Schlesser, Marc Duez and Tony Pond.

The 295bhp Rover Vitesses will once again be prepared by Walkinshaw's Kidlington based TWR concern. Sponsorship comes from the Belgian cigarette company Bastos, in conjunction with Texaco Oil. The team will run on Dunlop TD tyres supplied by SP Tyres UK Ltd, a new company set up by Sumitomo of Japan following the acquisition of Dunlop's European division.

In addition to Percy and Walkinshaw the other new recruit in the team is the Belgian Pierre-Alain Thibault. Last year



The Bastos/Texaco Rover team will have Tom Walkinshaw teamed with Win Percy.

the 29-year-old from Brussels raced for the Bastos Juma BMW team.

Austin Rover Motorsport supremo John Davenport admitted that last year's 'learning' season had proved more difficult than ARG had expected, but has great hopes that the Rovers will be very much the cars to beat in '85.

This year's series will have much more of an international flavour than in years past with four new venues at Anderstorp (Sweden), Nogaro (France), Estoril (Portugal) and Jarama (Spain). The 14-race series will also include the classic events at Spa, Nurburgring and the Silverstone Tourist Trophy.

## ... as Jaguar leave Gp A

Jaguar confirmed this week that they have no plans to compete in the European Touring Car championship this season.

"It was our aim last year," commented David Boole, "to win the big class and the Drivers' championship, which we did. As things stand the Manufacturers title is an

impossible quest unless any real challengers emerge in class B to take on the Alfa Romeos. We might do the odd event later in the year, but that depends on how we get on with our World Endurance project. We will also have the cars racing in America and they will come over to Europe to do Le Mans again."

Jaguar's decision means that some of last year's driver line-up do not have a saloon car drive now. Win Percy and Tom Walkinshaw have joined Rover, Hans Heyer has been named in the Jaguar Group C team, but Enzo Calderari, Chuck Nicholson and David Sears have yet to confirm their plans.

## Toyota GB confirm Sheene

After several weeks of speculation Toyota GB announced last week that Barry Sheene would be driving for the team in the RAC Trimoco British Saloon Car Championship this year.

The former double World Motorcycle Champion was one of several drivers tested in connection with the drive, and his inclusion in the series should see it receive a welcome boost. Already there are plans to televise the first event at Silverstone on March 24. Anyone who might think that the motorcyclist is not taking the whole thing seriously might be in for a surprise. "Driving the Celica Supra in the Trimoco series will be a tremendous challenge", he commented, "Obviously I have a lot to learn, but I've no intention of being a celebrity driver. I'm going out to win the series for Toyota." An interview with Sheene begins on page 44.

## Three more Istel TTs

Istel Ltd, the computer systems company, has announced that it will be sponsoring the RAC Tourist Trophy European Touring car event for the next three years following its support of last year's race.

Ken Humphries, the company's Public Relations Manager commented: "We found our sponsorship of the RAC Tourist Trophy very successful as a promotional tool, both as a venue for entertaining guests and also for getting the Istel name across to a wider audience."

## Bennetts' one car team

Dick Bennetts has confirmed that he intends to run just one car for Mauricio Gugelmin in this year's Marlboro British Formula 3 series.

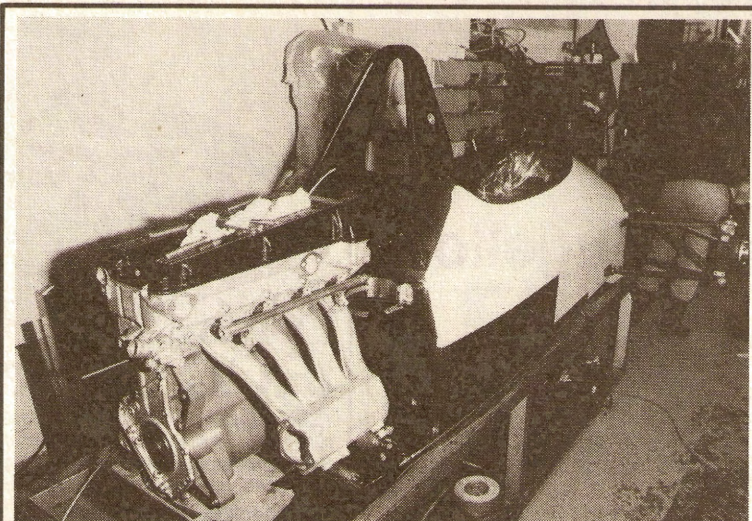
The New Zealander hopes that he will be able to organise a deal to run a second car later in the season, however, with a view to a full year in '86.

"I have been talking to a driver about next year," he commented, "but as yet I cannot reveal anything more. Obviously I would like to run in F3 again, but I will also be looking closely to see how F3000 does this year."

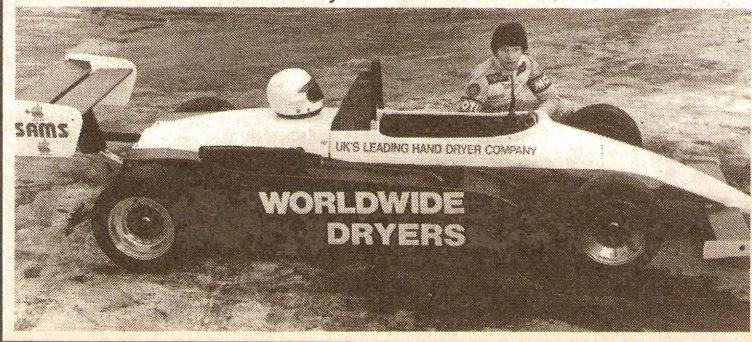
## Reynard's Cadwell run

Having scoured the country to find a snow-free circuit, Swallow Racing took their first Reynard 853 chassis to Cadwell Park for its (and the model's) shakedown tests last Friday. Results were very encouraging, to everyone's relief. There is less than a fortnight to the opening Marlboro British Formula 3 championship round...

Tim Davies put in some 70 laps in good conditions, reporting no major problems with the advanced carbon fibre chassis. The team was quite pleased with progress made during the day, finding the Volkswagen-powered 853 responsive to changes of wings and anti-roll bar settings.



Above: The Reynard-Saab's unusual air intake system will see air fed to the restrictor through the side pod. Below: Steve Kempton will drive an ex-Dick Bennett's Ralt RT3 '84 with one of Glenn Waters' flat bottomed kits in this year's Marlboro F3 class B series.



## Dave Scott pulls out of British F3 series

Disappointing news from Dave Scott this week was that he has had to call a halt to his proposed Formula 3 programme. The 23-year-old Englishman was expected to be one of the main Marlboro championship contenders and, having done well over 600 miles in the prototype flat bottomed F3 Ralt, had worked himself into a strong position to start the season.

"The problem is we just have not got enough money to do it," said Scott on Monday. "Ron Tauranac and John Judd have been very good to us and lent us the development car and engine for the winter and we were hoping to pick up some money on the way to pay for it all. Although I have some sponsorship from Swift Caravans, Mint Engineering cannot support the rest of it. To be fair to everyone who has helped I had to give the equipment back while there is still a good chance of it being sold."

"Obviously I am very disappointed because the Ralt really is a fantastic car and with the flat bottom mileage I had got I felt in good shape. Naturally I want to keep racing in something while I try to find some money and I am actively looking for F2 in Japan and some sports car drives."

# Nova Engineering pick Kenny Acheson for F2

Kenny Acheson has landed the plum Japanese Formula 2 Championship drive with Nova Engineering, the team which took Stefan Johansson to a nail-biting second place in last year's series.

After a year without a drive as he chased a seat in the American CART Indycar series, the Ulsterman is naturally

delighted to have secured this opportunity, having got the nod ahead of Roberto Moreno and Christian Danner.

Nova's Moto Moriwake has been in England for the past two weeks and finally concluded a deal with Acheson on Tuesday morning. Nova will be running a brand new March-Honda 852 on Yoko-

hama tyres in the eight race series.

"There is a chance that I might be able to do some Group C races with the team as well," said Acheson, "but there is still a good chance that I might be able to arrange something in Formula 3000 with Eddie Jordan. At the moment, though, I am just committed to all the F2 races."



According to Systeime Racing for Britain, no fewer than 79 drivers have so far been nominated in the voting for the 1985 sponsorship fund administered by the organisation. In alphabetical order, the leading 15 are Julian Bailey, Jonathan Bancroft, Drew Barwick, Mark Blundell, Dave Coyne, Keith Fine, Andrew Gilbert-Scott, Peter Hardman, Damon Hill, Tim Jones, David Leslie, Perry McCarthy, John Pratt, Anthony Reid and Andy Wallace.

Voting — which goes hand-in-hand with membership — closes next week prior to the official count on February 28 (Thursday). If you have not already joined (the minimum individual contribution is only £10, easily redeemable by taking advantage of the discounts offered under the scheme), now is therefore the time to do so. There is no essential need to use one of the official forms, but you must send your tennor, nominating three drivers in order of preference, to the Systeime Racing for Britain office at 41 Richmond Ave, Bedford, Middx TW14 9SG.

From Lakewood, Ohio, we have received details of — yes! — Racing for America. Like our home-grown product, this copy is designed as a non-profit organisation, and it is dedicated to getting a young US driver to Europe for a Formula 3 drive. In the American version, individual contributions are pegged at \$20 and company donations at \$200, which makes our Systeime sponsored organisation look a real snip.

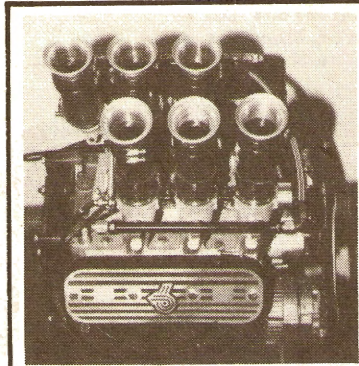
## Go ahead for Royale CanAm car

Royale Racing's involvement in the forthcoming CanAm series was confirmed, on Monday this week, by the company's American president, Hubert Kleinpeter. The new Buick V6-powered challenger has been designed by Nigel Stroud — the man responsible for the splendid little Royale/Argo IMSA GTP cars — and will be built by Jon Fisher's JQF Engineering concern at Easton Neston, Towcester.

A number of American competitors have expressed an interest in the new Royale which will utilise many of the components developed in the company's GTP programme, in which Buick engines feature heavily. The first round of Don Walker's big buck 'new look' CanAm trail is at Mosport on June 2.

## New Ecosse C2 launch

Following a tradition dating back 20 years to the original Ecurie Ecosse days, the reconstituted team have revived the Haggisbushers Ball, an annual fundraising event. This year's dinner will see the launch of a supporters club and the new Ecosse C2 model, and will be held in Edinburgh's new Sheraton Hotel on Saturday March 9. Tickets priced £18 are available from Ecurie Ecosse, PO Box 5, 25 Market Square, Duns, Berwickshire.



## Buick's V6 for CanAm

The Can-Am Association recently unveiled the first of the V6 power units which will be used in the series for the next two years at least. The Buick V6 is shortly to be joined by an engine from Chevrolet and it is hoped that there will be upward of 20 V6 cars in the series by the end of the year.

## Tollerton to England

Irish 'coming man' James Tollerton is to compete in the Marlboro British F3 championship this season. The former motorcyclist has raced in FF2000 for the past two seasons, emerging as one of the men to beat in 1984. He will drive a Ralt RT3 in the Pre-'84 class of the F3 championship.

Respected Swiss team manager Eric Schwaller was in England last weekend picking up a DFV for F3000 use. Schwaller said that he was not involved in the curious plans of Mrs Ekstroem to run a Tyrrell 010 and that he hoped to find a driver to run in a March 85B in the F3000 series.

Dane Kurt Thiim who won last year's German F3 Championship phoned last week to say that he is desperately seeking a Formula 3000 drive for this season.

Bobby Rahal last week managed to lap his new Transports March 85C under the lap record on Goodyear's latest radial tyres. Michael Andretti had done 22.6s on cross plies but Rahal's 22.8s was the first radial time under the 23.1s record.

The last of the Brabham sons, 19-year-old David, is to start racing in Australia this year in the Ford Laser saloon series.

It does not seem to matter where in Europe you try to go testing, the weather is bad everywhere. Shortly after the Austin Rover press launch, Tom Walkinshaw took a Rover to Monza. The track had 3ft of snow and had to be cleared with snow ploughs. After three tentative laps Tom decided to call it a day. Next week, Vallelunga...

Steve Harrington, recovering from a cracked rib sustained in his recent Silverstone testing accident (*Pit & Paddock*, Feb 14), is expected to be back out testing one of Eddie Jordan's new Ralt RT30s shortly.

The word from France is that the ORECA F3 team might be running a 'B' team alongside its chosen team of Pierre-Henri Raphanel and Yannick Dalmas. As yet, there is no news of who might be driving...

Davy Jones has been out testing one of Garvin Brown Racing's '84 spec Ralt Super Vee models at Willow Springs. The young American hopes to bounce back into the limelight after a poor year in European Formula 3 and after only 12 laps was lapping a whole second faster than the Super Vee lap record. If finance can be found, Davy will certainly be a front runner in the series.

Mike Smith should be seen in a few RAC Trimoco British Saloon Car Championship races this year racing a Ford Escort Turbo with backing from Ilford Film. The BBC presenter will, however, spend more time in Production saloons.

Would-be entrants of the 'La Carrera' road race (P&P Feb 7) have until August 31 to register with Editorial Gran Premio SC, Montevideo 303-408, Col Lindavista CP 07300, Mexico, DF. The event will be for loosely defined 'street-stock' and 'street GT' cars and will be run over a 145-mile course on closed public roads between San Felipe on the Gulf of California and Ensenada on the Pacific coast, on October 5. It is sanctioned by SCORE International (the Baja organising group) and Federacion Mexicana de Automovilismo.

Former BRSCC Competitions Secretary and promotions expert with Guy Edwards, Jane Partington, has established her own motor sport management company dealing with sponsor liaison, PR and photographic work. Sports Promotion Services can be contacted at 29 Altenburg Gdns, London SW11 1JH (01 223 4775).

The Brundle motor racing family are now Peugeot Talbot dealers. The chairman of the family business, John Brundle, has formed Brundle Sport Ltd, a new dealership in King's Lynn.

'Past, present & future' themes will feature the Ford, Renault and Jaguar exhibits at the forthcoming Motor 100, the major event at the Silverstone circuit taking place in celebration of the centenary of the motor car, on May 25/26/27.

## WEEKEND SPORT

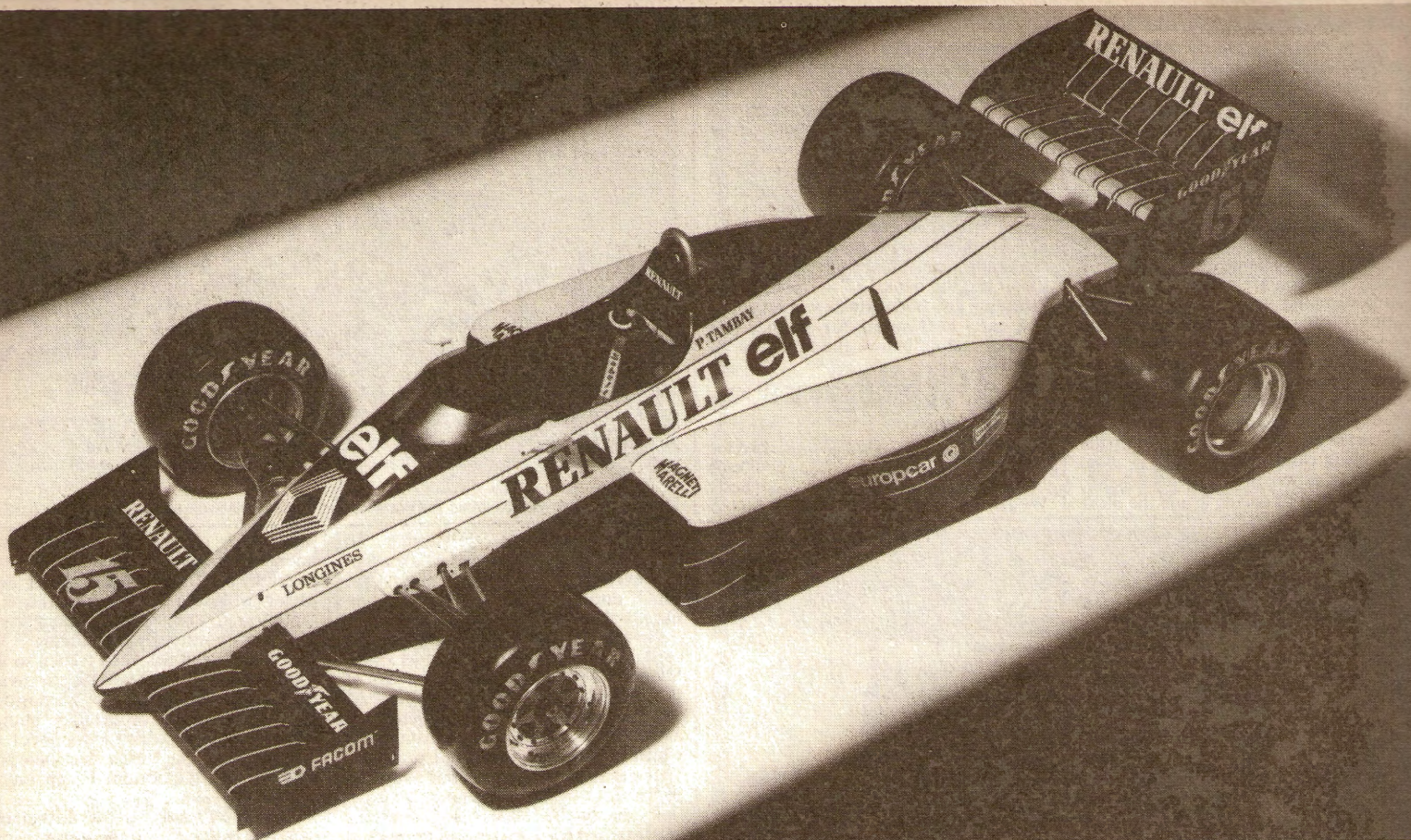
### INTERNATIONAL SPORT

Date	Venue	Event/Details
Feb 20	Suzuka, Japan	All-Japan Formula 2 Championship, round 1. <i>Geoff Lees debuts the new Yamaha F2 engine at Suzuka, all eyes will be upon him.</i>
Feb 23	Kyalami, South Africa	South African Formula 2 Championship, round 3. <i>Can Trevor van Rooyen win his third successive race in the Maurer MM83.</i>
Feb 24	Richmond, USA	NASCAR Winston Cup Grand National Championship, round 2. <i>Will Bill Elliot's Daytona 500 victory be the start of a winning streak for the Ford Thunderbirds?</i>
Feb 24	Miami, USA	Camel IMSA GT Championship, round 2. <i>See preview Pit &amp; Paddock, page 5.</i>
Feb 24	Sandown Park, Australia	Australian Touring Car Championship, round 2. <i>The New Zealanders Jim Richards and Neville Chrichton dominated proceedings in their BMWs at Winton, but the Australian contingent are sure to fight back.</i>
Mar 03	Rockingham, USA	NASCAR Winston Cup Grand National Championship, round 3.

### OFF TRACK

Date	Venue	Event/Details
Feb 24	Lydden Hill, Canterbury, Kent	Lydden Winter Rallycross Series, round 5 <i>Dimi Mavropoulos still holds the lead, but only just, in what has proved to be a very close series so far. Mark Lloyd is hot on his heels in second place, followed by Barry Crump and Peter Brown. Practice starts at 12.30 pm and the first race begins at 1.15 pm.</i>
Feb 24	Oackgrove, Nr Macclesfield	Roy Wiltshire Trial (Mid-Cheshire MC) <i>Another round of the BTRDA/RAC Fiveways Tyres Championship and also the Northern Championship. All the usual contenders will be taking part, beginning at 10.30am.</i>
Feb 24	Lypiatt Park, Nr Stroud Gloucestershire	Bisley Trial (750 MC) <i>Small clubbie event organised by the 750 MC starting at 10.30 am.</i>

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



The sidepods of the RE60 bear more than a passing resemblance to those of the recently announced Lotus-Renault 97T. Suspension at both ends is completely new.

# The Régie's new RE60

In Paris on Monday afternoon Gerard Toth, the new President of Renault Sport, introduced to the racing world both himself and the new RE60 Formula 1 car.

It was hard to come away from the presentation without the feeling that the RE60 has been 'designed by committee', for no one man's name is put forward as 'designer'. "It is true," Toth said, "that the car was initiated by Michel Tegu," (who left the Régie in October to join Toth's predecessor Gérard

In appearance the new car is quite similar to the RE50 — save for a rather garish new colour scheme. The monocoque is of carbon fibre/Kevlar, as also is the bodywork. Wings are carbon fibre. Suspension on the RE60 is push rod at front and rear (where the previous car had pull rod), and the team intends to run (like Lotus) with carbon fibre brakes throughout the season. A substantially modified six-speed gearbox (replacing the one that gave so much trouble in 1984), is fitted, as before a Renault casing with Hewland internals.

The sidepods of the RE60 are very reminiscent of those on the new Lotus Toth — revealed new engine.



97T, and a neat touch is the fairing into the bodywork of the exhausts, whose gases emerge from a large hole at the rear of each pod.

A new engine — the EF15 — was shown, but the team will start the season with the old EF4A which now, we were told, achieves much better fuel consumption than during last year. The EF15 is essentially, Toth said, a new engine. Although another 90deg V6 — "the block has not been substantially altered" — the bore and stroke of the EF15 are 80.1mm and 49.40mm, compared with 86mm and 42.8mm of the EF4A. The compression ratio is unchanged, 7.5:1.

"It has come through testing," Toth claimed, "to our complete satisfaction, but it needs a little more time before actually being used. We believe it will make further progress in terms of power and consumption." All of which, it must be said, left most people a little sceptical.

In overall charge of race preparation will be Patrice Ratti, with ex-Ferrari man Tomaso Carletti continuing to look after Patrick Tambay's car, and John Gentry (who had a very brief spell with Euro-racing after leaving Toleman at the end of last season) acting as race engineer on Derek Warwick's.

Jean Sage continues as 'Formula 1 Sports Director', and Bernard Dudot remains in charge of engine development and production.

To no one's great surprise, Toth was asked several questions about Renault's future in Grand Prix racing. Financially

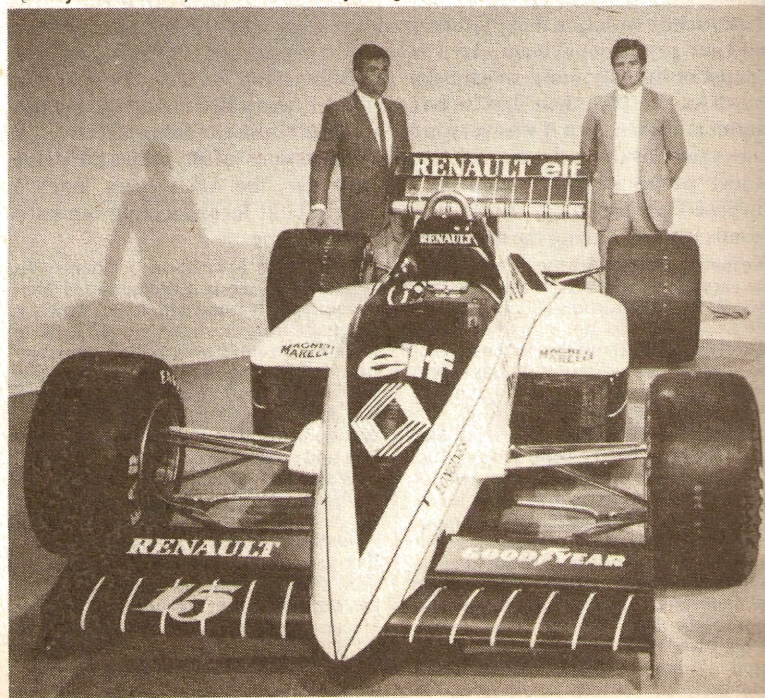
Larrousse at Ligier), "but I should tell you that some fairly fundamental changes have been made to the car since his departure.

"I don't for one minute wish to underestimate the contribution made by Tegu over many years, but I must say that the team he established — and those who have now taken their places — have proved themselves more than capable of taking over and determining the necessary modifications to make the car even better."

the Régie had a catastrophic year in 1984, and Georges Besse, the new Chairman, has a reputation for being 'realistic' about money matters.

Toth indicated, however, that no Sword of Damocles hung over the team, insisting that sound commercial reasons

Tambay and Warwick, uncharacteristically straight-faced, pose with the new RE60.





# NEW RACING CARS

►► for involvement remained.

"This is a fantastic advertising medium, with 700 million TV viewers for each Grand Prix. Formula 1 really has become a unique media phenomenon. The largest industrial organisations benefit considerably through its use; major automobile manufacturers are coming back to Formula 1, and industry uses F1 cars as a means of communication. It's not just a matter of publicity, but a way of getting across that you are associated with the most dynamic developments in society, that you are a risk taker — and you personalise your message by associating it with cars and drivers which are household names across the world.

"It is often suggested," Toth went on, "that Formula 1 has the disadvantage of being very expensive. Actually, though, if you compare an F1 season — even at its most expensive — with a worldwide advertising campaign (bearing in mind marketing expenses on a world scale), you'll see that F1 racing is one of the most

economical options, once the slightest degree of success is achieved.

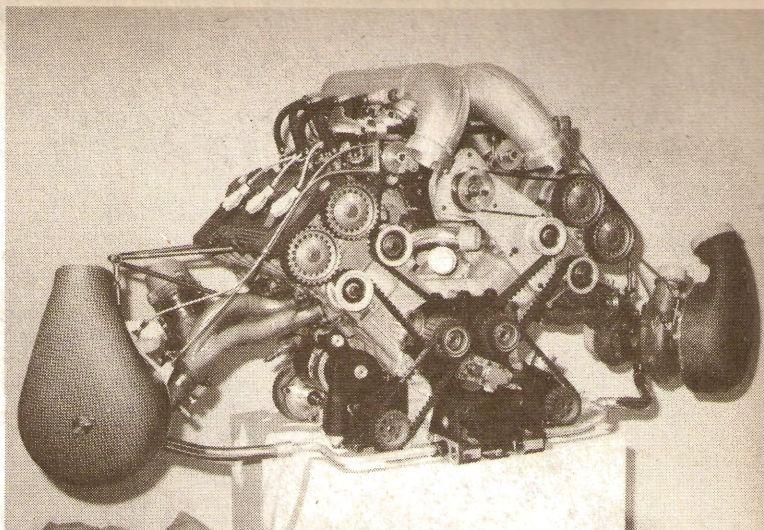
"What we must do is redress the balance as soon as possible in 1985, by winning a good many Grands Prix in 1985. And in 1986 we must reach the heights: I am quite sure that 1986 will be Renault's year . . ."

In the meantime, Messrs Warwick and Tambay would like to believe that 1985 will be Renault's year, for neither has won a race since joining the team at the end of 1983. Patrick gave the new car a shakedown run at Montlhéry — "No, I didn't use the banking!" — on Monday morning, and both drivers will return to Rio early next month for another five days of testing before the first race on April 7.

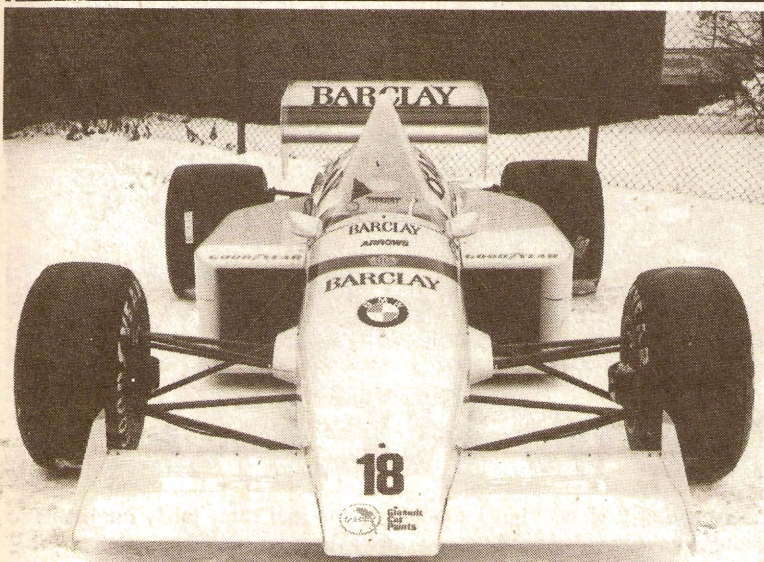
**NIGEL ROEBUCK**

## Dimensions

Wheelbase .....	280cms
Fronttrack .....	180cms
Reartrack .....	165cms
Weight .....	540kg



The EF15 engine was exhibited, but Warwick and Tambay will begin the season with the old EF4.



The new Arrows-BMW A8 is the marque's first purpose built turbo car.

# Arrows A8

Among the final generation of Cosworth-powered Grand Prix cars the Arrows A6 was a competitive racing car, but such was the ever tightening grip of the turbo revolution that the team barely received any tangible reward. As a solid and professional team, Arrows earned a supply of BMW turbo engines against outwardly more spectacular rivals for 1984. Because the deal was struck late in 1983, their first turbo car, the A7, was a late arrival during last season and even then it was very much a compromise car being effectively a converted Cosworth chassis with too many limitations to fully utilize the Heine Mader prepared BMW engines. The new car, the A8, is very much a purpose-built turbo car, neatly and strongly built incorporating the hard lessons learned during the development programme.

The main problem with the A7 was that it was very short in the wheelbase to be able to cope with the turbo's 800bhp. Designer Dave Wass is not prepared to be entirely specific about the dimensions of the new car but his quoted 110ins is 6ins longer than on last year's car. The chassis itself is entirely new and is longer to accommodate a lower fuel load and therefore improve the centre of gravity.

The chassis is the first Arrows composite unit built up from upper and lower sections supplied by Advanced Composites. While Wass has reservations about carbon fibre composite construction, he says that there was no alternative to using the material to produce the stiffness and lightweight chassis needed. For the sake of his own conscience he has incorporated aluminium panels between the front bulkheads to help absorb energy in

the event of a head-on accident. His crushable nosebox structure uses honeycomb partly filled with foam, which in the mandatory crash test proved to be an advance on pure honeycomb construction. In lowering the fuel tank, Wass has left himself room to incorporate the full roll bar structure within the carbon top section while leaving the fuel system in a safe and accessible position.

Wass has switched from pull-to push-rod operated suspension which he says will allow easier variation of geometry without major chassis alterations. Fabricated wishbones and uprights are used at either end, but at the rear Wass has departed from the normal practice. He has taken the CV joints outside of the upright and raised the lower wishbone to the centre line of the rear wheel which, he feels, will give better control of the

wheels under acceleration. To accommodate this arrangement, specially developed AP single calipers are fitted, underslung on the disc. Carbon fibre brakes will be fitted as standard.

On the A7, the BMW engine and its cooling ancillaries were fitted as specified by BMW and had only 30 per cent of the torsional rigidity of the Cosworth car. On the new car, Arrows have been allowed to produce their own installation which is extremely neat and practical. There is a much larger A-frame support for the four-cylinder engine, the base of the frame on the chassis being some 5ins wider to make it a 75 per cent more rigid structure. In order to give the single turbo unit more breathing space the left-hand side mounted Behr intercooler is mounted vertically, but angled forward. On the right-hand side, the oil radiator, which BMW insisted on in the middle of last season, has been incorporated in the same matrix as the Unipart water cooler, the unit being symmetrically mounted with the intercooler.

Arrows were never able to get Brabham size turbo units last year (worth about 100bhp, according to Wass) but they have been promised four of them for 1985. After a lot of investigation at the Imperial College wind tunnel, Wass has decided he will gain advantage from having his turbo unit and wastegate open in the airstream immediately behind the left-hand sidepod rather than imitating

the trendy coke-bottle rear-end treatment. "Obviously we looked at this carefully and aerodynamically. I don't think we lose a lot, because this is an untidy area at the best of times, while we do gain enormously on cooling." The turbo unit itself has been turned so that the inlet is at 20 degrees to the chassis axis rather than 90 degrees and this positioning has allowed a virtually straight exhaust tailpipe which exits under the upswept tail. The Bosch electronic pack sits on the flat bottom instep on the right-hand side.

Like all F1 teams, Arrows do their own gearbox casing to suit their own suspension requirements. The gearbox has its own oil cooler mounted on the upswept floor under the rear wing.

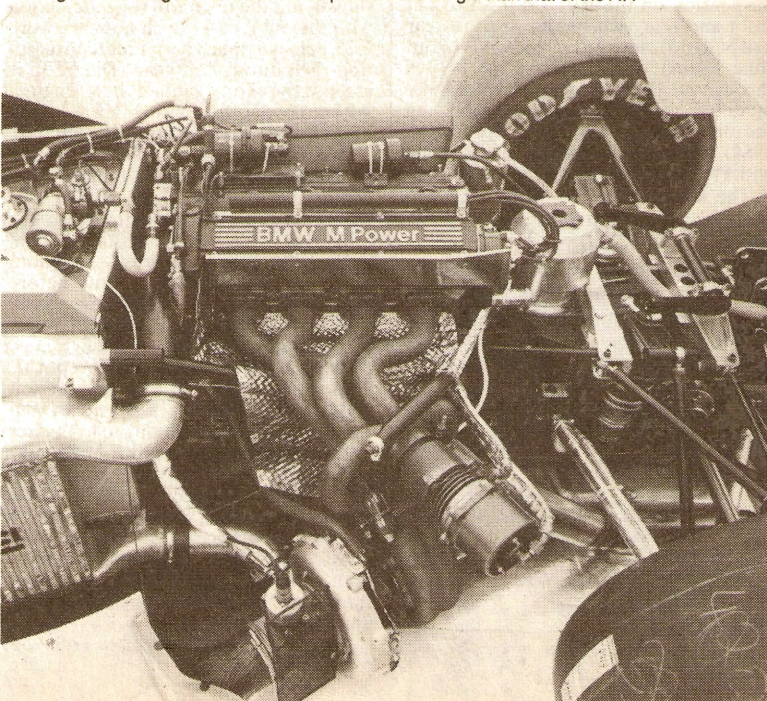
The large front wing is the only major component retained from the A7, but the overall shape is distinctly Arrows as developed from the A6. With an on-going strong relationship with Goodyear and Thierry Boutsen driving for the team for the third season, and "about to reach his best" according to Alan Rees, hopes are high. The A8 is an entirely sensible and straightforward, rather than flamboyant, second generation turbo car which should serve them well.

**IAN PHILLIPS**

## Dimensions

Wheelbase .....	110ins
Fronttrack .....	70ins
Reartrack .....	65ins

The engine mounting is claimed to be 75 per cent more rigid than that of the A7.



# Evolution revolution

Since the adoption of the latest FIA Appendix J technical regulations in 1982, an army of manufacturers have announced a fresh commitment to the sport of rallying, with factories producing cars for International competition complying with Group N, Group A and, of course, Group B. Such programmes have required an immense investment on the part of each company, especially if the objectives include outright success in the World Rally Championship.

The stability of the vehicle regulations is therefore crucial to the whole fabric of the sport. If changes are to be made, the correct process includes consultation with both the manufacturers' association, the BPICA, and the specialist FISA Commissions.

President Balestre's pronouncements last Friday, apparently outlawing 'evolution' of Group B cars at the end of 1985, were made after no such discussions, and ignore many of the consequences of such a rule change.

The arguments for and against Group B evolution cars are many and varied (see *Special Stage*, page 25). It is true that speed of rally cars has increased, perhaps alarmingly, but at no point has M. Balestre indicated that his motives have anything to do with safety. It is also true that the 'evolution' rule — which actually materialised in the form of a last-minute amendment to the technical regulations back in 1981 — has accelerated technology in spectacular fashion, so that rallying is now of greater benefit than ever before to the manufacturers' Research & Development divisions. Some consider that the evolution concept has resulted in escalating costs, but at least it has meant that companies are not compelled to build 200 full-blooded rally cars as soon as they find their current models falling behind in terms of competitiveness: so as to extend the life of such models, the competition departments have only to build 20 updated units.

As far as the present controversy is concerned, the fundamental point is that the manufacturers have had faith in the stability rule, believing that it has enabled them to plan ahead and commit budgets in confidence.

Following the original announcement of these



regulations for Group B, President Balestre called a similar surprise conference during the 1982 Swedish Rally. At the time, it was apparent that he did not fully understand the evolution ruling, nor its far-reaching effects. Amid criticism for passing the evolution regulations, the FISA President instead stated that he wanted to see cheaper sport for all, blissfully unaware, it seemed, that the evolution regulations were viewed by many as a step in the other direction.

At the time, AUTOSPORT stated in *Comment* that, while the President's intentions were admirable, consultation with the relevant bodies was essential if progress was to be made.

Three years on, M. Balestre has made no progress on any of the aspects which he discussed then — reducing tyre costs, restricting servicing — but now abruptly sets out to alter the philosophy of the technical regulations. His attitude last weekend in Sweden was uncom-

promising, the changes were to be implemented with all haste, the manufacturers left to recover from the shock waves.

AUTOSPORT believes that the President is misguided, and is not acting in the best interests of the sport. If he was determined to bring Group B back to its original formula for 1986, then some more acceptable notice should have been given. In announcing such a drastic change with the minimum of notice, he fails to recognise the problems it will cause for the manufacturers. Already, some have responded angrily to the President's announcement, Peugeot even suggesting that they will withdraw if his proposed measures are accepted.

Considering the attitude which M. Balestre made public at the weekend, and the fact that he is not known for his U-turns, it seems that a major confrontation is inevitable, with the sport the only loser.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### John Bolster Trophy

As a member of the Midland Automobile Club, I would like to thank you for your excellent gesture towards the late John Bolster (*Pit & Paddock*, February 14).

I well remember John in the thirties, once for sliding on his head underneath Bloody Mary, and again for reaching forward for his gearlever and finding the very hot exhaust pipe with his hand! The cloud of smoke rising from his greasy hand had to be seen to be believed.

The John Bolster Trophy will be greatly welcomed by all MAC members, and particularly by Shelsley Special builders, for only they can really appreciate John's wonderful efforts at the hill.

I am greatly missing his lucid accounts of the current technical scene, such as the splendid four-wheel-drive rally cars with variable torque to front and rear. He would have made these very clear to me.

Again, many thanks indeed for making such a splendid gesture for the memory of a very great motorist.

SALCOMBE, DEVON,

REG PHILLIPS

### Tyred of it all

Goodness knows what vested interest he may, or may not, have had, but wasn't it refreshing to read of Enzo Ferrari fixing some Pirelli rubber for the Toleman team at the recent Rio testing? I wonder whether he wants to be able to evaluate Stefan Johansson for Ferrari's future team plans?

Speculation apart, isn't it stupid how 90 per cent of the aggravation within racing centres around the four rubber contact surfaces. The banal qualifying tyre robbed racing of its most spectacular performer, Gilles Villeneuve, three years ago; the lack of a suitable tyre seems to be rendering last year's dominant chassis uncompetitive; and one team can't obtain tyres at all. I know big money and commerce is involved, but isn't it about time the governing bodies came up with some sort of control situation to give everyone a stable case and thus enable teams to design new cars with confidence? Spectators, too, would benefit from more entertaining and indeed, more meaningful qualifying.

SUNDERLAND, TYNE & WEAR

T. TEASDALE

### Power to the people

I am sure the overwhelming majority of British motor racing enthusiasts welcome the prospect of a Birmingham street race, and are saddened, as I am, by the opposition to it from the RAC MSA.

They are assuming that a race gained by Birmingham is one lost to Brands Hatch or Silverstone.

I cannot read this as anything but a vote of no-confidence in motor racing as an expanding sport in Britain. The City of Birmingham wants to invest millions of pounds in an exciting new venue, which is bound to attract new spectators, new sponsors, and new media coverage.

Behind the RAC MSA opposition, there is clearly a combination of fear and complacency: fear that some established interest will lose out to Birmingham, and complacency about the state of motor racing in Britain today. We must face the fact we are not the pre-eminent motor racing country we were in the sixties and seventies, despite the continued strength of our specialist manufacturers, and that new initiatives and new investment are needed.

With the expansion and diversification of International motor racing with such formulae as CART, WEC, ETC, and Formula 3000 on offer, there must be room for an annual event at Birmingham, bringing something fresh to British motor racing. Yet, as Birmingham MPs try to make their race legally possible, we have the RAC MSA saying, "We will continue to oppose the Bill through all stages of Parliament."

These words are chilling. The RACMSA is supposed to promote and foster motor racing, not stifle it at birth.

Would it not be possible for a petition in support of Birmingham to be organised, to be circulated around the circuits throughout the summer? The RACMSA is not representing the best interests of either the ordinary enthusiast or of the future development of British motor racing. We must make our voices heard.

LONDONSE11 CHRIS JONES

## Angry of Ascot?

I thoroughly enjoyed Mr Braun's enthusiastic, if slightly hysterical letter (*Correspondence*, February 14) about the sufferings of being a motor racing fan 'up north'. Please, before you start pinning ghastly 'political' crimes on the 'southern stockbroker belt' take a close, and unemotional look at the reasons why Donington Park does not have a Grand Prix until 1988.

Yes, it does have a central location, beside a major airport and with easy access to the motorway, but the circuit does *not* have sufficient access roads and parking spaces. Look what happened at the Truck Grand Prix. People can get to the circuit easily, but they just can't get in! Donington is not yet ready.

The paddock remains unsurfaced, and despite all the work on run-off areas, if I were a Grand Prix driver I would think twice before setting off with 25 others with nothing but concrete walls and a few sand pits. The new loop is still incomplete, and a year behind schedule, and the same old doubts remain about the surface — is the granite polished?

No doubt, if Donington was given a Grand Prix the work would be done rapidly, but if nothing is changed why should FISA give it a race? Catch 22, Mr Braun. ASCOT, BERKS JIMMILLER

## Unite against persecution

Having read the news reports regarding the Tyrrell injunction being overturned in a French court yesterday, I am writing to express my disgust at this extraordinary decision. I believe that almost every British motor racing enthusiast is, like myself, of the opinion that what is being conducted is not a legal argument, but persecution.

I can only hope that, in the same way as there was solidarity among rival teams in the past, other teams will now join together in support of the Tyrrell case.

For myself, and I hope many other British enthusiasts, I will refrain from buying products related to sponsors of those teams not supporting the Tyrrell cause.

WOKINGHAM, BERKS. RICHARD WARD



**10** The long running Peterson/Pryce saga finally ended (AUTOSPORT February 20, 1975) with everyone staying put and Lotus team manager Peter Warr saying that a press release to this effect would not be issued, as they hadn't said that Ronnie was going anywhere in the first place.

Reigning European F5000 Champion Bob Evans was the latest driver to sample tea at the Dorchester, where he signed a one-race contract to drive Louis Stanley's BRM at the forthcoming South African GP.

A fortunate Daytona 500 victory went to Benny Parsons in a Chevrolet. Parsons inherited the lead when Dave Pearson had huge dramas less than four miles from home. Under threat from Parsons, who was being towed ever nearer by Richard Petty, Pearson was also in tyre problems, and got all crossed up trying to lap Richie Panch and Cale Yarborough. He dropped back, shaped to dive between the two of them and lost the lot at nearly 180mph. The engine died and Parsons shot through to win at an average speed of 153.649mph.

The IROC Camaro series supported the Daytona 500 with victory going to Bobby Unser. There was high jinks, however, as Johnny Rutherford swooped down the banking to hit George Follmer, the resultant wreckage smashing the windscreens of both Peterson and Emerson Fittipaldi. The race was stopped and restarted with Ronnie Peterson performing a carbon copy of the earlier shunt but without hitting anyone. The Swede slide sideways at 160mph for around 500 yards before making heavy contact with the wall.

The Swedish Rally saw the second consecutive World Championship win for the Lancia Stratos, with Bjorn Waldegaard at the wheel. Early leader Stig Blomqvist, suffered an electrical failure halfway through the event, eventually coming home second in his Saab 96V4 after much 'press-on' driving (above).

Fresh from his win on the Arctic Rally, Simo Lampinen was a steady third in his Lancia Beta Coupé ahead of the second Saab of Per Eklund.

Turning ones thoughts away from the snows of the Swedish Rally, Maurizio Verini's Fiat Abarth was victorious in the warmer climes of the Costa Brava Rally. Second was Spaniard Juan-Carlos Pradera in a Renault-Alpine ahead of Antonio Zanini and Walter Rohrl.

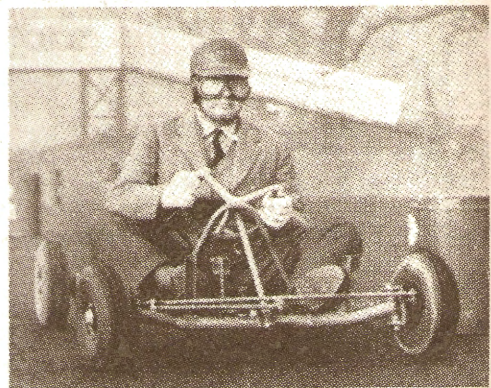
**25** The first round of the 1960 Formula 1 World Championship took place at Buenos Aires 25 years ago this week (AUTOSPORT, February 19, 1960) and Lotus immediately made their intentions for the season clear when Innes Ireland scorched round in their new rear-engined model to claim a front-row grid position, alongside a Cooper and a BRM.

Ireland shot into the lead at the start from Bonnier and Moss, but soon dropped to the tail of the field after a pit stop. Carlos Menditeguy was running fourth when he pitted for more fuel in his Scuderia Centro Sud Cooper-Maserati, instead of switching to his reserve tank, and had he done so, he would have won the Grand Prix. However, after mechanical failures to Moss and Bonnier, Bruce McLaren drove through to win in a Cooper-Climax, with Cliff Allison taking second in a Ferrari. Heat exhaustion was a major problem and most of the drivers resorted to slowing through corners, where they would be handed drinks.

Having finished third in the Grand Prix, Maurice Trintignant was triumphant in the *Formule Libre* event at Buenos Aires, beating Dan Gurney who had led for much of the race. But the race was marred by the withdrawal of Moss and the Ferrari drivers in a protest about the lack of safety precautions at the circuit.

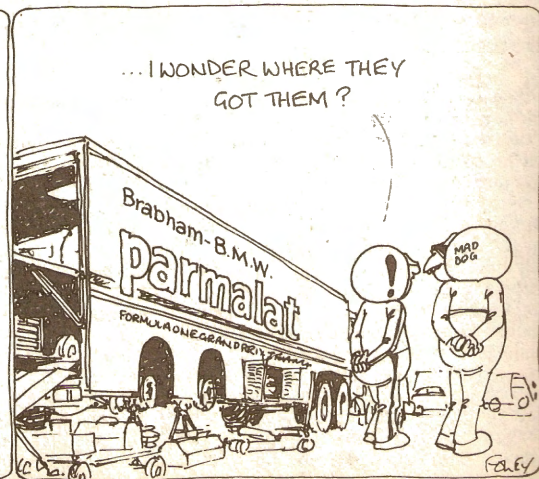
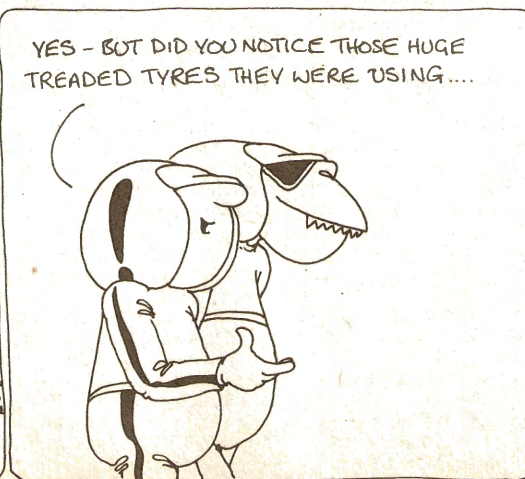
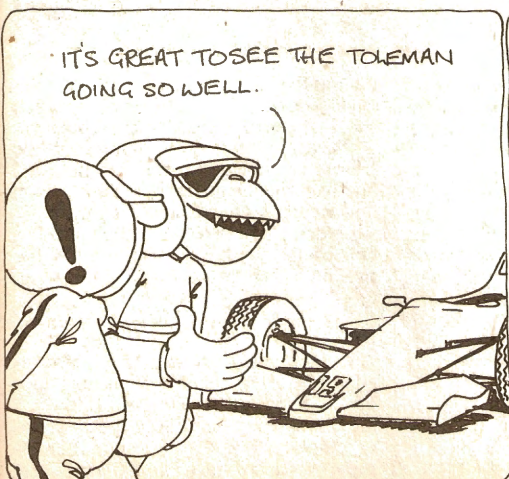
The question of manufacturer participation in racing in the USA came under scrutiny from Ozzie Lyons as he interviewed Zorra Arkus-Duntov at the Chevrolet Engineering Centre at Detroit, ostensibly on the matter of the latest technical features on the Corvette and Corvair. There was no love lost between the various Detroit giants as they stretched the 'Detroit Agreement' towards breaking point with weeks spent testing privately at Daytona, with unofficial works 'advice' to competitors running their brands of cars. Chevrolet were making more powerful fuel-injected engines for the Corvette — giving 315bhp on tap — just to make sure that non-works (and weren't they all?) Chevies were not disgraced on the tracks. Not much changes...

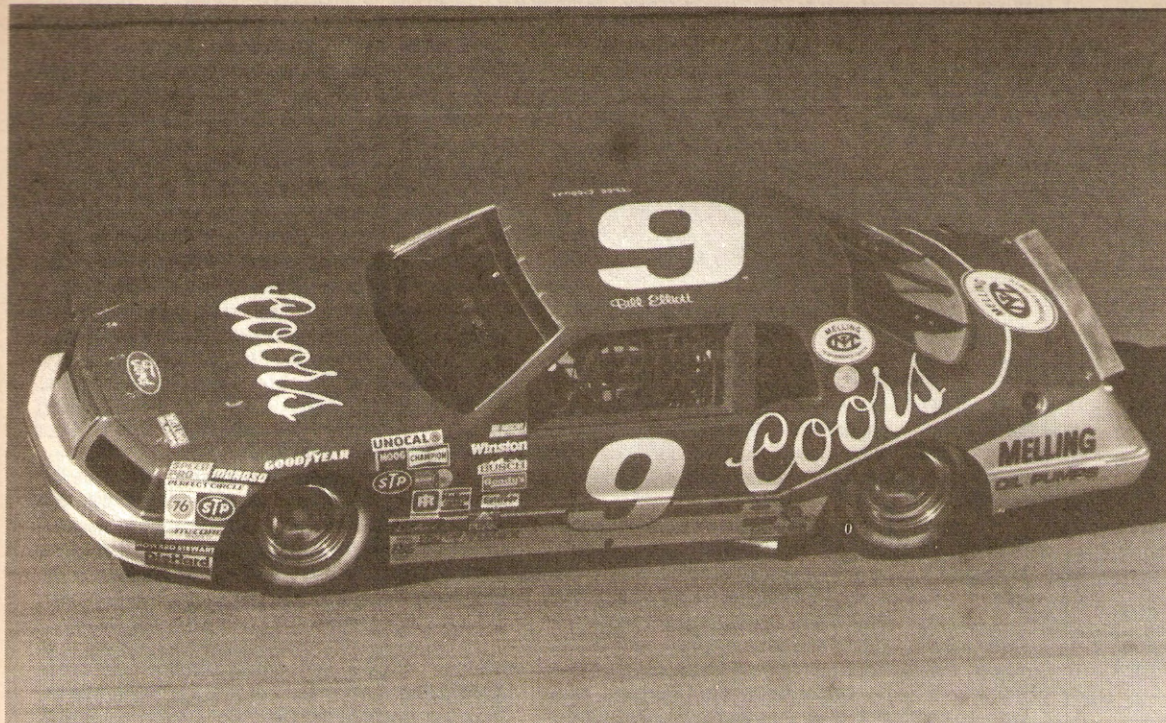
Karting was all the rage, or so it seemed, as one flicked one's way through AUTOSPORT. Maurice Faulkner, Chairman of the Board at Oulton Park, was caught in action (below).



## CATCHPOLE

BY BARRY FOLEY





The combination of Bill Elliott and the Ford Thunderbird is going to take some stopping in '85, as Bill proved during the Daytona Speedweek.

## The Elliotts arrive

Bill Elliott scores dominant victory for Ford — Cale Yarborough and most other top runners fail — Lake Speed only other driver to complete 200 laps — Untypically boring NASCAR opener — Report: GORDON KIRBY — Photography: DAYTONA INTERNATIONAL SPEEDWAY

Bill Elliott scored his first Grand National win in the final race of the 1983 season, and last year established himself as a regular front-runner and race winner. A Ford driver since he started Grand National racing nine years ago, Elliott has always been a contender in superspeedway races and, three years ago, his career took a turn when oil and fuel pump manufacturer Harry Melling bought a controlling interest in the Elliott family team, so that for the first time Elliott was able to run the full 30-race schedule. Last year, the team took on major sponsorship from Coors beer and, by the end of the year, they were enjoying the benefits of engineering consultation with FoMoCo.

This winter, Elliott has set the pace in Grand National testing, and at Daytona last week he and his team dominated play from the start of practice all the way to the chequered flag. Elliott was on the pole with a new track record, ran away with his qualifying race on Thursday, and then outlasted 1983 and 1984 Daytona 500 winner Cale Yarborough to score an otherwise unchallenged victory.

"This is beyond words to me," said the 29-year-old from Georgia. "Even during last season I was thinking about the Daytona 500 — even when we had other races to run. If I never win again, I've accomplished my main goal now."

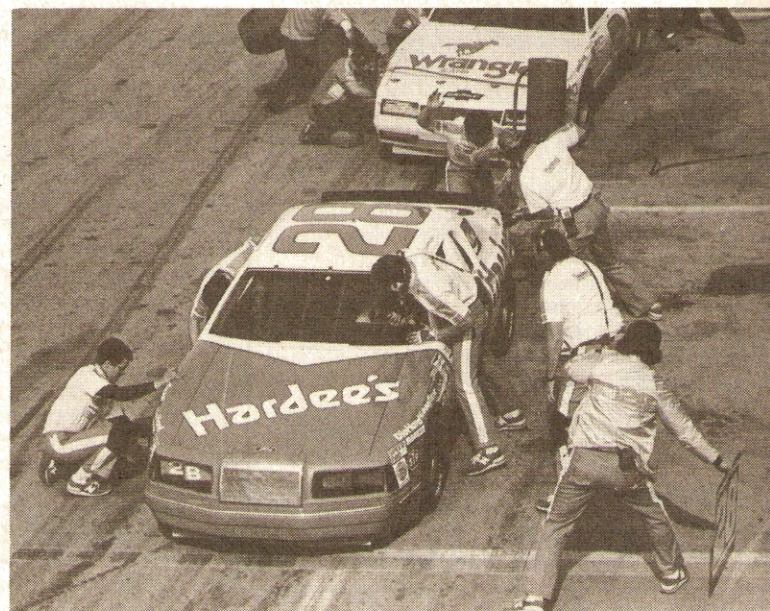
Second at the flag was Lake Speed, who drove a dogged race in the unsponsored Rahmco Racing Pontiac and was the only other finisher to go the full distance. The race was raked by attrition and through the second half of the 500-miler it was hard to find even a two-car battle somewhere on the giant speedway, let alone the raucous 10 to 15 car drafting matches we have come to expect at Daytona.

The big story of the brief Grand National off-season (Winston's expanded prize money programme, and Warner Hodgdon's bankruptcy aside) concerned itself with the 203, 204 and 205mph laps turned in during testing at Talladega and Daytona by the Ford Thunderbirds driven by Bill Elliott and Cale Yarborough. Since the introduction of the latest Thunderbird three years ago, Ford have been angling with NASCAR and working hard in the wind tunnel to make the T-Bird as aerodynamically effective as the claims of the company's advertising. Last year, Elliott was ultra-fast with his T-Bird in a number of superspeedway races and this winter Yarborough and the Daytona 500 pole-dominating Ranier Racing team switched from Chevrolet to Ford, raising the level of competition

between General Motors and Ford to a recent-history high.

Ford's latest challenge to General Motors' domination (with Chevrolet in particular but also including Buick, Pontiac and Oldsmobile) has been directed by Mike Kranefuss and his Special Vehicles Operation. The new T-Bird has been an integral part of the Kranefuss personal success story with Ford, and last year veteran SVO engineer Bob Riley was brought into the T-Bird programme by Kranefuss. This winter Riley produced a wind-tunnel derived body shape which was to be used by Yarborough at Daytona.

Meantime the four or five Ford-equipped teams on the Grand National theatre continue to do their own development work. Bill Elliott's well financed,



Cale Yarborough's Thunderbird was the only other car in contention, prior to retiring.

strong and growing team has established itself as the top Ford team, winning four races and finishing third in last year's championship. With Elliott becoming a major force in superspeedway races in particular and the arrival this winter of Yarborough and Ranier on Ford turf, the more plentiful General Motors cars suddenly found themselves out of breath on the eve of the all-important Daytona 500.

Chevrolet did some last-minute wind-tunnel work with Junior Johnson, but it was too late to catch the Fords this year.

One part of the NASCAR rulebook which the leading teams have been taking more and more advantage of in the past few years is the lack of any minimum width regulation. Unstable as the current short-wheelbase generation of Grand

National cars are on superspeedways, it is no easy task to reduce substantially the track measurement of the cars. Nevertheless, most of the top teams are building special, narrow-track superspeedway cars with the tyres tucked up under the bodywork and the overall width reduced by 2 or 3ins.

An element in the Elliott brothers' solution to the search for a narrower car at no expense in stability has been a move to a single Bilstein shock absorber at each corner, rather than the pair of Monroes used by most other cars — Ford or GM products. A handful of teams made the switch last year to the more consistent gas-filled Bilsteins, and the German manufacturer was proudly displaying its European service van to the American motor sport community at Daytona last week.

The Elliott brothers built one car, incidentally, which was 2ins narrower than the other brand new car they ultimately raced at Daytona. Following a brief test on the faster, wider Talladega track in Alabama, the team decided the car needed a lot more work and it was put aside for their assault on the biggest race of the year.

The Elliotts' team consists of older brother Ernie who runs the engine shop, middle brother Dan who is the crew chief, and younger brother Bill who drives the car and also oversees all chassis work and has complete control of setting-up his car. Owners of a Ford dealership, the Elliott family has always raced Fords and bought a lot of Roger Penske's equipment when the latter got out of Grand National racing in 1977. Part of the deal with Penske included 15 Australian-made 351cu ins Cleveland V8 blocks, and it was one of these which would be at the heart of Elliott's engine

on Sunday.

In fact, a major difference between the T-Birds of Elliott and Yarborough at Daytona concerned engines. While Elliott remained faithful to the tried and true Cleveland engine, Yarborough and Ranier's team opted for the Windsor block V8. There were also considerable detail bodywork differences between the two fastest Fords at Daytona, graphic evidence of NASCAR's subjective interpretation of rules on a team-by-team basis.

Incidentally, NASCAR officials admitted they were not using door profile templates at Daytona, although the teams were being told a new series of templates would be in use at the next superspeedway race at Atlanta next month. Normally a brace of tem-

plates are used to estimate the legality of each car's bodyshell, but one couldn't help noticing how much variance there was at Daytona this year among numerous cars wearing the same name—Fords and Chevrolets in particular.

In spite of all this bodywork-finagaling, the pacesetter Elliott team maintain that, aside from some talking with Bob Riley, they have not been in the wind-tunnel since completing their first new T-Bird at the beginning of 1983. Like most other drivers, Bill Elliott insists that handling is the key to fast lap times at Daytona, and he made the point with an aggressive qualifying run, pushing his way to the top of the groove all the way around and fighting the car vigorously at the turn-in point at either end of the banking. Elliott's quick lap (43.878s, 205.114mph) was the fastest qualifying lap ever turned by a stock car, plus a new Daytona record.

Yarborough qualified second fastest (44.158s, 203.814mph) and he and Ranier crew chief Waddell Wilson were most concerned with an overheating problem. Three engines were lost to the problem over five days of practice but, as the week wore on, Wilson was convinced he was nearing a solution. Nevertheless, the fact that the Ranier team were running an all-new combination for the first time at Daytona made it difficult to believe that Yarborough had much chance of making the finish.

Five other cars qualified faster than 200mph. Third fastest was Neil Bonnett in one of Junior Johnson's flat-sided Chevrolet Monte Carlos. Team mate Darrell Waltrip blew his qualifying engine before making his timed run and qualified 21st with a race motor and unsorted handling.

A. J. Foyt was a surprising fourth fastest on 'pole day', driving his own Oldsmobile with an ex-Ranier Chevrolet engine held in reserve for the race. Dick Brooks was an impressive fifth fastest with the Petty Enterprises T-Bird, while

David Pearson also looked good in Hoss Ellington's Chevrolet after struggling with his own cars for a couple of years.

Defending Grand National champion Terry Labonte was the last man to qualify at better than 200mph. The following day Labonte upped his stakes with a convincing win in the Busch Clash 50-mile pole-winners race, although close inspection revealed that Elliott, Yarborough and Waltrip all had various mechanical problems which kept them from showing more of their respective hands.

Richard Petty qualified respectably well in 12th place while 1983 champion Bobby Allison was six places further back in qualifying. Both veterans made steady progress over the succeeding four days of practice and both looked much more like serious contenders by the time of Thursday's qualifying races.

**Qualifying races**

The weather on Thursday afternoon for the pair of qualifying sprints was comfortably ideal. Mid-afternoon temperatures were in the low 60s, with a warm sun and steady breeze. By mid-morning the speedway was already full. Not jammed, but most assuredly full with long traffic lines and at least 80,000 spectators. A pretty good midweek take for the France family . . .

The two qualifying races showed that the two fastest Fords were as strong in race trim as they had been set-up for a single, flying lap. Bill Elliott utterly dominated the first race, winning by 37secs and lapping all but three cars. The second race was much more closely-fought, although Cale Yarborough was a convincing last-lap winner after comfortably tailing the resurgent David Pearson for most of the distance.

Elliott jumped away at the start of the first, 50-lap race, and took complete charge of the proceedings. An early yellow flag gave Terry Labonte the chance to pass and briefly lead Elliott on the restart, but a mere lap later, the

defending Grand National champion pulled out of the groove and coasted into the pits with his engine smoking and missing. The engine failure meant Labonte would start the 500 from 31st place, fastest qualifier of those who didn't finish either 125-miler.

After Labonte fell by the wayside, Elliott retook the lead and motored away to win as he pleased. There were no more yellows to interrupt the sprint race, and that enabled Elliott to come fearfully close to lapping the entire field.

For most of the 50 laps, Elliott was running in the 198mph (45.4secs) range. Neil Bonnett chased Elliott until the race's lone round of fuel stops, the Junior Johnson Chevrolet falling away more quickly as fuel loads were burned off. Twenty laps, and Elliott led by 3.5 secs. Five more laps, and he had added another 3secs to his cushion. By the time he made his pitstop after 37 laps, Elliott was all of 17secs ahead. He decided to not change tyres during the pit stop, and when Bonnett followed suit only to come back into the pits after one lap for fresh rightside rubber, what pressure there may have been on the Coors/Melling Ford completely evaporated.

Bonnett lost a lap with his double stop, and the tactical mistake handed second place to team mate Darrell Waltrip. Starting from the sixth row, Waltrip moved up quickly and soon emerged in third place at the front of a six-car train. He got clear of the others during the round of pitstops and came home a distant but reasonably pleased second.

Buddy Baker ran well, driving a Chevrolet for a new team in which he is a partner. In company with Waltrip for much of the race, Baker was beaten to the flag by Benny Parsons in Johnny Hayes's Chevrolet. Ricky Rudd finished fifth in Bud Moore's T-Bird, in the draft with Parsons and Baker but looking in his mirrors at fast-closing race winner, Elliott.

A lap down in sixth place was Dick

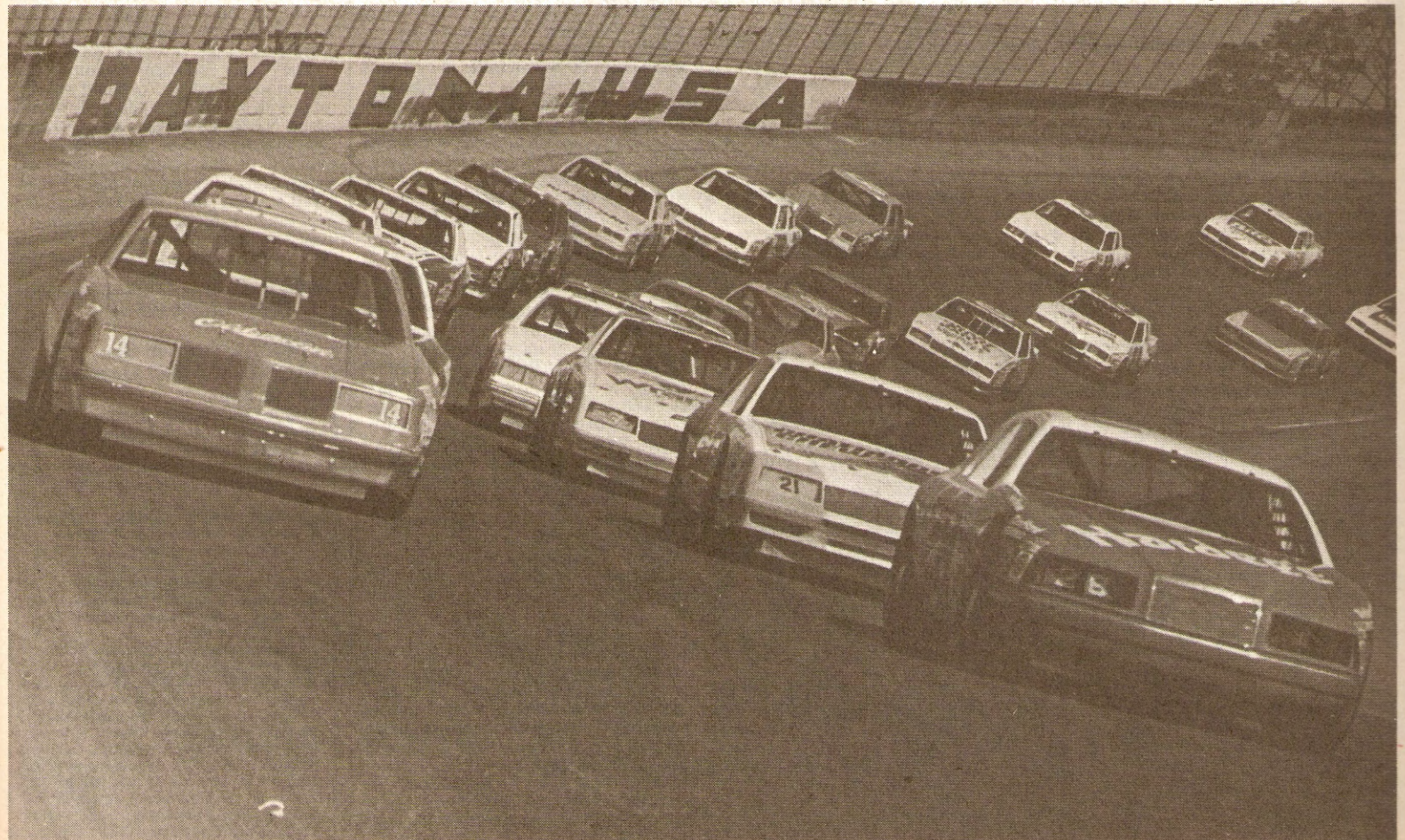
Brooks who had a good run with Maurice Petty's Ford. Seventh was up-and-coming Greg Sacks who ran hard with an oversteering ex-Yarborough Chevrolet to beat fellow northerners Ron Bouchard and Geoff Bodine. The latter was delayed when Tim Richmond blew up in front of him on the fourth lap, prompting the race's only yellow flag. Bonnett finished 10th behind Bodine, while another of the leaders to hit trouble was Joe Ruttman who twice had to stop to change tyres which had 'equalised' (this occurs when air from the inner safety liner leaks into the outer shell).

The second qualifying race was a much more Daytona-typical affair with at least four cars fighting it out all the way and some exciting last-lap passing and fender-leaning. Poleman Cale Yarborough set the pace through the first half of the race chased by an impressive Phil Parsons. Midway through the race, however, David Pearson pushed his way to the front and ran hard at the dusty top of the groove all the way to the chequered flag, with Yarborough fastened steadfastly to his tail.

With a top-class car underneath him for the first time in five years, Pearson was in great form and not about to give the race away to Yarborough. Nevertheless the indomitable Cale made his move early in the last lap, sweeping low in the second turn banking and charging past Pearson on the run down the backstretch. From there, Yarborough was home free as he powered away to win by 2secs. One got the feeling that very little overall effort was required by Mr Yarborough on this occasion . . .

Pearson was an excellent second in Hoss Ellington's Chevrolet while Phil Parsons and Harry Gant had to recover from big slides onto the apron in the fourth turn after Parsons lost it while hard inside Gant on the last lap. Gant managed to get to the line ahead of Parsons but both were beaten home by

Cale Yarborough's Ford holds the inside line from A. J. Foyt's Oldsmobile as the field circulates prior to the second qualifying race which Cale won with ease from a resurgent David Pearson.



▶▶ the Pettys père et fils. Son Kyle drove a strong race and ran in the draft with the leaders in the final laps, while father Richard finished a couple of seconds behind Kyle after moving up from the back of the restart line following the race's last yellow flag.

Lake Speed was a good seventh in the Rahmoc Pontiac as A. J. Foyt faded to eighth after running with the leaders through the first dozen or so laps. Dale Earnhardt was a disappointing ninth with 14 cars completing the full 50 laps. Most notable retirement was Bobby Allison who had been running in company with Petty Sr when his engine blew up. The engine failure meant Allison would start the 500 from the 17th row which was at least better than Indianapolis track record holder Tom Sneva who was a non-qualifier after a fourth lap engine failure and a thoroughly miserable week with the second Curb Racing Associates Pontiac.

On Friday, the opening IROC race of the year was run (see *Sportscard*). The weather was cooler than the previous day with a generally overcast sky and a light breeze. The made-for-TV IROC race attracted some 40,000 people to the speedway for the afternoon.

Saturday was even better, with not a cloud in the sky and again, like two days earlier, as many as 80,000 devoted stock car fans were on hand, this time to watch the opening Late Model Sportsman race of the new season. Dominated by Grand National drivers, the Sportsman's race was won in traditional last-lap style by Geoff Bodine with Bobby Allison, Darrell Waltrip and Rusty Wallace battling hard for the remaining places.

**Race**

Race day quickly developed into the hottest day of the week. A clear sky and light wind permitted temperatures to climb into the low 70s F with enough ambient heat and humidity to require some small changes in carburetion in order to make it through the afternoon's 500 miles . . .

The delightful weather conditions also lured another large crowd into the speedway to complete a record-setting week of revenue for the France family. CBS, who televised the race live with no fewer than 17 cameras, estimated the race day crowd at 140,000.

Unfortunately the giant crowd was not able to enjoy the usual Daytona 500 thriller with the issue in doubt down to the final few laps. By the third lap, the pair of front row-starting T-Birds had already broken away from the field and, with no yellow flags to interrupt the first 70 laps, the Fords were able to establish total domination over the rest of the field. Elliott did most of the early leading, although Yarborough was ready

Darrell Waltrip, eventually third, had a troubled practice, having to qualify with an unsorted car.



There was little slip-streaming, but here Pearson heads Yarborough, Phil Parsons and Kyle Petty.

of fuel stops, the average speed stayed above 195.9mph.

By the first fuel stops, the pair of T-Birds were a dozen seconds clear of another two-car draft of Pearson and Baker, with Petty Sr and Allison leading the rest a few seconds adrift. Fast as they are, the Fords don't get as good fuel mileage as the GM cars and the leaders were therefore among the first to stop. Elliott, mind you, went further than any other Ford before stopping, and was able to make up a 3 secs deficit to Yarborough only six laps after rejoining.

Petty and Allison emerged at the front of the rest of the field as Pearson and Baker fell back into the midfield. Also in trouble at this early stage was Darrell Waltrip who found his car to be wildly loose and lost a lap before Junior Johnson could begin adjusting the car in the pits.

Meanwhile the two front running

Fords were continuing to run away, building up half a lap's advantage by the time everyone began thinking about the next round of fuel stops. Unfortunately this series of stops was to signal the end for Yarborough and his hopes of scoring three Daytona 500 victories in a row, as he ran out of fuel on the way into the pits. The Ranier mechanics quickly refuelled their car and tried to push-start the machine, but a piston had apparently burned and the engine had locked up.

In the wake of Yarborough's demise, the race very quickly lost its momentum as at least 10 of the front runners ran into terminal engine or drivetrain problems. Out of it already with failed engines, were Kyle Petty and Ron Bouchard and, after the race's first yellow when Tim Richmond crashed, most of the competitive General Motors drivers were suddenly in the garage. Petty Sr was sidelined by a clutch failure and an engine fire while trying to get a push-start. Elliott dropped out at the same time when his engine gave out. Dale Earnhardt, Benny Parsons, A.J. Foyt, Phil Parsons and David Pearson dropped by the wayside in quick succession as the fast pace and unexpectedly warm weather resulted in a series of engine failures before the halfway mark.

After the first yellow flag, the race continued uninterrupted until the 400-mile mark. By that time, Elliott had lapped all but Neil Bonnett and Lake Speed and, with a flurry of short yellows over the final 100 miles, it was left to Bonnett to try to challenge Elliott. Try as he did, however, there was little that Bonnett could do. And five laps from the finish his challenge vanished in a blown engine. It was a spectacular exit, mind you, as the oil from Bonnett's engine got onto his rear tyres as he crossed the start/finish line, and the Chevrolet spun into the infield, coming to rest in the grass a quarter of a mile beyond the pits.

Bonnett's demise brought out the race's final yellow and meant the race finished with a one-lap sprint to the chequered flag, with Elliott powering away to win from remaining challenger Lake Speed. A born-again Christian, Speed was full of spiritual praise after the race, having scored the best result of his five years on the Grand National circuit.

Meanwhile Elliott was basking in the glow of a superb win. He had lost a little time two-thirds of the way through the race when NASCAR requested that his team straighten and secure a broken headlight shell. He also had some complaints about the handling midway through the race after the lack of yellows had stopped the team from changing as many tyres as they would have preferred. Aside from that, however, Elliott had an all-but-perfect week to look back on.

"We've worked hard all winter for this," said the red-headed country boy after the race. "We knew we could pull this off if we only worked hard enough, and that's what happened. I think we have better communication in our team than with most other teams. Each of us knows instinctively what the other wants, and that is a big help. I also think it's a help to us that I am the guy who sets up the car. I don't work through anybody else. I make those decisions and I truly feel that gives me an advantage over most other drivers. To me, it's a way to relax. It gets my mind off the race and all of that, and keeps me occupied. Psychologically, I think that puts me ahead of the other drivers."

Thus far, however, Elliott has been nowhere near as successful on the short tracks which make up the bulk of the NASCAR schedule as he has been on superspeedways. He explained that the team has built a completely new car for the short track races which will be debuted this weekend on the half-mile at Richmond, Virginia.

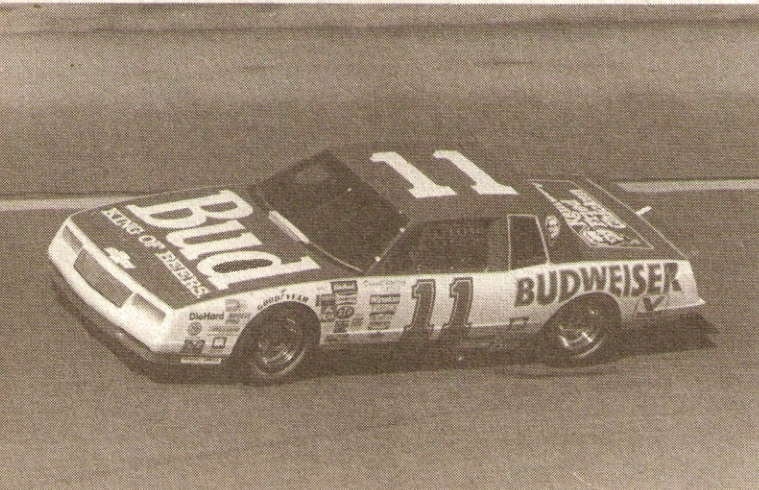
"We haven't tested it at all. But we have big hopes for it," drawled Elliott. "We need to figure-out the short tracks like we have the big tracks and, now that we've got this win behind us, we'll be concentrating on that problem for the next few races."

The other problem Elliott would appear to be forced to contend with this year will be the inevitable restrictions which NASCAR is expected to place on the cars driven by him and Yarborough in the rest of this year's superspeedway races. Runaways are not part of NASCAR's recipe and, after last weekend, you can be sure they will be looking for ways to make the cars from General Motors more competitive with the latest Fords.

**DAYTONA 500 (USA)  
Feb 17  
NASCAR Winston Cup  
Grand National Championship,  
round 1  
200 laps — 500 miles**

- 1, Bill Elliott (Ford Thunderbird), 200 laps, 2h54m09s, 172.265mph;
- 2, Lake Speed (Pontiac Grand Prix), 2h54m10s;
- 3, Darrell Waltrip (Chevrolet Monte Carlo), 199 laps;
- 4, Buddy Baker (Oldsmobile Cutlass), 199 laps;
- 5, Ricky Rudd (Ford Thunderbird), 199 laps;
- 6, Greg Sacks (Chevrolet Monte Carlo), 199 laps;
- 7, Geoff Bodine (Chevrolet Monte Carlo), 198 laps;
- 8, Rusty Wallace (Pontiac Grand Prix), 197 laps;
- 9, Bobby Hillin Jr (Chevrolet Monte Carlo), 197 laps;
- 10, Neil Bonnett (Chevrolet Monte Carlo), 195 laps; etc.

**Leading retirements:** Terry Labonte (Chevrolet Monte Carlo), 154 laps, engine & clutch; Harry Gant (Chevrolet Monte Carlo), 124 laps, engine; David Pearson (Chevrolet Monte Carlo), 98 laps, engine; A.J. Foyt (Oldsmobile Cutlass), 90 laps, engine; Benny Parsons (Chevrolet Monte Carlo), 84 laps, engine; Dale Earnhardt (Chevrolet Monte Carlo), 84 laps, engine; Bobby Allison (Buick Regal), 80 laps, clutch; Cale Yarborough (Ford Thunderbird), 62 laps, engine; Kyle Petty (Ford Thunderbird), 58 laps, engine; Ron Bouchard (Buick Regal), 45 laps, engine.





Some spectacular driving from Ari Vatanen in the 205 Turbo 16 meant that the Peugeot took its fifth World Rally Championship event on the trot.

## Ari takes a grip

Victory again for Peugeot — Blomqvist beaten on home ground — Audis suffer tyre wear problems — Pettersson takes exciting Group A title — British Team takes Junior Trophy — Report: PETER FOUBISTER — Photography: COLIN TAYLOR PRODUCTIONS

Beating Walter Rohrl on the Monte Carlo Rally is no easy task, but beating Stig Blomqvist on the Swedish has to be that little bit more difficult. The acknowledged master of the winter event, and seven times winner, Stig's expertise on such roads cannot be underestimated, but as with Rohrl last month, Ari Vatanen and Peugeot dispensed with the 'established' challenge simply and effectively.

Co-driven, as always, by Terry Harryman, the Finn dominated proceedings, caught his breath as he sailed into one particularly inviting snow bank, and looked in danger of tempting providence, but then settled to win as he pleased. As on the 'Monte', conditions played a part, and although temperatures hovered around minus 30°C at night, the recce period had ensured that the roads had a great deal of gravel showing through the ice.

Inevitably, studs were ripped from the rubber, the front-engined Audis losing their steering after just a few kilometres, thereafter the drivers understeering their way to the finish. Blomqvist was head and shoulders above the rest, beating Timo Salonen's Peugeot, with Walter Rohrl also starring until his engine blew, and Hannu Mikkola looking more and more like a veteran.

Group A saw several fascinating battles, Gunnar Pettersson ultimately taking the title with his 80 Quattro, although many others provided the entertainment with some aggressive driving throughout the two days and two nights. By the finish, the British contingent was sadly depleted, although Malcolm Wilson had looked at home and was well up the top 10 before he retired. Top UK runner was Mark Lovell, therefore, in his Escort RS 1600i, and somehow the British Team again managed to win the Junior Trophy.

With the recent weather conditions around Britain, there is hardly need to detail some of the factors which give the Swedish its real winter character. This year's event was one of the coldest, though, with plenty of snow. Missing, however, were heavy falls of fresh snow to give a new covering to the roads. So, as the crews became ever-more intense about their preparations, the surface broke up, and by the time the rally got under way there was a predominance of gravel on some tests.

"It is not really a winter rally anymore," explained Hannu Mikkola at the pre-event press conference, "because when I came here three weeks ago for

testing, the conditions were fine, but now it is gravel and ruts which will make things much more difficult." The Finn had zapped home after his January appointment for tyre testing, had some time in Florida, and returned a most healthy brown colour, which made him stand out from the rather paler skinned masses.

He was terribly calm about it all, as was the whole Ingolstadt effort, Walter Rohrl underlining that the rally would bring some new experiences. During the recce period speeds had been restricted and only when the stage started would he get a chance to see how 200kph on sheet ice really felt like.

Others had perhaps written some

flexibility into the recce regulations, and a few of the Swedish youngsters reported odd moments of drama. Lars-Erik Torph admitted to having done each stage about six or seven times which contrasted with most of the — strong — foreign contingent, who had fitted in a quick trip round before the scrutineering formalities began on Thursday afternoon.

Audi's boss Roland Gumpert was already an unhappy man as his car entered the scrutineers' bay at the trotting track on the outskirts of Karlstad. In Monte Carlo, his cars had been hampered by the mixed conditions, and here, against the odds, he was faced with the same problem. His front-engined Sports would destroy the front studs —

**MIKKOLA: "It is not really a winter rally anymore . . . now it is gravel and ruts . . ."**

and his chances of success — every time abrasive surfaces featured. If it was all snow, things would not have been so bad.

But, like it or not, he had nominated the Swedish as an event which would suit his cars, and the general feeling was that if Blomqvist could not get the Sport round to victory on this event, it would be hard-pressed to earn success anywhere. The far-reaching consequences of failure in Sweden, therefore, led to much debate over Audi's future in World Championship rallying, both in the short-term and the longterm, Gumpert stating categorically that he "has a commitment to run the Sport all year."

As one manufacturer which has indicated that an evolution version will be produced, Audi were most probably interested in Jean-Marie Balestre's instant press conference called for the morning of the start. Aside from the racing statements, the FISA President

confirmed that the 10% evolution rule would be scrapped at the end of the year as Group B had drifted too far from its original objective. Some remembered the President's conference on this event three years ago, when criticism over such evolutions was met with blank looks on the part of the FISA who had not then realised exactly what they were creating.

Outside the OK Hotell the temperature was decidedly cool, but with a bright blue sky and plenty of sunshine to brighten the proceedings, the leaders crept out of Karlstad and north towards the opening encounter. Blomqvist's day started well, equalling Vatanen's time on the short test, although it was the second stage which outlined the pattern of the event.

At 18.4kms and with quite a lot of gravel, Vatanen's Peugeot cruised through and into the service area at Hagfors having taken 12secs from Blomqvist. Close inspection of the tyres thrown away by the mechanics showed the different wear characteristics, the Audi's front tyres lying ripped, with most of the studs missing, the Peugeot's rather different weight distribution, plus the torque split, had helped preserve the tyres with the obvious time saving. These two had already established themselves at the top of the pack, to hold station all the way to the end, with Walter Rohrl, Timo Salonen, and Hannu Mikkola following at a discreet distance.

One man not in touch was Per Eklund, the local hero of Varmland (the area through which the rally takes place), his Clarion Quattro already in fuel supply problems which would hinder him until Sunday. At this point things were at their worst, lying at the bottom end of the top 10, with Malcolm Wilson making an aggressive start in the Dunlop backed Quattro.

Another British star making his Scandinavian debut was David Llewellyn, the new National Champion suddenly in the right place at the right time and with a golden opportunity from Audi Sport UK. Still coming to terms with left-foot braking, his times were encouraging but it did not last, and an off later in the day saw the Shell-backed car stranded in a deep drift, just off the edge of the track.

Lasse Lampi was another to depart early, although the Finn dug his way back onto the stage, and spent the rest of the day overtaking a variety of cars, withdrawing that evening with the prospect of another similar exercise throughout Saturday. It was about now, at the most northerly part of the Friday stages, that Walter Rohrl started to wonder about the newly instigated 2min intervals for seeded drivers.

Run for the first time in Sweden, the intention is to avoid the top drivers battling through each other's dust, but that is exactly what was happening to the German.

"Per had such engine problems," explained a slightly concerned Christian Geistdorfer, "that we were catching him, and when we got about 20 seconds behind it was nearly impossible to see anything. It was just snow everywhere, fine powder just as bad a thick fog." Rohrl's man had already expressed concern about the speeds (Vatanen averaged 124kph on the fifth test), but having to cope with dry swirling clouds was something which Geistdorfer did not want at all.

Blomqvist underlined to everyone just what might have been on the sixth test, where thick snow persisted, and took time from Vatanen to keep him just about in sight. At 47kms any gravel early on would have relegated the Sport to the role of an also-ran, but here he was in full flood to take the best part of 1min off his team mates as well. Spirits were soon dampened though, for after the northern town of Torsby the route included Blomqvist's favourite stage, where he has always held the record.

# Special stage times

	Back 4.8kms		Mangehyttan 18.4kms		Malta 12.2kms		Andersviksberg 12.8kms		Rafören 19.6kms		Gardsaas 47.1kms		Sagfälliet 33.1kms		Bjalverud 21.9kms		Langjohantrop 21.2kms		Mariebergsgstogen 2kms		Hedentagen 6.8kms		Godasen 44.1kms		Gustavsfors 5.6kms		Muejoheden 30.1kms		Lavasen 27.7kms		Vasslon 6kms		Bredaljen 16.3kms		Bogen 14.8kms	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																		
Vatanen .....205 Turbo.....	2.24	11.18	6.15	6.21	9.22	23.38	16.25	11.49	10.53	1.45	3.30	22.37	3.03	16.43	14.12	4.40	9.47	8.32																		
Blomqvist .....Sport Quattro .....	2.24	11.30	6.12	6.23	9.36	23.33	16.38	11.58	11.22	1.49	3.31	22.43	3.01	16.09	14.26	4.42	9.43	8.37																		
Salonen .....205 Turbo.....	2.26	11.31	6.15	6.20	9.38	24.03	16.47	12.03	11.09	1.49	3.29	22.43	3.02	16.47	14.27	4.39	9.51	8.38																		
Mikkola .....Sport Quattro .....	2.29	11.52	6.20	6.23	9.46	24.23	16.56	12.26	11.26	1.50	3.37	23.39	3.05	16.30	14.44	4.53	9.58	8.48																		
Eklund .....Quattro A2 .....	2.38	12.01	6.39	6.40	10.11	25.28	17.54	12.42	11.54	1.53	3.43	24.05	3.13	16.44	15.07	4.51	10.17	8.57																		
Pettersson .....80 Quattro .....	2.39	11.58	6.40	6.40	10.29	27.27	18.34	12.57	12.18	1.53	3.50	24.09	3.20	17.00	15.17	4.54	10.18	9.05																		
Ericsson .....80 Quattro .....	2.41	12.01	6.45	7.00	10.26	26.29	18.21	12.59	12.12	1.57	3.52	24.12	3.18	17.09	15.32	4.59	10.14	9.12																		
Carlsson .....RX-7 .....	2.48	12.27	6.53	6.56	10.43	26.54	18.31	13.04	12.13	2.02	3.51	24.40	3.23	17.16	15.40	5.20	10.35	9.26																		
Jonsson .....Ascona 400 .....	2.43	12.23	6.54	7.06	10.42	26.41	18.43	13.11	12.28	2.00	3.56	25.59	3.20	17.52	15.49	5.13	10.25	9.19																		
Eriksson .....Kadett GSi .....	2.46	12.34	6.51	6.56	10.39	27.22	18.38	13.29	12.30	2.01	3.59	25.08	3.23	17.32	15.36	5.05	10.55	9.32																		
Wilson .....Quattro A1 .....	2.41	12.12	7.12	6.51	10.22	26.12	18.08	13.02	12.04	2.01	3.48	24.24	3.14	17.34	15.29	5.03	10.21	9.56																		
Rohrl .....Sport Quattro .....	2.27	11.30	6.18	6.29	9.44	24.22	17.14	12.16	11.23	1.51	3.32	23.19	3.02	16.14	14.36	4.47	10.01	8.46																		
Lampi .....Quattro A1 .....	2.32	11.52	6.25	6.29	40.13	24.57	17.28	12.30	11.58	1.58	—	—	—	—	—	—	—	—																		

Bold type indicates fastest time.

	Mangen 22.4kms		Finneback 17.4kms		Stomme 11.5kms		Varmstog 13.9kms		Malsio 10.1kms		Grindaby 9.7kms		Hallebyn 47.4kms		Fredros 14.8kms		Tobyn 10.8kms		Valasen 9.2kms		Mariebergsgstogen 2kms	
	19	20	21	22	23	24	25	26	27	28	29											
Vatanen .....205 Turbo.....	13.24	9.48	6.16	8.52	5.15	4.46	25.36	7.49	5.27	6.36	1.46											
Blomqvist .....Sport Quattro .....	13.34	9.57	6.14	8.51	5.20	4.43	26.09	7.56	5.27	6.25	1.45											
Salonen .....205 Turbo.....	13.38	9.58	6.07	8.47	5.21	4.55	26.12	7.55	5.35	6.25	1.45											
Mikkola .....Sport Quattro .....	14.51	10.11	6.28	9.16	5.30	4.59	27.52	8.16	5.38	6.39	1.47											
Eklund .....Quattro A2 .....	14.15	10.22	6.44	9.21	5.40	5.03	27.02	8.15	5.47	6.37	1.47											
Pettersson .....80 Quattro .....	14.24	10.31	6.40	9.22	5.46	5.06	27.43	8.25	5.47	6.52	1.51											
Ericsson .....80 Quattro .....	14.26	10.35	6.46	9.20	5.45	5.13	27.45	9.07	6.18	6.49	1.53											
Carlsson .....RX-7 .....	14.26	10.56	6.49	9.44	5.57	5.19	28.27	8.38	6.08	7.08	2.01											
Jonsson .....Ascona 400 .....	14.37	10.46	6.44	9.40	5.52	5.06	28.22	8.31	6.00	6.49	1.56											
Eriksson .....Kadett GSi .....	14.57	11.03	6.53	9.46	5.56	5.12	28.12	8.31	6.08	6.54	1.54											
Wilson .....Quattro A1 .....	—	—	—	—	—	—	—	—	—	—	—											
Rohrl .....Sport Quattro .....	13.41	10.08	—	—	—	—	—	—	—	—	—											
Lampi .....Quattro A2 .....	—	—	—	—	—	—	—	—	—	—	—											



Taylor shows Wilson the way.

Even when he ran the basic 80 Quattro, he took time off Mikkola's full blooded Quattro, so there was honour at stake. Vatanen knew only too well that his rival would be looking for a boost here, perhaps enough to lift the attack, so he had spent a long time ensuring that he could respond.

Respond he did, and while Blomqvist wrecked his studs, maybe trying just too hard, Vatanen drifted through the darkness to take the fastest ever time on the stage, 8secs quicker than Stig has ever gone. Upset about the nagging problem, Audi opted to try something different, fitted Michelin's A3 option (as used extensively on the Monte Carlo), and sent Blomqvist to the next test, hopeful that they had hit on something.

The result was another 16secs to Vatanen. The experiment was a failure, and Blomqvist had to return to *parc fermé* late that night with the margin at 1min 15secs. Salonen had squeezed ahead of Rohrl; Mikkola was still fifth; Eklund sixth; and Malcolm Wilson seventh, relishing the luxury of snow banks.

The bottom end of the top 10 already showed the two 80 Quattro drivers in full battle, Ericsson ahead of Pettersson, while the two-wheel-drive brigade was led by Ingvar Carlsson's Mazda — which ran 'automatically' throughout the event — Mats Jonsson's Opel Ascona 400, and the front-wheel-drive confrontation between little VW newcomer Torph and Opel's hero Kenneth Eriksson in a Kadett GSi.

As the competition wore on, it was these battles which produced much of the excitement. Yet again the front running Group B machinery ran like clockwork mostly, hardly requiring the generous service time available. Service points were often relaxed affairs, drivers also most careful of speed limits in a way that

With the temperatures well below freezing, the traditional stage on a frozen lake was a highlight — here Blomqvist's understeering Quattro makes full use of the snow banks.





## Notes on the cars

### Peugeot

Underlining the reliability of their 205 Turbo 16, PTS turned up in Sweden with two cars for Ari Vatanen/Terry Haryman, and Timo Salonen/Seppo Harjanne; the same ones used by these pairings on the Monte Carlo only two weeks ago. Testing for the rally had been completed by Salonen before Christmas, the only changes centring on an increased ride height, and the fitment of inner wings designed to reduce the accumulation of snow in the arches.

The torque split was — as usual — at 33/67 front/rear, while Michelin had a new selection of tyres for the conditions, the TRX C6 and C8 forming the basis of the winter range. Driver preferences meant Vatanen used a shorter gearbox, with a maximum of 185kph, while Salonen had the medium option, capable of hitting 205kph.

### Audi

Looking for their fifth consecutive win on this event, Audi Sport fielded a strong team, backed by a high number of established Audi runners. Both Stig Blomqvist/Bjorn Cederberg, and Walter Rohrl/Christian Geistdorfer used their ex-Monte Carlo cars, while Hannu Mikkola/Arne Hertz had a new machine for their first 1985 outing. Suspension settings were set to cope with snow, although the increasing amount of gravel showing through the packed ice left Audi's heirarchy scratching their heads even before the start.

As with Peugeot, Audi had the latest Michelin offerings, the favourite being the C6, tested by Blomqvist and considered an improvement on the old C4. It is also related to the C3 used on the Monte, but with reinforced construction, and a harder tread compound to improve stud life. Cylindrical studs are permitted in Sweden, with a maximum protrusion of 5mm, something of a contrast to the Monaco regulations which limit such protrusions to 1.5mm.

Following the Monte problems with Blomqvist's car which ate turbochargers, the

exhaust manifold temperature is now under greater control, with a lower working temperature to extend the turbo's life. The improvements were made by adjusting the timing system, and according to team boss Roland Gumpert, "many other things". Blomqvist's car was geared for a maximum of 206kph.

Backing the considerable Ingolstadt team were Quattros of various pedigrees, headed by local boy Per Eklund in the familiar Clarion backed A2 machine last used on the 1000 Lakes. In its latest guise it had an electric clutch with Motronic fuel control, was running Michelin, but still did not boast a trip for Dave Whittock; such luxuries apparently not necessary on Per's home territory.

Also in an A2 was Lasse Lampi who did have a Motronic unit but was without the fancy clutch. It was built mainly in Karlstad by Lasse's own team, but with parts brought from Ingolstadt. Although happy with the new engine, the privately entered Finn was

another concerned about the deteriorating stage conditions in the days before the start, believing that his Taki tyres would not be so good on the rough gravel sections.

Malcolm Wilson had the oldest of the front running Audis, his A1 machine using Pierburg injection, as on the RAC. Backing for the trip came from Dunlop. Last of the seeded Quattros was driven by newcomer David Llewellyn, running the Audi Sport UK — Shell backed — A2 run regularly for John Buffum last year. This was a major outing for the team, with full Audi Sport UK backing, and a deal to run the used Ingolstadt Michelins helping to complete the package. Phil Short lent experience from the co-driver's seat for Llewellyn's first Swedish trip as part of the British Junior Team. Incidentally, his car actually first made headlines when Michele Mouton parked it in a house on the Monte Carlo of 1982.

### Mazda

One of the rotary powered RX-7s from Mazda Rallye Team Europe's Brussels

headquarters was entered for Ingvar Carlsson, last run by the Swede on the RAC. Team boss Achim Warmbold was on hand, explaining that few changes had been made to the car, except for an improvement to the rear hubs, which are now steel, and slightly larger. Work had been completed on the engine to improve low speed response, and while progress had been made, Warmbold admitted that the rotary unit was sensitive and that precise quality control in engine builds difficult. Carlsson's Swedish engine was not as good as that on Spa for Duez, and further work would be required to establish guidelines for engine builds. Tyres were Thorsel.

### Volkswagen

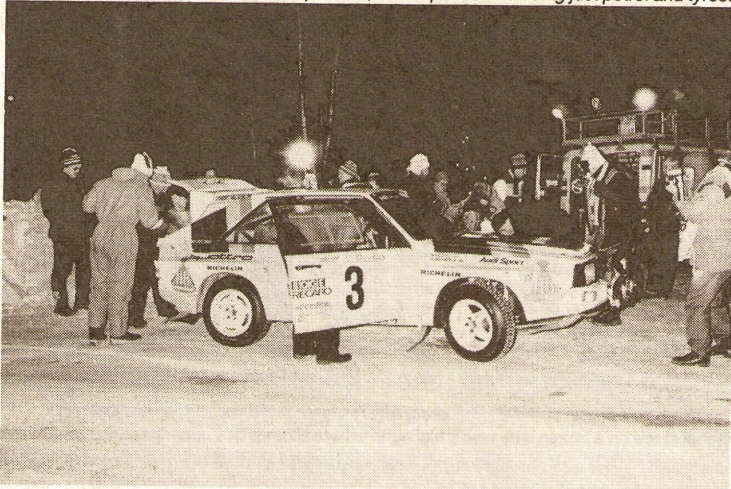
For their first World Championship outing of 1985, the VW Motorsport unit had a new Golf GTI for raw recruit Lars-Erik Torph, the young Swede replacing Kalle Grundel, who has defected to Peugeot. This was Torph's first major front-wheel-drive rally, and he had a regular 'VW' package, boasting 170bhp from the 1800cc engine, in a body of 880kgs.

### Others

The traditional strong representation by Dealer Opel Sweden was this year supplied by several familiar drivers, including Mats Jonsson (Opel Ascona 400) and Ola Stromberg, joining the team with a Group A Kadett GSi. Long time GM man, Bjorn Johansson, had an older Kadett GT/E and youngster Kenneth Eriksson had another of the latest GSi models.

Also well to the front were the Team VAG Sweden boys led by two 80 Quattros intent on dominating the Group A competition. Sponsors for this team are the Swedish Post Office, and the youngsters had all completed very thorough reces, Gunnar Pettersson covering around 10,000kms, and Mikael Ericsson some 5500kms. The specification of their cars was quite similar, although Pettersson's was apparently some 100kgs lighter. Volvos were evident through a number of separate — semi-official — teams, led by Bror Danielsson, and a similar 240T for Susanne Kottulinsky.

Service is unflustered for the latest GpB cars, the requirements being just petrol and tyres.



would make one wonder if these are the same people that blast through the crowded villages of southern Europe.

The activities on Saturday included another anti-clockwise loop north of Karlstad, breaking for lunch at Torsby just after the famous stage on the frozen lake. With an overcast sky following everyone north, and then heavy snow over the opening tests, it looked for a little while as if Stig would get a break; a point reinforced as the cars trickled into

Ingvar Carlsson's Mazda RX-7 ran reliably, winning the two-wheel-drive category with eighth place overall.

the service point after SS14. Vatanen had been off as had Salonen. Salonen's first moment was captured on the headquarter's video tape, however, which included some in-depth snow shots as the cameraman was sent flying. Further embarrassment for Salonen came just a little later, another camera catching his maximum attack on a 90 left at the end of a fifth gear straight.

"I went off in the middle of the stage," admitted Vatanen, "and just kept the

throttle down to plough through. But I could not see anything, and the next thing I knew we shot across the road and into the snow bank on the other side." Evidently relieved that he had escaped simply by reversing out of the drift and continuing — albeit with a misted screen due to snow-clogged air vents — Ari met Salonen as the second car arrived.

An excitable Finnish conversation followed, with graphic details of the various accidents, amid a bouncy jovial-

ity which could only mean that they were glad to be there. Next door to the sizeable Peugeot encampment (which made the little garage and its one petrol pump look rather under-equipped), were Audi, Blomqvist far from excited about the rapidly reduced deficit, and more concerned about the weather.

"OK, Ari was spinning and doing a lot of things in that stage, I think," explained the Swede from the comfort of his cosy car, "but it has stopped snowing. That is bad news because we don't like so much gravel."

**VATANEN:** "I went off in the middle of the stage, and just kept the throttle down . . ."

One place where gravel certainly was not a problem was the stage on the lake, although the 6km run tested the agility of the cars, and again the Peugeot won through. Created by the snowplough, weaving a drunken path around the lake, it was a narrow tight exercise, which kept the thousands of spectators happy. When buses started heading for the car park in the middle of the frozen lake, someone questioned just how thick the ice was and some parties made a discreet exit.

Spectating on this event really is something special, drivers coping with high speeds where sheer commitment is the name of the game. Before the Saturday night halt in Karlstad two men, who had done so much to impress, would be out: Rohrl returned to the hotel HQ first after his engine had blown without any warning; and Malcolm Wilson, whose Quattro had overheated. Short of fresh tyres before Torsby, Malcolm had tried some old rubber, and instantly fell behind the leading 80 Quattros. Certainly, he had spun a few times, the most



costly an early performance which, according to co-driver Nigel Harris, took a 53 point turn to complete. Turbo problems had been caused by ice in the wastegate pipe resulting in excessive boost, but otherwise both car and driver were quite fit. Lasse Lampi had even promised fresh tyres when Malcolm got back to Karlstad, but sadly he did not make it, learning one crucial lesson about snow rallying when the engine overheated after the radiator became blocked with snow.

"We had absolutely no warning that the engine would go," detailed Rohrl once in the warmth of the hotel, "because until that point we were all very pleased with our engines. We stopped at the side of the road, packed up the car and had to walk. But I saw some of these Group A drivers . . . very good . . . absolute determination, particularly the Kadett, Kenneth Eriksson."

By the time the struggling procession clocked into the halt, Group A was certainly providing the interest, because while Vatanen still only led by just over 1 min, and Blomqvist had certainly not given up, the control of play most certainly lay with Peugeot. Salonen was still third, Mikkola, Eklund and Pettersson following, with Eriksson's car just 1sec behind his team mate.

Completing the top 10 at this point was Torph, while Kenneth Eriksson was 20secs behind, both men having changed their gearboxes during the day's proceedings. Eriksson — who had set a new world record for driving on two wheels just two days earlier — suddenly found his mechanics trying for a record of their own, the Dealer Opel Sweden boys claiming a 7 min change to keep their man in contention.

Many others were finding it a struggle to maintain the effort, the bitter cold sapping energy and making the mechanics' lot a pretty cool affair at the best of times. The final, main break, lasted just a



National Champion David Llewellyn started well, but retired when he became stranded in snow.

few hours, the re-start scheduled for 0200 on Sunday with a batch of stages to the east. Mostly they were short affairs, with Blomqvist and Vatanen sharing the honours, but the longest one (47kms) at around 0430 saw Ari sneak another chunk of time to keep the Audi man in his place. Significantly, although this was the final part of the battle for the lead, it had little effect on those two stirring

contests further back, with Pettersson and Eriksson — and Torph and Eriksson — separated by just 2secs.

It was the stage after the Arvika break which effectively ended Eriksson's hopes of overtaking his rival, but he was happy to escape. "We were spinning at 140kph," he confirmed later in the morning, "and we touched a snowbank and went round 360 degrees. It was no

problem, but the snow was in the breather for the air intake and so I had a car which would only do 60kph . . . That was a problem."

The battle for the final top 10 place went right to the end, Torph now with much more confidence about front-wheel-drive (this was his first major event with a FWD car), but unable to keep it all together. On the penultimate stage he went off, gave crucial seconds to

**ERICSSON: "We were spinning at 140kph and we touched a snow bank and went round 360 degrees."**

Eriksson, and promptly did the same thing on the last test, seemingly not too fussed by it all, and probably aware that he had at least finished a good event.

The finish at the OK took on that familiar appearance, one man raising his glass of milk, the other smiling quietly with a magnum of champagne. Vatanen and Harryman had done it again, having encountered few mechanical dramas along the way. Pausing for the photographers, briefly being asked to comply with a dope test, the two were soon in the post-event press conference, a traditional part of the Swedish, hosted by Per Lidstrom, with Ari rapidly moving into PR guise.

"No problems . . . fantastic car . . . very reliable," but moving on to talk about his own feelings, paying a compliment to Stig's challenge, and putting the Swede in a class of his own, before talking about the psychological factors which have to do with performance — "channeling mental power into physical performance." Of course another factor which comes into that equation is confidence, and ever since that 1000 Lakes win last August, the whole of Paris has been on a permanent high.

## Home runners

The final results of the Swedish confirmed that the British Team had won the Junior Trophy, headed by Mark Lovell who finished 24th in his R-E-D Escort 1600i, and ran out a comfortable class winner. Mark's clean run had one unfortunate moment when he wrecked a front corner on a large rock and came perilously close to maximum lateness.

The only other Junior team finisher was Stuart Nicholls whose smart new Astra GT/E — built and run by Sydney Meeke with backing from Steve Thompson Cars — was part of a generous prize for winning last year's Astra Challenge. Stuart found the whole thing pretty tough going, but over-

came some minor problems to reach the end, whereas Simon Davison's older GT/E had continual brake problems and ultimately went over time at the end of the second section.

Alex Jackson finished 27th in his Manta 400, but wished that he had used more suitable tyres. Co-driver Dave Orrick spent a difficult last night juggling with various electrical problems, and the only other UK finisher was Norwegian resident Nigel Rose who got his Nissan 240RS round to 35th overall. Of the non-finishers, young George Donaldson went very well in his borrowed Sunbeam ti spending much of the event in competition with Jackson, but retiring before the end of the second section with a failed engine. Chris Stoddart also retired his Sunbeam Lotus at this point, while John Stevens was one of the early casualties in his Mazda RX-7.

Tired but happy, Stuart Nicholls survived to help the British to victory in the Junior Team event.



## SWEDISH INTERNATIONAL (S), Feb 15/17 World Rally Championship for Drivers and Manufacturers, round 2

1	Ari Vatanen/Terry Harryman	Peugeot 205 Turbo 16	4h38m49s
2	Stig Blomqvist/Bjorn Cederberg	Audi Sport Quattro	4h40m38s
3	Timo Salonen/Seppo Harjanne	Peugeot 205 Turbo 16	4h42m15s
4	Hannu Mikkola/Arne Hertz	Audi Sport Quattro	4h50m32s
5	Per Eklund/Dave Whittock	Audi Quattro A2	4h59m50s
6	Gunnar Pettersson/Arne Pettersson	Audi 80 Quattro	5h02m03s
7	Mikael Ericsson/Johnny Johansson	Audi 80 Quattro	5h03m16s
8	Ingvar Carlsson/Benny Melander	Mazda RX-7	5h08m35s
9	Mats Jonsson/Ake Gustavson	Opal Ascona 400	5h09m07s
10	Kenneth Eriksson/Bo Thorszelius	Opel Kadett GSI	5h10m22s

**Group B:** Results as for overall classification. **Up to 1300cc:** No finishers. **1300cc to 2000cc:** 1, Lars Erik Walfridsson/Lars Bakman (Renault 5 Turbo), 5h15m36s; 2, Ebbe Alriksson/Bertil Asp (Ford Escort RS), 5h58m22s; 3, Jean Marc Texier/Luc Laveneau (Renault 5 Turbo), 7h03m 41s. **Over 2000cc:** Results as overall.

**Group A overall:** 1, G. Pettersson/Pettersson; 2, Ericsson/Johansson; 3, Eriksson/Thorszelius. **Up to 1300cc:** 1, Anders Radstrom/Mikael Simonsson (Toyota Starlet), 5h45m58s; 2, Christian Allard/Albert Carle (Talbot Samba Rallye), 6h21m01s; 3, Erkki Soininen (Fiat 127), 6h41m02s. **1300cc to 1600cc:** 1, Mark Lovell/Peter Davis (Ford Escort RS1600i), 5h46m15s; 2, Tont Lundman/Thomas Amnell (Saab V4), 6h25m24s; 3, Rudolf Schoepf/Zdeni Mrazek (Toyota Corolla GT), 6h26m25s. **1600cc to 2000cc:** 1, Eriksson/Thorszelius; 2, Lars Erik Torph/Jan Svanstrom (VW Golf GTI), 5h10m46s; 3, Bjorn Johansson/Anders Olsson (Opel Kadett GT/E), 5h12m49s. **Over 2000cc:** 1, Pettersson/Pettersson; 2, Ericsson/Johansson; 3, Lasse Gundler/Sven Svandberg (Audi 80 Quattro), 5h21m15s.

**Group N:** 1, John Olav Aamodt/Equil Solbergester (VW Golf GTI), 6h09m45s; 2, Christian Dussert (Talbot Samba Rallye), 6h11m59s; 3, Bernard Hauser/Pierre Yves Gerard (Peugeot 205 GTI), 6h13m21s. **Up to 1300cc:** 1, Dussert/Faure; 2, Jean Jacques Simac/Muriel Simac (Talbot Samba Rallye), 6h34m39s; no other finishers. **1300cc to 1600cc:** 1, Hauser/Gerard; 2, Bruno Bastide/Jean Luc Gacon (VW Golf GTI), 7h05m36s; 3, Christian Calloud/Alain Fuchs (VW Golf GTI), 7h18m22s. **1600cc to 2000cc:** 1, Aamodt/Solbergester; 2, Philippe Chazerand/Denis Bitard (VW Golf GTI), 7h48m35s; no other finishers. **Over 2000cc:** 1, Jacques Verain/Alain Naveau (Audi 80 Quattro), 6h14m23s. No other finishers.

Analysis of fastest times	1st	2nd	3rd	4th	5th	6th
Vatanen	16	7	4	2	—	—
Blomqvist	10	14	5	—	—	—
Salonen	7	6	14	1	—	1
Mikkola	—	—	2	9	14	2
Eklund	—	—	—	4	6	11
Pettersson	—	—	—	—	2	5
Ericsson	—	—	—	—	1	4

**Rally leaders:** SS 1 to SS 29, Vatanen.

**Starters/finishers 115/57**

**Leading retirements:** Eror Danielsson (Volvo 240T), fuel problems, 3 stages; David Llewellyn (Audi Quattro), accident, 5 stages completed; Ola Stromberg (Opel Kadett GSI), accident, 7 stages; Lasse Lampi (Audi Quattro A2), withdrawn, 10 stages; Malcolm Wilson (Audi Quattro A1), engine, 18 stages; Walter Rohrl (Audi Sport Quattro), engine, 30 stages.

**Rally timetable:** Start at 1000 Friday, February 15, for the first leg at 10 stages (193km), returning to Alster, Karlstad at 2340. Second leg started at 0700 Saturday with 12 stages (216km) returning to Alster at 2122. Final leg started 0200 for 7 stages (104km) returning to the finish at Karlstad at 1040 at 1040, Sunday. Total route is 1614km with 29 stages of 513km.

**World Rally Championship for Drivers, after 2 rounds:** Vatanen, 40pts; Blomqvist, 25; Salonen, 24; Rohrl, 15; Mikkola; Saby & Eklund, 8; Toivonen & Pettersson, 6; etc.

**World Rally Championship for Manufacturers, after 2 rounds:** Peugeot, 36pts; Audi, 32; Lancia, 8; Opel, 7; Renault & Mazda 6; Citroen 4.

# Evolution banned in Balestre bombshell

Speaking at a surprise conference in Sweden last Friday, the FISA President, Jean Marie Balestre announced that from the end of 1985, manufacturers would no longer be able to produce 20 evolution cars for Group B. Instead, the category would revert to its original theme with a minimum build of 200 units, and the resultant benefits would include reduced costs, and improved conditions for the amateur driver.



Todt — no blackmail.

This news came as a bombshell to all parties, and the decision was seemingly made without consultation with the relevant commissions, or the BPICA. Not surprisingly, certain parties have reacted swiftly and angrily, Jean Todt stating at his press conference at the end of the Swedish contest, that if he was, "blackmailed by FISA, then Peugeot would stop its competition activities straight away." Lancia's motor sport boss Cesare Fiorio read about the news in the Sunday papers, quickly joining Todt in opposition to the proposals, while putting the other point of view was Ford's Stuart Turner, who backed any policy which would ensure that the rapidly escalating costs were brought under some control.

"We have not stopped evolution," explained M Balestre on Friday, "we have just stopped the percentage. Now we have Formula 1 in rallying, because these cars are prototypes and the escalation of costs is stupid. If a private driver buys a car and then three months later the manufacturer builds a new one, then that person is left with an out of date car. It is

finished.

"So we stopped the process last year, by allowing only one evolution per year, and now we have gone further." He felt that it was important to state these facts immediately, in order to present them to the Executive committee meeting yesterday (Wednesday), where the proposal could be accepted and thus confirmed in June, giving manufacturers six months notice.

It is this sudden rush to implement such a major change to the Group B regulations which has brought the strongest criticism, Fiorio underlining on Monday that it contradicted the principle of stability.

"We think that the great success that

rallying is having now, is due to stability in the rules as manufacturers are in a position to invest and make serious programmes. This situation will be destroyed as it is difficult for manufacturers to obtain the budget if they fear that the regulations will change. This move affects completely the philosophy of Group B, and there is no way that we can accept this change with six months notice." For his part, Todt found it strange that the FISA President should choose to give scoops to the Swedish journalists, concluding that it was amazing that the FISA should make such a statement before discussions with the relevant Commission. He even suggested that this move was Balestre's way of punishing manufacturers for their considerable support of the Monte Carlo Rally in its recent battles with the FFSA.

In absolute contrast to these views, Stuart Turner welcomed the announcement. "For once, I am in absolute agreement with the gentleman," explained Ford's Director of European Motor Sports. "The costs are alarming, and we have to close the gap between the factory teams and the privateer. If stopping evolution cars achieves that, then it is marvellous."

Ford — whose executives have met with FISA recently — has already announced that it does not intend to produce an immediate evolution version of the RS200 for competition. Instead, the factory would build 200 units for competition purposes and run such examples from the factory.

## Lancia pull out of Portugal qualifier

With Henri Toivonen about to depart for Portugal to commence his preparations for next month's world series event, Lancia's motor sport supremo Cesare Fiorio has suddenly abandoned plans to send the Martini backed team to the event. With little chance of success, it seems that the factory effort is now being concentrated on the new Delta S4, and that there is still a lot of work to do if the 1000 Lakes deadline is to be met.

"The Delta is growing up," confirmed Fiorio on Monday, "but building the 200 units will be a big job. We are taking the rally car to Sardinia in April for some major testing. Toivonen will drive a normal 037 in the rally, and we have been able to close the roads separate from the rally so that Alen can have the Delta."

Before then the final specification of the car must be established and it appears as if a mid-March deadline has been set. Already, the tarmac suspension seems to be working well, but the gravel set up is causing the problems. Test man Giorgio Pianta is apparently unsatisfied with the 4WD system's differentials on gravel, and it is this that is causing some of the problems.

While the official team concentrate on the new project, the Jolly Club will run Micky Biason on the Port Wine event, the youngster perfectly capable of taking a top result, and proving one of the stars there in 1984. With a programme of six world championship events, it is also possible that Biason could feature in Lancia's plans for the RAC at the end of the season.

### Port Wine Rally of Portugal Leading entries

1	Mikkola/Hertz	B	Audi Sport Quattro
2	Vatanen/Harryman	B	Peugeot 205 Turbo 16
3	Blomqvist/Cederberg	B	Audi Sport Quattro
4	Biason/Siviero	B	Lancia Rally 037
5	Rohrl/Geistdorfer	B	Audi Sport Quattro
6	Salonen/Harjanne	B	Peugeot 205 Turbo 16
7	Mouton/Pons	B	Audi Sport Quattro
8	Moutinho/Fortes	B	Renault 5 Turbo
9	Klein/Hohenadel	A	VW Golf GTI
10	Santos/Oliveria	A	Ford Escort RS
11	Wittmann/Hinterleitner	A	VW Golf GTI
12	Tchine/tba	A	tba
13	—	—	—
14	Bica/Sena	B	Ford Escort RS
15	Miguel/Nascimento	B	Ford Escort RS
16	Grisman/Patterman	B	Audi Quattro
17	Silva/Fernandes	B	Citroen Visa Chrono
18	Fontes/Quimares	B	Citroen Visa Chrono
19	Fontes/Quimares	B	Citroen Visa Chrono
20	Mendes/Cunha	B	Nissan 240RS

## Audi consider the future

The continuing lack of success for Audi in top level rallying is already producing some wild rumours about the team's future. Several members of the Rally Press Association gathered in Karlstad at the weekend, with the view that an announcement would be made in the near future.

The suggestion is that without any turn around in their fortunes, Audi Sport's programme will be terminated, either after the Safari or after Acropolis. Various theories were presented regarding the fate of the various drivers, some suggesting that Stig Blomqvist would appear in a Ford RS200 before the end of the season.

The Swede has already tested the car, and Ford are openly searching for a

suitable candidate, so a link may be possible while Rohrl was mentioned in connection with a Porsche 959.

From Audi's point of view, Roland Gumpert stated last Thursday that there was a commitment to run the Sport Quattro until the end of 1985. He would not comment on the evolution version of the Sport and there are now further suggestions that Audi will not bother to produce such a model.

Gumpert did state that work with various prototypes was continuing, but would not discuss the relative performance of the mid-engined prototypes compared with the Sport, stating that different conditions gave different results. The time limit on such development work would continue all year.

## Progress at Opel

Visitors to Opel's Russelsheim base recently were intrigued to note a couple of cars in the workshops that were of particular interest.

Currently undergoing preparations was the four-wheel-drive, turbocharged Kadett GSi — which is expected to feature the Gartrac X-trac package of four-wheel-drive, but there was also a four-wheel-drive Nova lurking there.

We would question Opel's choice of the Nova, the car being likely to suffer from the same handling troubles that beset the Metro 6R4 last season, when the more suitable Kadett option is available.

## No Lancia for Pentti

Pentti Airikkala will not now drive a Lancia Rally on this year's Shell Oils Open Championship, the National Breakdown Rally this weekend seeing the Finn in a Group A Opel Manta GT/E.

Originally, Airikkala was planning to hire a Rally 037 from the Volta company but the car is now going to the Costa Brava event instead, following confusion over dates.

Airikkala will now go to Yorkshire with a Taurus Engineering Manta GT/E, currently in its final stages of preparation at Safety Devices, and there are strong suggestions that the Group A category will see Airikkala on the remaining rounds of the series in another GM car. Backing for this weekend's opening event will come from GM Dealer Sport and Shell Oils.

## Dope tests in Sweden

In between the finish formalities in Sweden some of the front runners had to undergo a new experience as the country's sporting authorities stepped in to complete dope tests. Lars Osterlind, President of the Swedish Federation underlined that this was something only applicable to the Scandinavian competitors, both the Swedish and Finnish motor sport authorities directly responsible to their country's equivalents of the British Sports Council.

Osterlind explained that the doping committee had arrived unexpectedly and that this was the first time that such testing had been carried out. The feeling among the organisers was that this was a sensible move, but that FISA would have to establish firm guidelines concerning the tests before any results could be considered valid in the context of the world series.

## New Nissan?

There was a suggestion during the Swedish Rally that Nissan have given the go-ahead for a four-wheel-drive car to be built in preparation for 1986. The company's current model, the 240RS, is now outclassed on all but the toughest endurance events and a replacement is desperately needed.

## Danish 205

Jens-Ole Kristiansen will contest the Danish Rally Championship at the wheel of a Peugeot 205 Turbo 16. The car has been bought by KW Brun, the Copenhagen based Peugeot Talbot importers, and will probably make its debut on the second round of the series, on March 16.

Kristiansen is currently the top driver in Denmark, having notched up eight national titles, mainly in Opels. His wife, Marianne, will co-drive for him.

## Duckhams support

Duckhams have agreed to extend their support for Per Eklund's works Corolla GT this season and the car will appear in their colours in Yorkshire. The problems that ended the car's debut run in Belgium recently have been traced to a batch of fuel pumps with an important filter missing. The dirt that was able to enter the units eventually brought the car to halt but, with the problem solved, the team are now confident once more.

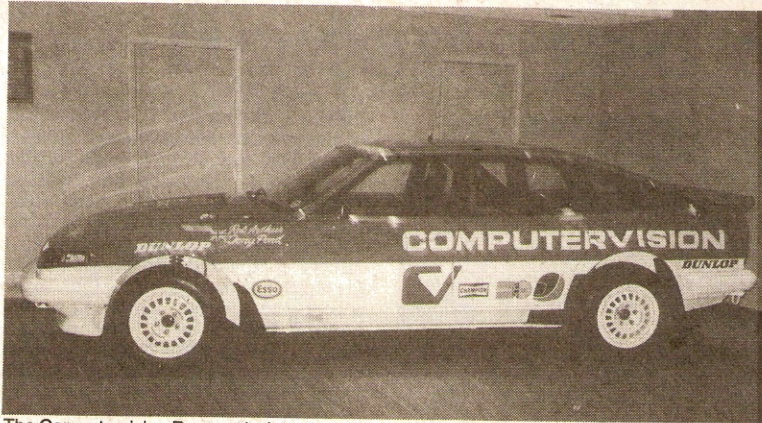
# Computervision Rover

Austin Rover revealed their new Group A Rover Vitesse at a reception in London last week, the car destined to carry the Computervision colours on this year's Shell Oils Open Championship. Tony Pond will drive the car, starting with the National Breakdown Rally this weekend, and the company hope to be a dominant force in the highly competitive Group A category providing, joked John Davenport, "that there aren't too many wildlife parks used in the series!"

Team driver, Pond, was confident that the car would offer a serious threat to Per Eklund's so far, all-conquering Toyota. "We still don't really know what will happen in the forests but I am sure that all will be well. It is a big, powerful car and, if the Yorkshire forests are icy, I may be happy to let Per have the first round. But we are looking at the overall season and so the tarmac events in particular should suit us." Pond, of course, remembers the morale boosting Manx event last year when the Vitesse finished third overall and a comfortable Group A winner.

The car will be prepared — as will the racing versions — at Tom Walkinshaw's Kidlington base. Additional support will come from Esso and Dunlop, a combination of British and Japanese rubber being used on the 290bhp machine.

Immediately noticeable at the launch, was a revised lighting set-up on the front



The Computervision Rover at its launch and (below) the twin headlight set-up.

of the Rover. Twin headlamps replaced the usual rectangular unit in order to facilitate more effective beam setting. There should, however, be no homologation worries as, John Davenport explained, "The set-up is from our American market version of the car. Over there twin headlamps units are mandatory and so I checked with Unipart and found just what I was looking for. It now means that each beam can be set individually which is a great improvement over the previous option."



## Gooding's Euro test

Russell Gooding heads for Europe this weekend as he takes his Rover Vitesse to Finland for the Hankiralli, round one of the FISA Group A Challenge. The Bob Brain prepared car made its debut on the Wydean Stages recently and Gooding is confident of a good showing in Finland. Co-driving on this occasion will be Hywel Thomas and his experience should prove invaluable as the team try to beat the Finns on their home ground.

## ■ BRIEFLY

■ We were saddened to learn of the death last Saturday, of Mark Earland, a much respected member of Port Talbot MC. His death followed a tragic accident while preparing for an event at Pembrey last weekend. To his family and many friends, AUTOSPORT sends its deepest sympathy.

■ Bob Parkinson and Pat Messer have teamed up in the former's wife's shopping Sunbeam ti to contest the Group N category on this weekend's National Breakdown Rally.

■ Phil Taylor will continue to support the Motormania AEMC stage championship throughout 1985, it was announced at the recent 1984 awards evening.

■ Philip Young will contest the National Breakdown Rally in a Peugeot 504 pick-up, valued at no less than £4000. He also plans to take it to the Himalaya Rally this year where the truck should be rather more competitive.

■ Colin McRae, eldest son of Jimmy, co-drove Ronnie Gray to seventh overall on the Snowman Rally last weekend. Jimmy spent the day driving a chase car for the Escort and it now seems that the family name is to be perpetuated. Watch out, Mr Grindrod...

■ Sammy Howard, who is renowned as a Hot Rod preparation expert, has joined Blydenstein Racing Ltd as a director. He will still carry on his hot rod work from the Shepreth base.

## DIARY

**Starlight Challenge Rally, March 2/3:** Late entries for this revitalised event are available from Graham Fray on Ware 821715.

**Langer Park Forestry Stages, March 9:** The first round of the Lada Challenge and AC Delco Astra Challenge starts from Felixstowe and features many new stages. Full details from John Powell, 42 Canterbury Road, Sudbury, Suffolk. Tel: 0787 75683 (evenings).

**Hunter Cup Rally, March 9/10:** A 149 mile route through Northumberland with details from Dave Cartwright, 40 Stella Hall Drive, Stella Park, Blaydon. Tel: 091-414 6006.

**Early Easter Stages, March 23:** A round of the Fred Henderson ANECC Clubmans Championship and RoadSport North series, full details of this event in Redesdale and Falstone forests are available from Mike Rowe, 2 Clockburnsyde Close, Fellside Park, Whickham, Newcastle-upon-Tyne.

**Ted Cleghorn Memorial, March 24:** Details of this AEMC stage event are available from Diane Evans, 18 St Edmunds Close, Lower Hellesdon, Norwich.



Tony Pond in action last year. Marc Duez gets a chance in 1985.

## Green light for Metro 6R4

With Austin Rover now having received the green light to begin the production of the necessary 200 6R4 models for Group B homologation, Tony Pond's entry on the Skip Brown Rally bears new significance.

The car, now extended by around 4ins, still awaits its new engine (destined to appear around Easter time but currently running on the test bed) but recent testing has shown a remarkable improvement in handling. At a press launch of the new Group A Rover Vitesse (see separate story), Belgian all-rounder, Marc Duez, admitted that the latest car felt much better than the one he drove on the Donington Rallysprint.

And it is Duez who will undertake much of the on-event testing this year using the Shell Oils/AUTOSPORT series as its basis before the car's World Championship debut, on the RAC Rally.

The car will be built at a special plant at the Longbridge factory but full details of the car and its V6 engine are not expected until next month. John Davenport told us recently that the choice of this year's RAC Rally for the car's debut was still only provisional and dependent on the necessary homologation but that it was a patriotic target, even if it did mean facing the more established Peugeot, Audi, Lancia and Ford options, all in one go.



## Shell Oils

NATIONAL RALLY CHAMPIONSHIP

## Cumbria changes format

While the organisers of the Cumbria Rally have retained the sponsorship of Andrews Heat for Hire, the club have abandoned their overnight format in favour of an afternoon and evening schedule, aimed at reducing the road mileage and improving the compact nature of the September rally.

With the start at mid-day, the event will hopefully feature a spectator stage in the heart of Carlisle, the cars then leaving for the forest stages and returning to the finish at around 9.30pm.

■ Competitors are reminded that entries for the Skip Brown Gwynedd Rally close on February 25 and, with over 70 names already in, spaces are becoming few and far between.

## WEEKEND SPORT

### INTERNATIONAL RALLYING

Date	Venue	Event/Details
Feb 21/24	Spain	Costa Brava Rally. European Rally Championship (coeff 3) <i>With coefficient 3 available, the first hot event of the series should provide some equally warm competition among the leading runners.</i>
Feb 22/24	Germany	Sachs Winter Rally. European Rally Championship (coeff 2) <i>Harold Demuth failed to score in Belgium when within sight of a Boucles de Spa victory and should therefore be a strong challenger for this event...</i>
Feb 22/24	Finland	Hankiralli. European Rally Championship (coeff 2) <i>Russell Gooding sets out with Group A Rover for the opening event in the Group A Challenge but must face the Finns on their home ground.</i>
Feb 22/24	Bradford, Yorkshire	National Breakdown Rally. Shell Oils RAC Open Championship, round 1 <i>Michele Mouton heads the entry list for the opening joust of the 1985 Open series but will she keep reigning champion, Jimmy McRae and the other leading runners at bay?</i>

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



David Llewellyn makes his Open championship debut in a works Audi Quattro alongside Michele Mouton. The National Champion should shine.

# Opening the account

The Shell Oils Open Rally Championship gets under way this weekend and KEITH OSWIN suggests that 1985 could be an exciting contest with new faces and new teams

At 9.00am this Saturday, the contestants for the National Breakdown Rally will leave the centre of Bradford and head to the battlegrounds of the North York Moors for the opening assault on this year's Shell Oils RAC Open Rally Championship.

While the choice of Bradford may seem a rather less than exotic venue for the opening round, the quality of competition indicates that a classic year may be in store. There are new faces, new manufacturers and a new sponsor — a combination that should provide a truly 'open' championship.

Michele Mouton takes over from Hannu Mikkola in the number one Audi, making her first foray into the British scene and certain to bring both her charm and on-the-rev-limit style of driving to each of the six events in the series. Backing the French star will be Britain's hottest property, reigning National Champion, David Llewellyn, and the partnership must be particularly intriguing. Hopefully there will be no team orders as Llewellyn's natural talent should be allowed to shine through on his first works drive.

But even with Mouton and Llewellyn, the Audi team (backed by privateers, Malcolm Wilson and Chris Lord) will still have to fend off the challenge from the well established GM Dealersport Opel Mantas — the only team without major changes this year. Reigning Open Champion, Jimmy McRae, must remain a good

bet to take a fourth title but team-mate Russell Brookes will be determined to erase the memory of last year when he lost out right at the end of his first season with the Manta. Bertie Fisher, too, could move further up the field, his excellent run on last year's RAC Rally improving his relationship with the British forests and a B-seeding for the year bringing more appropriate start numbers.

Penti Airikkala had hoped to have a Lancia Rally 037 for this event but the deal has fallen through (see *Special Stage*) and it is likely that the big Finn will join the GM Group A team for the season, starting with a Manta GT/E outing in Yorkshire.

The championship will also see the British debut of Skoda's new Group B challenger, the 130LR, in the hands of regular driver, John Haugland. This 1300cc car has already notched up some impressive results since its launch and even finished fourth on the recent Boucles de Spa Rally. Virtually assured of class success, the little car could quite easily push further up the overall places if the going gets tough, as it surely will this weekend. But the biggest boost to the championship comes with the Group A category. For the past two years, Toyota have had things pretty much their own way and have claimed both the Group A and manufacturers' titles. But now they face their strongest opposition with works team entries from Austin Rover, GM and Peugeot Talbot.

Per Eklund's A-seeding inevitably

gives him a great advantage on the road but also enables the others to pace themselves. The latest Corolla should bring greater consistency than last year but, with the memory of the Manx result (when Tony Pond thoroughly thrashed the Coulsdon team with the Rover Vitesse) the team must surely bring the more powerful Supra into play on tarmac events.

Pond was typically eager to get started when the new Computerisation Rover was revealed last week. "I shall not be too worried if Eklund beats us in Yorkshire," commented the race and rally expert. "The weather is bound to be bad and the Yorkshire forests are no fun if it is icy. But we are going all out for the championship."

Peugeot Talbot are currently riding high in the World series with their 205 Turbo 16, but the Group A version of the GTI has yet to be seen in this country. On the continent, however, the car is proving extremely popular and Des O'Dell's Coventry based team may yet have a surprise or two, despite having only 135bhp available.

Drivers, Mikael Sundstrom and Louise Aitken-Walker went testing recently and the Finn — who proved to be the quicker of the two — confessed to being very pleased with the car.

But the GM team are also well equipped with Andrew Wood in the new shape Astra GT/E and Harry Hockly in the Nova. They may easily mop up a batch of class awards, no doubt with Brian Wiggins taking another Group N title as well.

And 1985 will see Ford roll out their RS Turbo, complete with — apparently — shattering performance and handling to match. Mark Lovell will not be out on the National Breakdown Rally this weekend, but the car should appear for the Circuit, assuming homologation goes ahead as planned.

Lining up with the works teams in darkest Bradford will also be a host of talented privateers, waiting to pounce on the slightest mistake. Phill Collins, David Mann, Mike Stuart, Dave Metcalfe and Russ Swift, each capable of upsetting

various championship and class aspirations should the favourites falter at any point.

All in all, therefore, this year's Open Championship has a lot going for it. Possibly the most exciting prospect for many years, there can be little doubt that the fight is on from the start. And may the best man (or woman) win.

## NATIONAL BREAKDOWN INTERNATIONAL RALLY

### Leading entries

- 1, Mouton/Pons ..... A ..... Audi Quattro A2
- 2, Eklund/Whitlock ..... A ..... Toyota Corolla GT 3, —
- 4, Airikkala/Wilson ..... A ..... Opel Manta GT/E
- 5, McRae/Grindrod ..... B ..... Opel Manta 400
- 6, Brookes/Broad ..... B ..... Opel Manta 400
- 7, Wilson/Harris ..... B ..... Audi Quattro A2
- 8, —
- 9, Kaby/Gormley ..... B ..... Nissan 240RS
- 10, Pond/Arthur ..... A ..... Rover Vitesse
- 11, Llewellyn/Short ..... B ..... Audi Quattro A2
- 12, Fisher/Fraser ..... B ..... Opel Manta 400
- 13, Sundstrom/White ..... A ..... Peugeot 205 GTI
- 14, Haugland/Saunders ..... B ..... Skoda 139LR
- 15, Bolton/Ervine ..... B ..... Opel Manta 400
- 16, Churchill/Jones ..... B ..... Ford Escort RS
- 17, Collins/Freeman ..... B ..... Opel Manta 400
- 18, Lord/Varley ..... B ..... Audi Quattro A2
- 19, Brise/tba ..... A ..... Talbot Sunbeam ti
- 20, Wood/Nicholson ..... A ..... Vauxhall Astra GT/E

## TIMETABLE

### Friday, February 22

**Scrutineering:** West Yorkshire Transport Museum, Ludlam Street, Bradford. Cars from 1400, free admission.

### Saturday, February 23

**Start:** The Tyris, opposite City Hall, 0900.

**Bowling Park:** 1 mile SE of Bradford, between A641 Manchester and A650 Wakefield. Cars from 0910 with stage using two laps.

**Harewood House:** Off A61 Leeds/Harrogate road, 5 miles from Leeds. First car at 0955, admission £2.

**Lightwater Valley:** 4 miles north of Ripon on A6108, 6 miles west of A1 at Dishforth roundabout. New stage of mixed surface and offering full facilities and commentary. First car at 1058.

**Ingleby:** Forest stage 10 miles south of Middlesborough. Approach from Stokesley or Helmsley on B1257. Park only on minor roads near Hasty Bank entrance. Cars at 1421 and 1852.

**Croft:** 5 miles south of Darlington and signposted from A167 Darlington/Northallerton road only. Commentary on stage and service area nearby. Cars at 1527, admission £2.

**Cropton:** Forest stage 5 miles NW of Pickering. Approach from A170 Scarborough/Thirsk. Signposted from Wreilton via Cropton. Extensive parking (£2) to see action at 2037 and 2238.

### Sunday, February 23

**Scarborough time control:** Corner Cafe, Marine Drive. Cars arrive at 0107 for only rest halt of event. Floodlit service area along sea front. With 2 hours allowed for service, watch the mechanics rebuild the cars!

**Restart:** Burniston Road car park, Scarborough, 0530 Dalby/Staindale. Forest stages, 15 miles west of Scarborough and 5 miles east of Pickering. Approach from A169 Whitby/Pickering via Fox and Rabbit or A170 Thirsk/Scarborough via Thornton Dale. Access via Low Dalby and egress via Givendale Head. Note that all other routes are competitor access only. 4 stages, each used twice with service at Dalby Fire Tower. Action between 0558 and 1153. Admission £2.

**Wykeham:** Forest stages, 10 miles west of Scarborough. Access from A170 Scarborough/Thirsk from Wykeham via North Moor. Four stages with action between 0741 and 1308. Admission £2.

**Olivers Mount:** Racing circuit near Scarborough. Access from A64 Scarborough/York. Tarmac stage used twice with action from 0935. Admission £2.

**Harewood House:** Details as before with cars at 1447.

**Finish:** The Tyris, Bradford, 1600.

### Points scoring

**Drivers overall:** 15, 12, 10, 8, 6, 5, 4, 3, 2, 1

**Drivers Group A:** 15, 12, 10, 8, 6, 5, 4, 3, 2, 1

**Drivers classes:** 9, 6, 4, 3, 2, 1

**Manufacturers:** 15, 12, 10, 8, 6, 5, 4, 3, 2, 1

Manufacturers points are allocated equally to cars complying with Group A and Group B. Only the highest placed car from any one manufacturer (in each Group) may score points. All other positions will be ignored and the points will not be re-allocated to any other make. The award goes to the manufacturer with the highest number of points, irrespective of the category contested.

In both the manufacturers and drivers categories, the best scores will count.

## 1985 SHELL OILS RAC OPEN RALLY CHAMPIONSHIP

Feb 22/24	National Breakdown	Based on Bradford with 260 miles of special stages, mainly forest, on the North York Moors.
Apr 05/09	Rothmans Circuit of Ireland (ECR round 12, coeff 2)	Based on Belfast and Waterford. 600 tarmac stage miles in all pace-note format on closed public roads.
May 03/06	Welsh International	Based on Cardiff. 250 stage miles on both gravel and tarmac. Pace-notes not allowed.
Jun 08/11	Lloyds Bowmaker Scottish (ECR round 24, coeff 2)	Based on Glasgow with 280 stage miles, mainly on gravel and with 'blind' format.
Jul 26/27	Ulster International	Based on Belfast with 250 all tarmac stage miles in pace-note format.
Sep 11/14	Manx International (ECR round 43, coeff 3)	Based on Douglas with all tarmac format. 400 stage miles with pace-notes allowed.

## Audi Sport UK

**Base:** David Sutton Motorsport  
**Team Manager:** David Sutton  
**Car:** Audi Quattro A2, Group B  
**Engine:** Five cylinder, turbocharged, 2144cc  
**Power:** 360bhp  
**Configuration:** Front engine, 4WD  
**Tyres:** Pirelli  
**Sponsors:** Shell Oils, Pirelli, Hella, BBS wheels  
**Drivers:** Michele Mouton (33-F), David Llewellyn (24-GB)



Mouton



Llewellyn

# Shell Oils Open Championship

On the eve of the championship's first encounter, Yorkshire's National Breakdown Rally, we outline the teams and drivers likely to be major title contenders

## GM Dealer Sport

**Base:** Milton Keynes/Dungannon (Fisher)  
**Team Manager:** Melvyn Hodgson  
**Car:** Opel Manta 400, Group B  
**Engine:** Four cylinder, 2420cc  
**Power:** 275bhp  
**Configuration:** Front engine, RWD  
**Tyres:** Michelin/Pirelli  
**Sponsors:** AC Delco, Andrews Heat for Hire, Shell Oils  
**Drivers:** Jimmy McRae (42-GB), Russell Brookes (40-GB), Bertie Fisher (34-GB)



McRae



Brookes



Fisher



Haugland

## Skoda GB

**Base:** London  
**Team Manager:** Bill Hunt  
**Car:** Skoda 130LR, Group B  
**Engine:** Four cylinder, 1295cc  
**Power:** 140bhp  
**Configuration:** Rear engine, RWD  
**Tyres:** Barum, Michelin  
**Sponsors:** None  
**Driver:** John Haugland (37-N)



Eklund

## Peugeot Talbot Sport

**Base:** Coventry  
**Team Manager:** Des O'Dell  
**Car:** Peugeot 205 GTI, Group A  
**Engine:** Four cylinder, 1598cc  
**Power:** 135bhp  
**Configuration:** Front engine, FWD  
**Tyres:** Michelin  
**Sponsors:** Shell Oils  
**Drivers:** Mikael Sundstrom (27-SF), Louise Aitken-Walker (25-GB)



Sundstrom



Aitken-Walker



Lovell

## Ford

**Base:** R-E-D, Widnes  
**Team Manager:** Dave Champion  
**Car:** Ford Escort RS Turbo, Group A  
**Engine:** Four cylinder, turbocharged, 1597cc  
**Power:** 200bhp  
**Configuration:** Front engine, FWD  
**Tyres:** Pirelli  
**Sponsors:** TBN  
**Driver:** Mark Lovell

## Team Toyota GB

**Base:** Coulsdon  
**Team Manager:** Steve Johnson  
**Car:** Toyota Corolla GT, Group A  
**Engine:** Four cylinder, 1587cc  
**Power:** 165bhp  
**Configuration:** Front engine, RWD  
**Tyres:** Michelin  
**Sponsors:** Duckhams  
**Driver:** Per Eklund (38-S)

## GM Dealer Sport

**Base:** Luton  
**Team Manager:** Melvyn Hodgson  
**Car:** Vauxhall Nova/Vauxhall Astra GT/E, Group A  
**Engine:** Four cylinder, 1297cc/1796cc  
**Power:** 90/170bhp  
**Configuration:** Front engine, FWD  
**Tyres:** Michelin  
**Sponsors:** Demon Tweaks (Nova)  
**Drivers:** Harry Hockly (31-GB), Andrew Wood (25-GB)



Hockly



Wood

## ARG

**Base:** Tom Walkinshaw Racing, Kidlington  
**Team Manager:** Ian Beveridge  
**Car:** Rover Vitesse, Group A  
**Engine:** V8, 3532cc  
**Power:** 290bhp  
**Tyres:** Dunlop  
**Sponsors:** Computervision, Esso  
**Driver:** Tony Pond (39-GB)



Pond

## Nissan

**Base:** Blydenstein Racing Ltd, Shepreth  
**Team Manager:** Bob Freeborough  
**Car:** Nissan 240RS, Group B  
**Engine:** Four cylinder, 2340cc  
**Power:** 275bhp  
**Configuration:** Front engine, RWD  
**Tyres:** Michelin  
**Sponsors:** Castrol, Michelin  
**Driver:** Terry Kaby (34-GB)



Kaby



Nigel Mansell and Ayrton Senna had a controversial incident midweek, the Brazilian crashing into the rear of the Williams. Mansell ended up sixth fastest with Senna 10th.

# Ferrari back in business

Michele Alboreto topped the list of times when the seven day Rio tests came to a close, as JEFF HUTCHINSON reports

There are those who say pre-season Formula 1 testing proves very little. If last year's disastrous test for the McLaren team in Rio is anything to go by, which they followed up with the most successful season in the history of Grand Prix racing, then the seven days of tyre testing at the Rio Autodrome might bear little relation to what we see when the 1985 season opens at the same track on April 7.

Maybe . . . or maybe not: although only eight teams took part in the test, and only five of those teams with radically changed cars, the signs were there that we are in for a much more competitive season than we had last year, with some old and new teams, and faces, ready to upset the order.

The biggest change of all this season is, of course, on the tyre front, the Rio test being the first time that the latest Goodyear and Pirelli rubber have met head-to-head on the same track. Now that Michelin have gone from F1, several teams have lost what was a tyre advantage last year, while the remaining Goodyear/Pirelli tyre war seems to be loaded in Goodyear's favour with the greater number of teams running their rubber and, as far as qualifying tyres are concerned, a more competitive tyre than Pirelli if the results of the Rio test are any indication.

Goodyear's domination of the tyre field this season has certainly not led them to ease off on tyre development. They arrived in Rio with some 1700 tyres, and with around 50 new constructions to try including a new three-quarter inch wider front tyre which seems to be a big improvement over the previous model.

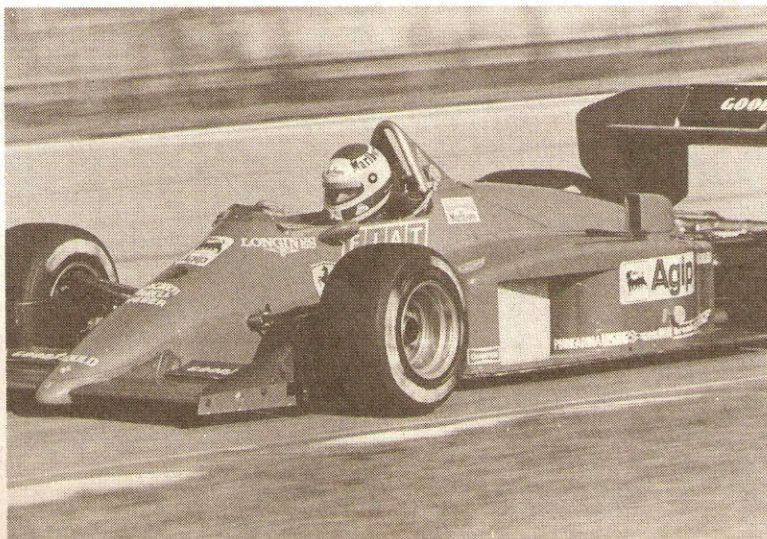
Pirelli brought some 700 tyres to Rio in four different compounds, based on the latest development carried out with Brabham during testing sessions at

Kyalami over the winter which saw Brabham run the equivalent of 42 Grands Prix. Pirelli also shipped in some new qualifying rubber towards the end of the test, but did not get much chance to run it.

## Ferraris old and new

The Ferrari team brought two cars to the test, the basic 1984 C4 model and the very much modified 1985 interim car which is the basis of the new 156/85,

The man to top the lists was Michele Alboreto, pictured in the development C4.



announced at Maranello two days after the testing. Behind the driver, the new car as seen in Rio is completely altered. It is lower thanks to a revised engine layout, with the turbo and exhaust systems mounted on either side of the engine under the vee instead of on top of the engine between the vee. It has an all-new gearbox, and a rear wing mounted by the sideplates to a horizontal tube instead of a central vertical pillar for a cleaner air-flow. The oil tank is incorporated in the bellhousing, with the rear springs mounted ahead of the gearbox and two air intakes sticking up from the top of the sidepods so as to force air down into the turbos.

For the first few days, the team spent a lot of time sorting the Weber electronic engine management system and trying to improve the cooling system for the hot (35deg C plus) temperatures. They also tried different aerodynamic set-ups and springs in order to get the chassis well balanced.

By the end of the week, Michele Alboreto was running as fast as the rest of the teams on race rubber. On the final day, after electrical problems had spoiled his chances the previous day, Michele ran a series of qualifying tyre runs (without additional boost pressure) to set a best time in the heat of the morning of 1:28.18, which was to remain the fastest time of the week, only 0.8sec off Elio de Angelis's 1984 pole-winning time despite the reduction in wing area on this year's cars.

The development Ferrari in Rio was heavy, around 575 kilos, thanks to its prototype aluminium bodywork, test gear and old C4 monocoque. "The new car should be even quicker with the weight difference, and for the Grand Prix — with more boost — we should be well under last year's pole," said Michele, who drove both the old and new style cars in Rio and reckoned that the revised car was already worth around a second a lap over the old C4. "It's completely different to drive. It rolls a lot less than the old car and has better traction out of the corners," he added.

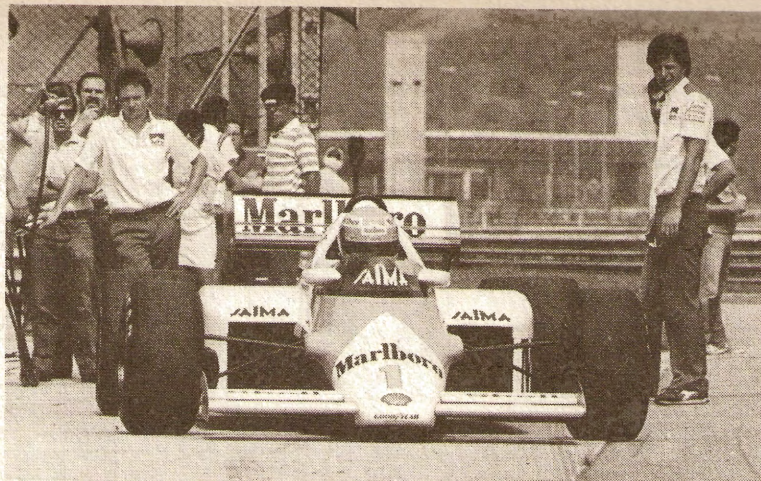
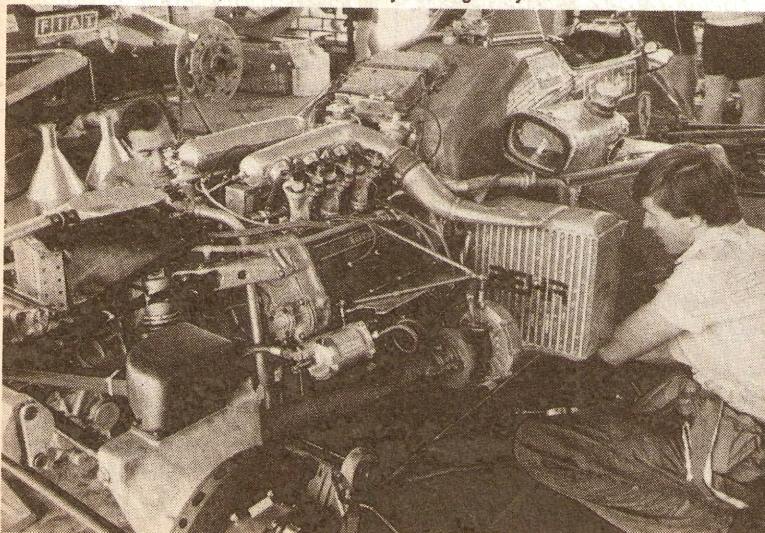
René Arnoux spent most of his time in the old car, running tyre tests and cross-checking information from the other chassis. But after Michele had finished running on Thursday afternoon, Arnoux took the new car for his first run of the week on qualifiers with, by then, tired turbos, which were getting a lot of wear from dirt picked up around the track. He set a best time of 1:33.23, fifth best of the day and eighth overall on the week. If he was happy with his week's testing, he didn't appear to show it.

## McLaren's troubled week

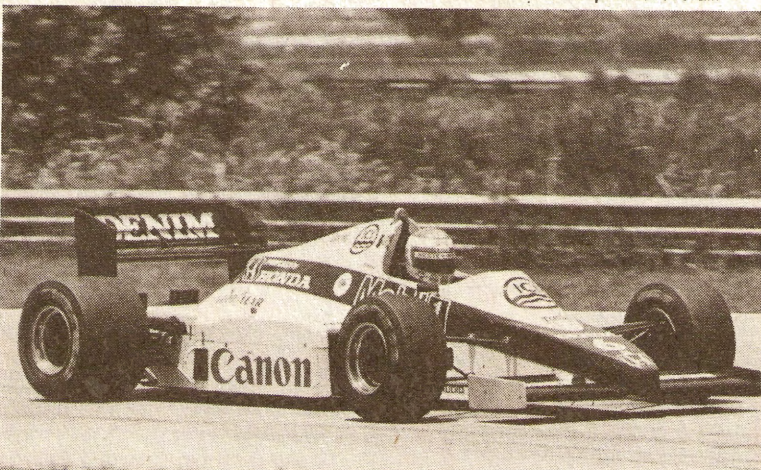
Just like last year's Rio test, the McLaren team had a troubled time. The MP4/2 spent a lot of time in the pits while the Porsche engineers tried to get their latest fuel management system dialled in to work consistently throughout the power range. And Niki Lauda, who started off the first two days of the test, had a difficult time in getting the car balanced for the Rio circuit, a job not made any easier by the variations in engine performance. He lost more time in the pits with cracked intercoolers, which had to be repaired. While on Tuesday (after Alain Prost had tested on Sunday) his hopes of a decent day's testing were thwarted when the fresh engine fitted overnight went on to five cylinders because of valve trouble, after just nine laps. He had set a 1:36.14 by that stage, which was to be his last and best time in the car.

Prost took over for the final two days, Niki hoping to get a run again on the last day. But an oil cooler leak and then a broken turbo saw Prost finish out the day's testing, McLaren not getting the time to run all the different race tyres that they would have liked. Right at the end of the test, Prost tried the new qualifying tyres for the first time and joined Alboreto under 90secs with a best lap of 1:29.89, although as Prost said, "It is much more important to do race tyre testing and chassis sorting than to make a quick time, but we have not been able to." However, the previous day Prost had set an impressive 1:33.89 on race rubber, which was as fast as Ferrari had gone on race tyres.

The rear end of the development C4 had a totally new engine layout.



Above: Niki Lauda spent much of his time in the pits, the car plagued by a variety of problems. Below: Keke Rosberg battled on with the Williams FW09B and was third quickest overall.



## OVERALL TESTING TIMES RIO DE JANEIRO FEBRUARY 8-14

1 Michele Alboreto.....	Ferrari 126/C4 (development car).....	1:29.18
2 Alain Prost.....	McLaren-TAG MP4/2.....	1:29.89
3 Keke Rosberg.....	Williams-Honda FW09B.....	1:30.60
4 Patrick Tambay.....	Renault RE50.....	1:31.30
5 Elio de Angelis.....	Lotus-Renault 97T.....	1:31.62
6 Nigel Mansell.....	Williams-Honda FW09B.....	1:32.40
7 Stefan Johansson.....	Toleman-Hart TG185.....	1:32.50
8 Nelson Piquet.....	Brabham-BMW BT53P.....	1:32.58
9 René Arnoux.....	Ferrari 126/C4 (development car).....	1:33.23
10 Ayrton Senna.....	Lotus-Renault 97T.....	1:33.34
11 Derek Warwick.....	Renault RE50.....	1:34.79
12 Martin Brundle.....	Tyrrell-Ford DFY 012.....	1:35.57
13 Manfred Winkelhock.....	RAM-Hart 03.....	1:36.14
14 Niki Lauda.....	McLaren-TAG MP4/2.....	1:36.49
15 Stefan Bellof.....	Tyrrell-Ford DFY 012.....	1:37.79
16 Philippe Alliot.....	RAM-Hart 03.....	1:38.24
17 François Hesnault.....	Brabham-BMW BT53P.....	1:41.20

## Rosberg is back

It had been four months since Keke Rosberg had last driven his Williams-Honda FW09 and, although he was hoping that Estoril would be the last time in that car ("Frank promised me then"), he was nevertheless eager to give it a run when he arrived for the start of testing on Friday afternoon. Within three laps, Rosberg was back in the groove — "Like I had driven the car only yesterday," said a grinning Rosberg, who immediately set a time which was fastest of the day for a while. He ended up with a 1:36.0, second fastest of the day.

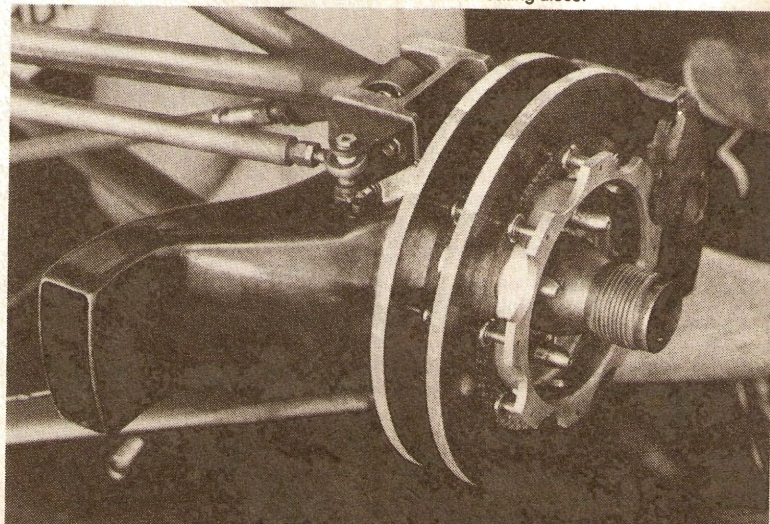
The novelty soon began to fade, however, when he began lapping 80 to 100 laps a day, working through a long list of Goodyear test rubber as well as a lot of development ideas for the new Williams-Honda FW10 (which should be ready by mid-March). He briefly ran new experimental AP carbon fibre brakes, with double floating discs on each brake at the front. He also spent much of the week on development, gas-regulated, Indy-style shock absorbers, with a separate bottle which at a later date could be modified for driver-adjustable 'bump'. It could be a big help in improving handling as the car changes from full to light tanks in a race, Williams having made an exchange deal with Roger Penske. The latter now manufactures the shock (after taking over Monroe,) and has the use of the Williams wind-tunnel facility. The FW10 fuel system and other hardware had a thorough testing throughout the week.

By the end, Keke was even finding the FW09 a lot more agreeable to drive on full tanks than he had in the past. Rosberg was the first to try the several different combinations of qualifying rubber Goodyear had brought to test and, during the heat of the morning on Wednesday, the Finn got everyone else down the pit lane looking anxious when he posted a fastest lap of 1:30.6, faster by almost 3secs than the best time to that point.

The next day, after Alboreto replied while using the best combination of the three different front and rear qualifiers which Rosberg had used, Keke hoped to achieve an even faster time, but his plans were thwarted when he broke his second turbo of the day shortly after the start of the final afternoon session. "It was a shame, because I am sure that with the best of the qualifiers I had run the previous day, and a bit of extra boost, I could have broken last year's pole with no trouble," said Keke. "Now I will have to wait until April with the new FW10," he added with a smile. Rosberg also had a shunt when, physically tired after doing 300 miles of tyre tests, he missed his braking point and went off, damaging a sidepod.

Nigel Mansell spent a long, hard week

Williams tried out new AP carbon fibre brakes with double floating discs.





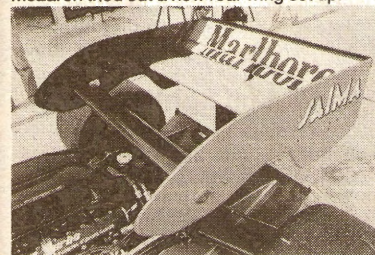
running engine tests for the small 'army' of nine Japanese engine men present with the team. He too had a couple of turbos blow up, and a clutch fall apart in the process, his long runs interspersed with long waits. It was not until Thursday afternoon that he finally got his chance for a quick run on empty tanks and qualifying rubber. He set a 1:32.4 despite running low on fuel on one run, which caused the engine to hesitate in the last couple of corners.

His final run had to be suddenly aborted at the start of the flying lap when his car jumped out of gear over the bumps. He cruised slowly around for the rest of the lap to save his tyres, and then went for another lap, making sure to hold the gearlever in place this time. At the halfway point around the track, he looked to be on a very fast lap, but before he had finished the lap his car started to misfire badly as it drank the last of its fuel, which had been further depleted by the extra lap. A frustrated Mansell had to settle for what was to be sixth fastest time of the week. Like Rosberg, Nigel was already counting the days to the time he would get his new FW10 chassis, and he had not even spent a season trying to race the FW09. Despite the extensive winter test programme, both drivers still found the Honda engine suffering from an 'all-or-nothing' power problem and the team will head to Suzuka for more testing on Honda's home ground in a bid to improve things before the start of the season.

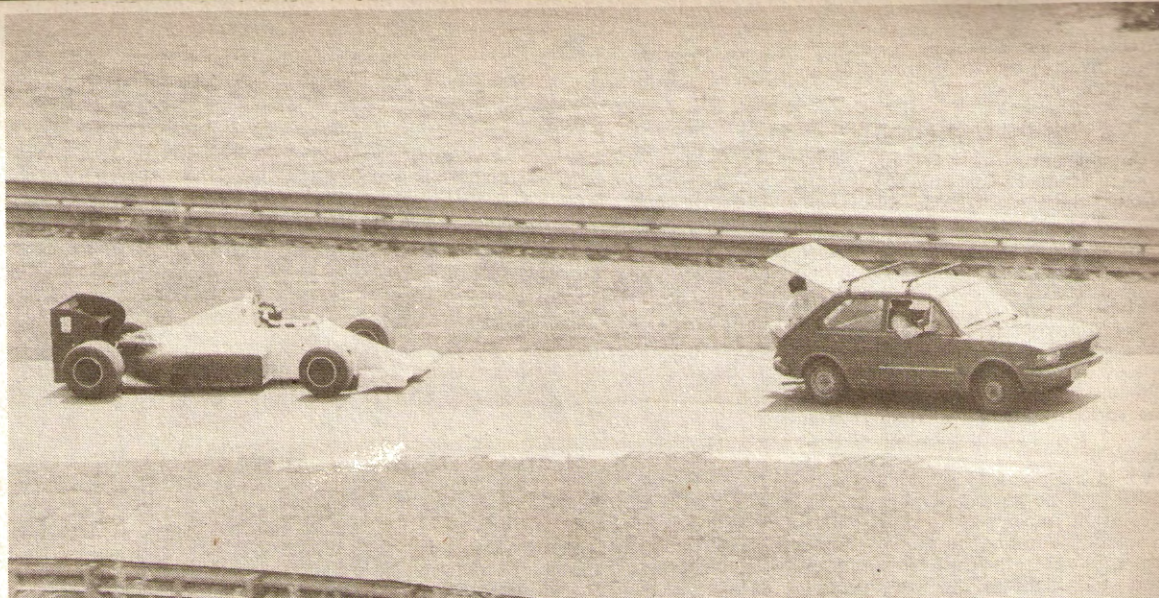
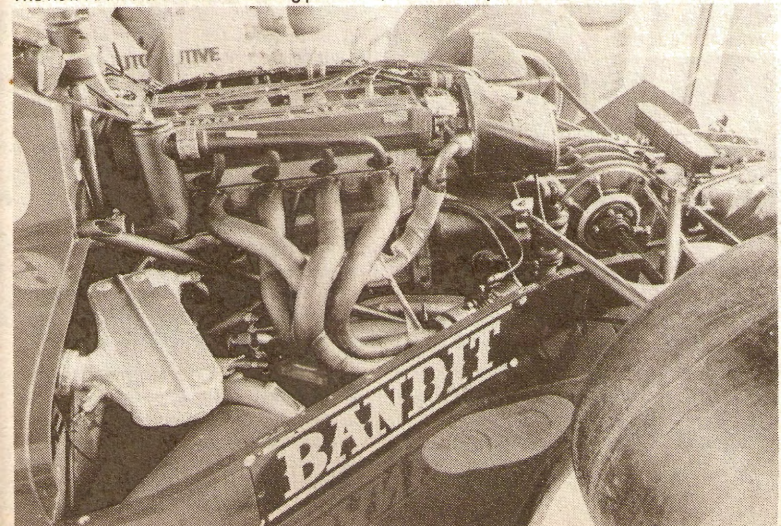
## Renault test the ground

It was an equally long week for the two Renault drivers, as Derek Warwick and Patrick Tambay lapped their old RE50 chassis, relentlessly carrying out considerable test work which they can put to good use in the new RE60 chassis, announced on their return to France.

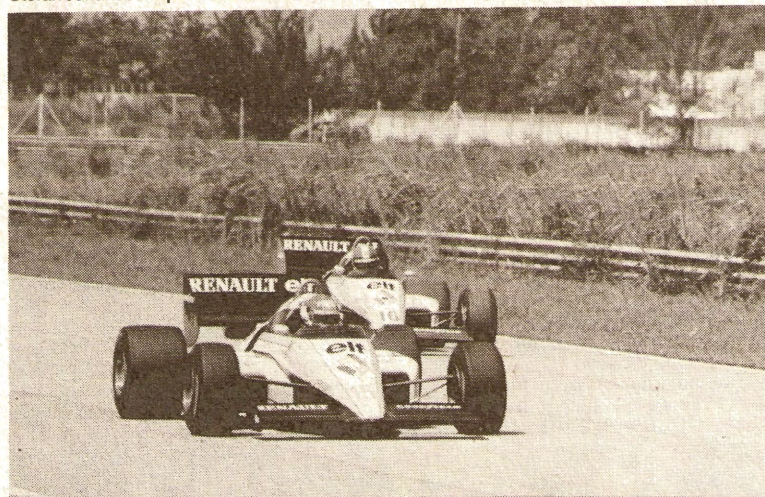
They ran a lot of engine test work as well as aerodynamic and suspension changes in a bid to find improvements in handling and straightline speed. On Wednesday, Tambay finally got to run a set of qualifying tyres and extra boost when, to the amazement of the Honda mechanics next door, the Renault mechanics removed the turbo wastegate and blanked off the outlet. Tambay ran a best of 1:31.3, despite finding Johansson McLaren tried out a new rear wing set up.



The new RAM-Hart had overheating problems, but showed potential with Manfred Winkelhock.



Stefan Johansson spent much of the first half of the test being towed back to the pits with a series of electrical and fuel injection problems.



Patrick Tambay and Derek Warwick battled on with the old cars while waiting for the RE60.

in his way on his best run, the time good enough to put him fourth fastest overall.

Derek Warwick did not get a run on qualifying tyres and ended up a distant 10th quickest.

Renault's new Competition Director, Jean Toth, visited the team for two days during the test, but unlike his predecessor, Gérard Larrousse, was taking no active role in the actual running of the team, which appeared to lack direction more than ever before. All the ingredients of success seem to be there, but without the knowledge and skill of a master 'chef' the team could be heading for another bad case of indigestion.

## New Toleman impressive

Seventh fastest time of the week, and ironically the quickest of the three Pirelli runners in Rio, was the new Toleman TG 185 driven by Stefan Johansson. For the first four days of the test, Johansson spent most of his time being towed back to the pits on the end of a rope, the new car plagued by a variety of little electrical and fuel injection problems which kept Brian Hart working overtime. No sooner did he cure one problem, than another took its place. Eventually, he got them all ironed out, a second battery helping to cure a persistent misfire as the car's

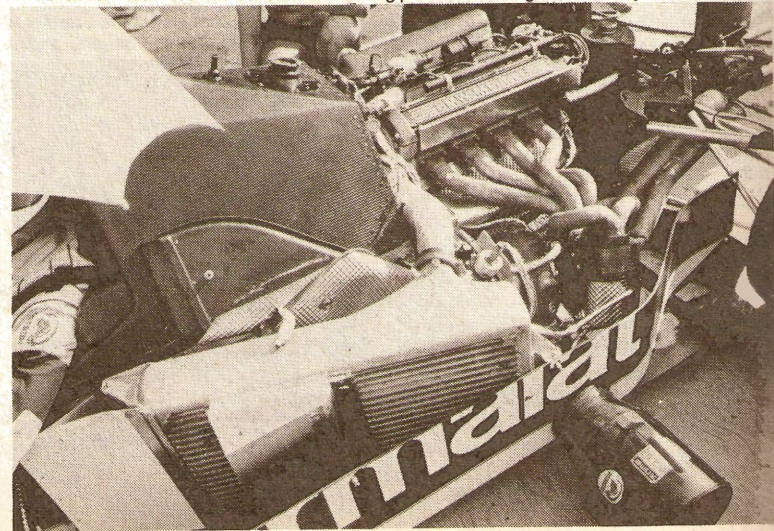
electronic fuel management system struggled in the heat.

That was just a small part of the team's problems, however, for they arrived in Rio with just six old Pirelli tyres to last them the week. "Whatever tyres we had, we had to come to the test to make sure the car's cooling systems would work in this kind of heat," said designer Rory Byrne. A few extra ventilation slots appeared in the bodywork before the end of the week, but on the whole the temperature was no real problem, Byrne having designed the new car around his usual expansive radiators.

Fortunately for Toleman, Enzo Ferrari intervened on their behalf and persuaded Pirelli to supply the team with a few more sets of tyres to get them through the tests. One of those sets was a rejuvenated set of soft race cast-offs from Brabham and, with those tyres, Johansson set an impressive 1:32.5 having been consistently among the top few runners until the rest of the teams started bolting on qualifying rubber. On Thursday, Toleman had no more soft tyres to try, so they took what they had left and went full-tank testing, Johansson setting an equally impressive 1:38.8 before a broken turbo spoiled his run.

Although Pirelli have still not agreed to supply Toleman with tyres for the season (because of a lack of production capacity, they say), the new Toleman's showing in Rio, thanks to the talented Johansson and the much improved chassis from Byrne, certainly warrants assistance from either Goodyear or

The Brabham team too had serious overheating problems ruining their test days.



Pirelli. It would be a shame to see such a good driver, car and team drop out of the championship. For Pirelli, as well . . .

## RAM wilting from heat

Although everyone was impressed by Gustav Brunner's neat little RAM-Hart chassis, there was considerable doubt among the opposition (and even engine supplier Brian Hart) that the cooling system would be able to cope with the heat. The team's first problem was not the heat, however, but the fuel system.

For almost two days the team searched in vain for a lack of fuel pressure, which was eventually traced to a faulty fuel filter installation in the fuel pumps. With that sorted out, the car was ready to run late Saturday afternoon, but after a couple of laps Manfred Winkelhock was back in the pits with the temperature soaring on the water and oil gauges. A second oil cooler was fitted, and then ventilation ducts cut in the rear body panel, but even then the temperatures were too high and the engine was damaged. With a fresh engine installed, the temperatures were reduced still further by running the car without an engine cover, but the temperatures were still critical and the engine had to be limited to less than race boost.

Winkelhock set a promising 1:36.49 after very little running and then Philippe Alliot got to try the car for the first time on Thursday. Within five laps, he set a 1:38.24, almost as fast as he had gone after several days of trying with qualifying tyres and boost for last year's Grand Prix here. Another five laps, and Alliot had to get out of the car, his neck muscles too sore to continue. "I never had a problem with my neck before. This car has so much more grip than any other I have driven," said Alliot — equally excited and frustrated — after his run.

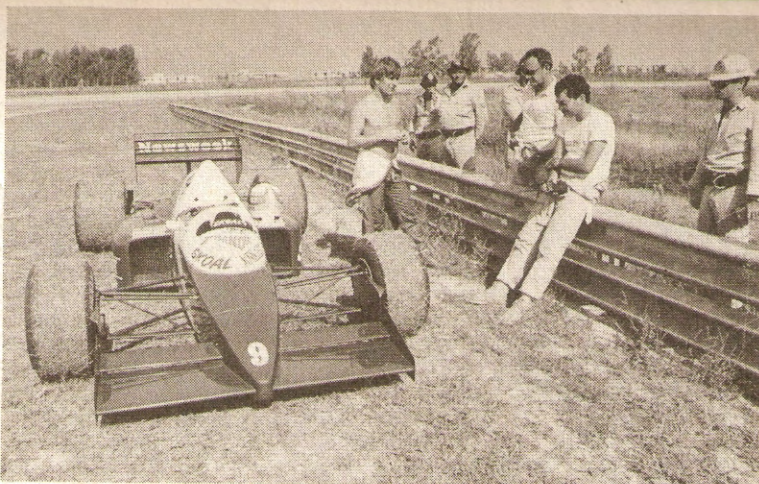
Winkelhock got back in the car and was all set to go for a faster time on fresh qualifying tyres, but before he could complete the lap the team lost another engine.

With no untried ways to cool the engine, John Macdonald decided to end the test a day early, rather than risk another engine failure. Brunner is going to have to work hard to design another water cooling system around his attractive little chassis before the team can run again. Despite all the problems, Winkelhock was as impressed with his new car and team as Alliot. "We have done nothing to the chassis, yet it feels very well balanced and comfortable to drive. It is the basis of a very good car. I am really enjoying going racing now. The team are very good to work with," said Manfred, leaving unsaid what he was obviously thinking when comparing RAM to his former ATS team.

## Brabham overheating too

While the RAM team finally wilted from the heat, the Brabham-BMW team did manage to keep going — thanks to a water sprinkling system!

Despite their thousands of miles of testing in South Africa, the Brabham team were surprised when they found their car overheating badly. "The temperature is not much different, but the heat coming off the track is much higher than in South Africa," said team manager Mike Blash. After attempts at adding spoilers and air dams to the front wings to push more air through the sidepods, the team fitted a water container to the side of the sidepod and pumped water on to the intercooler, which allowed Nelson Piquet to run single fast qualifying laps with regular boost, rather than the reduced race boost he had been forced to run before. He took what was to be ninth fastest time on one run, but further runs were spoiled by a cwp failure which was repaired, only for a turbo to



The Brunner-designed RAM-Hart 03 was much admired at Rio, but cooling remains a problem.

blow up and catch fire.

The team had lost almost another day while the chassis was prepared following its long haul straight from South Africa. When Nelson finally got to drive it, he found the car still understeering badly, as it had done in Kyalami.

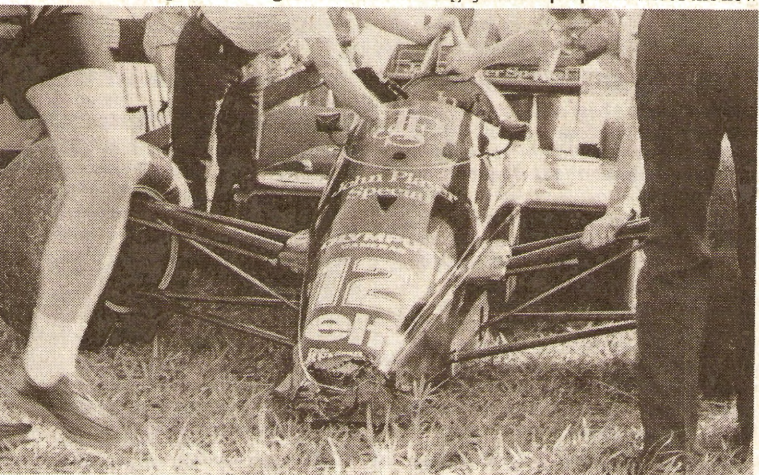
The car was also failing to respond to chassis adjustments the way it should. A closer inspection finally revealed a hairline crack in the rear bulkhead engine support frame, so a new chassis had to be flown out overnight and built up into a race car, which cost the team almost another full day's testing. All this meant that François Hesnault, who had been invited to Rio to test the car as a strong candidate for the second seat, never got to drive before the official end of testing, although Brabham negotiated another half day's running on Friday so as to give him just 14 laps in the car, which was too small for him.

It was not a happy test for the Brabham team, who were hoping to have an easy time just tyre testing here having covered

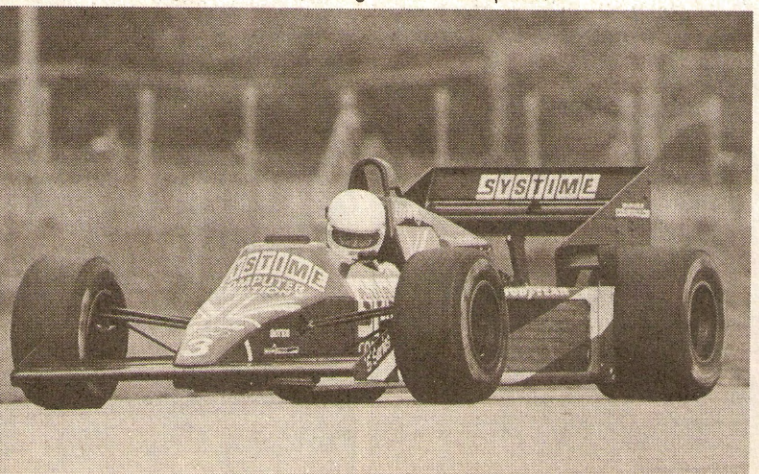
so many miles at Kyalami. Their car now features a turbo intake repositioned just behind the driver's left shoulder at the junction of the tank and the sidepod. Air vents out from the back of the sidepods instead of the top. The Brabham also has a longer wheelbase, after Gordon Murray had increased the length of the spacer between the gearbox and engine by about 2ins. After this test, the new sidepod aerodynamics are going to have to be revised to ensure cooling.

## Engine problems for Lotus

Although outwardly very similar to last year's car but for the side-vented radiator cooling, the new Lotus 97T which arrived in Rio was a totally new car. The stiffer, stronger monocoque developed from the Indy Lotus 96T chassis features aluminium honeycomb instead of Nomex honeycomb between the carbonfibre and Kevlar outer panels, a new front and rear suspension geometry, and revised aerodynamics. A bigger cooling system in preparation for the new



Above: Senna's Lotus shows the scars of his collision with Mansell. Below: Martin Brundle struggled on with the Tyrrell-Cosworth, ending the week 12th quickest.



Renault engine (with longer stroke and smaller bore) has also been installed, although in Rio the JPS Lotus team's main task was engine development on the latest '1984½' interim engine, which features nearly all new parts except for the block, heads and pistons.

Right from the start of practice, the development engine suffered from a bad pick-up problem, with no power below 9500rpm. After almost a week's testing and three different engines, the trouble was still present. Despite that, Ayrton Senna demonstrated the car's potential with a quick time on Saturday which was to stay the fastest time of the week until Rosberg shattered it on Wednesday.

Senna might have shattered his own time but, just as he was about to try a run on qualifying tyres on his last day in the car on Monday, he ran into the back of Mansell's Williams-Honda as they both went into the tight right-hander before the pits. Mansell was not making it easy for his replacement at Lotus to get by, while Senna should not have been so impatient to make his point — that he was faster. The result was a silly accident. Senna jumped the Williams's right rear wheel breaking the right rear corner of Mansell's car, and the left front suspension, nose and footbox of the Lotus. "The first thing I knew about the accident was being hit up the back as I turned into the corner," said Mansell. Senna accused him of holding him up and then cutting across in front of him as he turned into the corner. "All I can say is it was my rear wheel and Senna's front wheel which caused the accident. Judge for yourself who is to blame," added Mansell. The two had had a similar battle earlier that same morning. They both should have taken more care, more so Senna.

The team lost a day and a half of testing while spare suspension was made up and flown out to Brazil, which did not amuse Elio de Angelis too much, the Italian ending up with only 1½ days of testing. Much of that was spent sitting in the garage while Renault's engine men tried to get the V6 running properly, but at the end of Thursday de Angelis got qualifying tyres to try and take back the fastest lap. He ended up fifth overall with a best of 1:31.62, which was a good time considering the circumstances.

The drama in the Lotus camp, and the 'number two' treatment of de Angelis, brought joy to the opposition who are no doubt hoping that it will continue throughout the year!

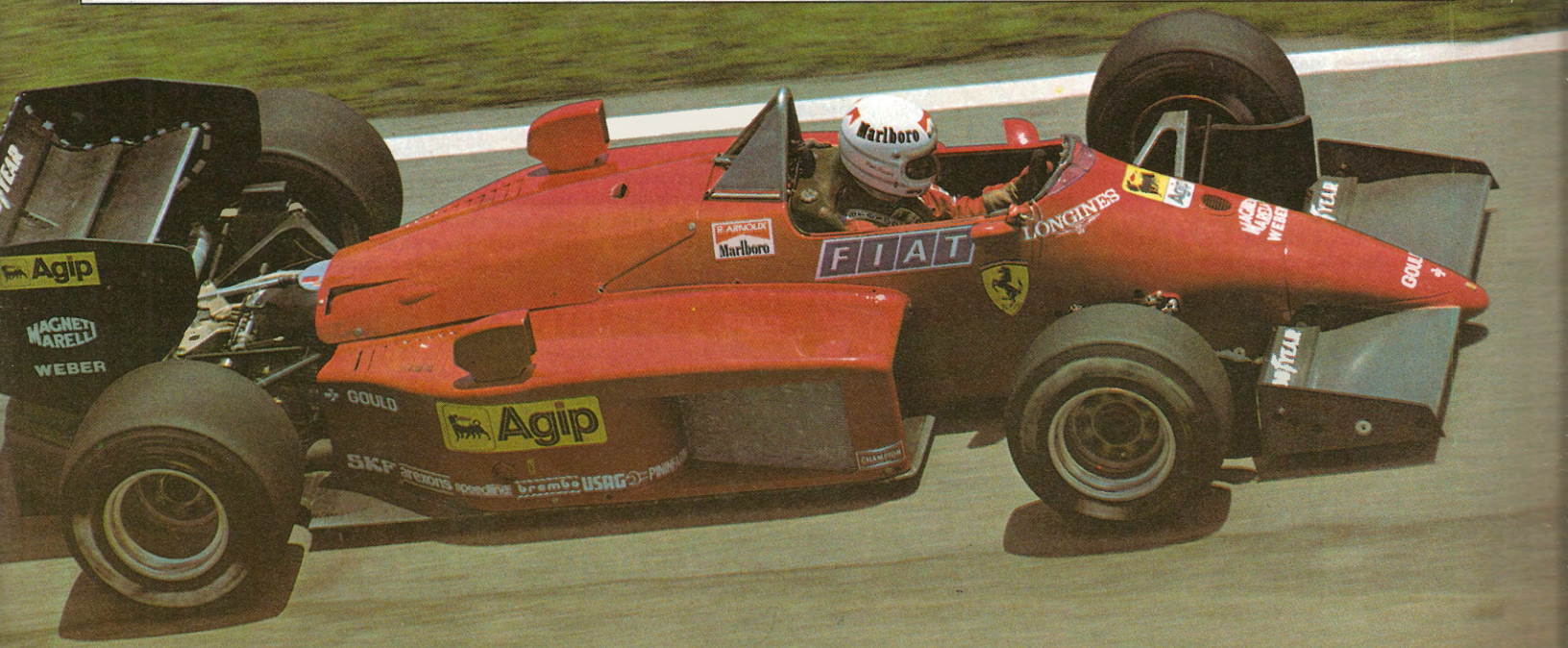
## Tyrrell: still fighting

Even though Tyrrell's own drivers are beginning to feel like David trying to conquer Goliath with their Cosworth-powered chassis, the team is still working flat out on getting the most from what they have, and what they might get. Stefan Bellof and Martin Brundle were kept busy trying new wider suspension, exhaust systems and wing assemblies in preparation for the new car. Although the wider suspension meant much slower straightline speeds, the lap times were just about the same. "That shows it must be a big improvement. The car felt better over the bumps and was obviously cornering better, because I lost 500 revs down the straight," said Brundle.

The car was put back to narrow rear suspension for a run on qualifying tyres, Bellof setting a best of 1:37.79, while Brundle set an even more impressive 1:35.57 on the same tyres and configuration to take the 12th quickest time of the week. Hopefully, Tyrrell will find a turbo soon . . .

## FACING PAGE

Top: New driver, new car, familiar scenery — Ayrton Senna and Lotus 97T against Brazilian backdrop. Middle: Nigel Mansell began to discover just how difficult the FW09 has been over the last year. Bottom: Late in the week René Arnoux had his first run on qualifiers in the development C4. Photo: IPA.



# Silverstone '85

## The Events

## RACE GUIDE

ADMISSION DETAILS

Day	Date	Meeting	Organiser	Single Seaters	Sports Cars	Saloon Cars	Trackside Enclosure		Covered Grandstand Transfer - EXTRA to Trackside Enclosure		Centre Transfer - EXTRA to Trackside Enclosure	
							Adult	Child	Adult	Child	Adult	Child
Sun	March 3	Marlboro British Formula 3 Championship	BRDC	F3, F1600	CS	Met, P	£3.50	Free	Free	Free	£1.00	Free
Sun	March 17	Championship Car Races	BARC	F2000, F1600, F4	MG	HR, SS	£3.50	Free	Free	Free	£1.00	Free
*Sat	March 23	International Trophy Qualifying	BRDC				£2.50	Free	Free	Free	£1.50	Free
*SUN	MARCH 24	MARLBORO DAILY EXPRESS INT. TROPHY	BRDC	F3000, F3, F1600	S2000	GpA	*£7.00	Free	Free	Free	£3.00	Free
Mon	April 8	Failsafe Trophy Meeting	BRDC	H, F1600	H, HistGTs, CS	Met	£4.00	Free	Free	Free	£1.00	Free
Sat	April 13	Vintage Car Races	VSCC	H, Vintage	H, Vintage		£4.00	Free	Free	Free	£1.00	Free
Sun	April 21	Championship Car Races	BRSCC	FL, F1600	Porsches	FF, MS, RS, Alfas	£3.50	Free	Free	Free	£1.00	Free
Mon	May 6	Crompton Trophy Meeting	BRDC	FL, F1600, Hist. F3	CS	Met, P, ATAC	£4.00	Free	Free	Free	£1.00	Free
*Sat	May 11	FIA World Endurance 1000kms Qualifying	BRDC	F2000, F1600		R	£2.50	Free	Free	Free	£1.50	Free
*SUN	MAY 12	SILVERSTONE 1000KMS.	BRDC		GpC, GpC2, GpB		*£7.00	Free	Free	Free	£3.00	Free
*SAT	MAY 25	'Motor 100'					£4.50	Free	Free	Free	Free	Free
*SUN	MAY 26	'Motor 100'	Silverstone Promotions	An exhibition celebrating 100 years of motoring with displays including veteran, vintage, historic, formulae and modern cars plus track parades			*£4.50	Free	Free	Free	Free	Free
*MON	MAY 27	'Motor 100'					*£4.50	Free	Free	Free	Free	Free
*Sat	June 8	Euro Raceway Qualifying	BRDC				£2.00	Free	Free	Free	Free	Free
*SUN	JUNE 9	EURO RACEDAY	BRDC	F3, F1600	CS, S2000	GpA	£5.00	Free	Free	Free	£1.00	Free
Sat	July 6	Vintage Car Races	VSCC	H, Vintage	H, Vintage		£4.00	Free	Free	Free	£1.00	Free
*Fri	July 19	Marlboro British Grand Prix Qualifying	RACMSA				£5.00	£1.00	Free	Free	£4.50	£1.00
*Sat	July 20	Marlboro British Grand Prix Qualifying	RACMSA	F1600	HistGTs	Met	£6.50	£1.00	£3.50	Free	£4.50	£1.00
*SUN	JULY 21	MARLBORO BRITISH GRAND PRIX	RACMSA	F1, F3, P65		GpA	*£12.00	£3.00	40/35/30**	31/26/21**	£6.00	£6.00
*Fri	Aug 2	British Motorcycle Grand Prix Qualifying	ACU				£3.00	Free	Free	Free	£2.50	Free
*Sat	Aug 3	British Motorcycle Grand Prix Qualifying	ACU				£4.00	0.50p	£1.50	Free	£2.50	Free
*SUN	AUG 4	MARLBORO BRITISH MOTORCYCLE GRAND PRIX	ACU				*£7.00	£1.00	£5.50	£5.50	£3.50	£3.50
*Sat	Aug 10	British Kart Grand Prix Qualifying & Heats	RACMSA				£2.00	Free	Free	Free	Free	Free
*SUN	AUG 11	DAILY EXPRESS HERMETITE BRITISH KART G.P.	RACMSA				£4.00	Free	Free	Free	£1.00	Free
*Fri	Aug 16	British Truck GP Testing + Expo-Truck '85	BRDC				£2.00	Free	Free	Free	Free	Free
*Sat	Aug 17	British Truck GP Practice & Heats + Expo-Truck '85	BRDC				*£3.00	Free	£3.00	£3.00	Free	Free
*SUN	AUG 18	MULTIPART BRITISH TRUCK GRAND PRIX + Expo	BRDC				*£5.00	Free	£5/£3	£5/£3	Free	Free
Mon	Aug 26	GM Dealers Trophy Meeting	BRDC	F3, F1600, F2000	CS, MG	Met, P, R	£4.00	Free	Free	Free	£1.00	Free
Sun	Sept 1	Championship Car Races	BARC	F2000, F1600	MG	HR, SS, P	£3.50	Free	Free	Free	£1.00	Free
*Sat	Sept 7	RAC Tourist Trophy Qualifying	BRDC				£2.00	Free	Free	Free	£1.00	Free
*SUN	SEPT 8	ISTEL RAC TOURIST TROPHY	BRDC	F1600	S2000	GpA, Met, P	*£5.50	Free	Free	Free	£2.50	Free
*SAT	SEPT 28	MARLBORO/DUNLOP/DAILY EXPRESS Clubmans Finals	ACU				£3.50	Free	Free	Free	£1.00	Free
*Sat	Oct 5	Marlboro BRDC Championship Finals Qualifying	BRDC				£2.00	Free	Free	Free	£1.00	Free
*SUN	OCT 6	MARLBORO BRDC CHAMPIONSHIP FINALS	BRDC	F3, F1600, H	CS, Hist GTs	GpA, Met	£5.00	Free	Free	Free	£1.00	Free

\*Grand Prix Circuit Meetings Child: 15 or Under Accompanied by Adult. All admission prices include parking.

\*Save money, book at these prices - full details from Silverstone Circuits Booking Office  
\*\*Grandstand price including Entry to Special Trackside Enclosure.

The Meetings listed above are promoted by Silverstone Circuits Ltd., and it is the policy of this organisation to provide a full and varied day's motor sport packed with National and International Championship Races. The amateur drivers are catered for at the following members' club meetings which take place on Saturdays, on the short circuit: March 2 (VSCC), March 9 (BMRMC), March 30 (JDC), May 4 (MGCC), June 22/23 (AMOC), August 24 (BDC), August 31 (8 Clubs), Sept 21 (HSCC), October 12 (SUNBAC), October 19 (MCC), October 26 (750 MC), November 2 (PMC).

All information in this guide is given in good faith at the time of publication, but may be altered due to unforeseen circumstances. The organisers/promoters reserve the right to alter or cancel a programme without notice.

Further details, or advance booking contact: Ticket office, Silverstone Circuits Ltd., Towcester, Northants. Tel: 0327 857271



## Superb for Spectators and Companies

Silverstone offers an unrivalled programme of events in 1985 - hosting no less than four Grands Prix, for Cars, Motorcycles, Karts and Trucks. Added to that are top Internationals: Britain's round of the World Endurance Championship, the opening round of the European F3000 Championship and a round of the European Touring Car Championship.

Rounds of all the major national championships are held at Silverstone, together with races for vintage and historic cars.

This impressive array of events means that Silverstone is always at the heart of the action - the ideal circuit to watch top class racing action and, for the companies, the perfect venue both for prestige entertaining and promotional activities.

Spectators are well catered for - and there is a conscious policy to encourage family units to attend race meetings. Accompanied children aged 15 and under are admitted FREE of charge to all events, with the exception of the Formula One and Motorcycle Grands Prix and even then, only a modest charge to trackside enclosures is made.

### COVERED GRANDSTAND SEATS

We offer 14,000 Covered Grandstand seats on a permanent basis, with an extra 7000 installed specially for the F1 Grands Prix. At all events, except for the Formula One, Motorcycle and Truck Grands Prix, the seats are FREE to adults and children alike. For the Grands Prix a special ticket unit deals with advance bookings.

And at the circuit we have ample catering points, at the major events concentrated on eight specific areas, with satellite points boosting the service.

There is plenty of room to move around, with spacious bankings to accommodate spectators - all with a good view of the action and serviced by a first class

commentary system and permanent toilet facilities.

Ample car parking and well directed routes to and from the circuit make a day at the races even more enjoyable.

### COMPANY HOSPITALITY

And for those looking to impress others, business guests - customers new and old, what better environment. Silverstone prides itself on the entertainment and hospitality available to those companies wishing to put themselves in the fast lane.

A range of 53 hospitality units, overlooking the spectacular Woodcote Corner and Pits Straight, is but one example. At all meetings, but especially the Grands Prix, Silverstone is able to provide hospitality areas tailored to suit your requirements.

These vary from packages including lunch in a reserved table pavilion, through to an individual company marquee, erected in the vicinity of your block of Grandstand seats or in the infield area, fully equipped to provide everything from morning coffee, high class lunch to afternoon tea, and needless to say displaying inside your company advertising and promotional material.

For those companies wishing to entertain 50 or more guests, space in a hospitality village ensures exclusivity and the opportunity to promote your company image.

### PROMOTIONAL FACILITIES

Apart from entertainment, Silverstone provides a host of promotional facilities for all companies, whatever their product or service.

Race sponsorship provides massive publicity benefits - many Silverstone meetings are televised and all receive wide media coverage. Strategically placed trackside advertising, catches more than the eye, aiding sales campaigns

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ROUND ONE - FIA E

# Everyone's Grand Prix Circuit - Cars, Motorcycles, Karts and Trucks



## The Championships

### Marlboro British Formula 3

Jointly organised by the BRDC and the BARC, Britain's premier single seater series will be contested over 18 rounds and nine circuits. The opening round of the Championship is at Silverstone on Sunday, March 3rd - the Northants circuit plays host on five other occasions including a round at the Marlboro British Grand Prix, on July 21st. The Championship will be run in two classes, for 1985 spec cars and cars one year old and over for drivers holding international 'C' or 'B' licences. The Class A champion, in addition to the Marlboro Trophy, will be given a Formula 1 test drive. Class A offers a prize fund of £450 per race between the first three, Class B £150 per race split over the top two and in each class £100 each to the fastest 10 cars starting. Silverstone entry fees: Trade £55, Private £50.

### Trimoco Clubmans Sports

A ten race championship, run in two classes, catering for 1700cc modified engines and 1600cc Formula Ford 1600 engines, with the opening round to be held at Silverstone on Sunday, March 3rd. The Championship has five other rounds at Silverstone, with other races at Donington, Snetterton, Oulton Park and Cadwell Park. Prize fund per round is Class A £165, Class B £125, paid between the first four finishers. Silverstone entry fees: Trade £40, Private £30.

### British Car Auctions MG Metro Challenge

A glittering new MG Metro Turbo awaits the overall winner of this prestigious one make series which is run over 14 races and seven circuits. Offering a prize fund of £330 per race paid over the first 10 finishers, the series starts at Silverstone's March 3rd meeting with the highlight of the championship being a round on the final day of the qualifying for the Marlboro British Grand Prix, July 20th. Silverstone entry fees: Trade £40, Private £30.

Further details, regulations, race entries, contact: BRDC Office, Silverstone Circuits Ltd., Towcester, Northants, Tel. 0327 857271

### Esso Formula Ford 1600

A Formula 3 test drive is the reward awaiting both the champion and runner-up in this 15 race series to be decided over seven circuits. Offering an increased prize fund of £350 at each race over the first six finishers, the championship commences at Silverstone's March 3rd meeting and five of the series seven other visits to the home of British Motor Racing, provide feature action at International meetings on the full Grand Prix Circuit. Silverstone entry fees: Trade £40, Private £30.

### Uniroyal Tyres Production Saloon Cars

Administered jointly by the BRDC and BRSCC this popular series is open to a wide range of competing cars such as Rover Vitesse, Alfa Romeo GTV6, Colt Starion Turbo, BMW (323i, 528i), 635CSi, Vauxhall Astra and Nova, Opel Monza, Ford Capri 2.8i and VW Golf GTI. It will be decided over 14 rounds and visits seven circuits, with the opener at Silverstone's March 3rd meeting. The championship will be organised in four classes, dependent on engine size. Each Class has a £130 prize fund per round, to the first three finishers. Silverstone entry fees: Trade £40, Private £30.

### Crompton Driver of the Day and Year Awards

Crompton Parkinson Marketing again back the popular 'Driver of the Day and Year' awards at their local circuit, Silverstone. A panel of judges made up of Carl Harmer from Crompton, one of the circuit's commentators and a motorsport journalist have the difficult task of deciding which driver has put up the most outstanding performance of each Silverstone promoted car meeting and is to receive a splendid presentation of crystal glass and three bonus points towards the 'Driver of the Year' contest. The first ten in each race also receive points, from 20-1, and at the end of the season the 'Driver of the Year' is awarded the Crompton Trophy and £500.

## Company Promotions

and company displays, during race meetings, puts your product in the spotlight. Each week, our facilities are available to the motorsport world for the testing and for companies to use for a variety of promotions.

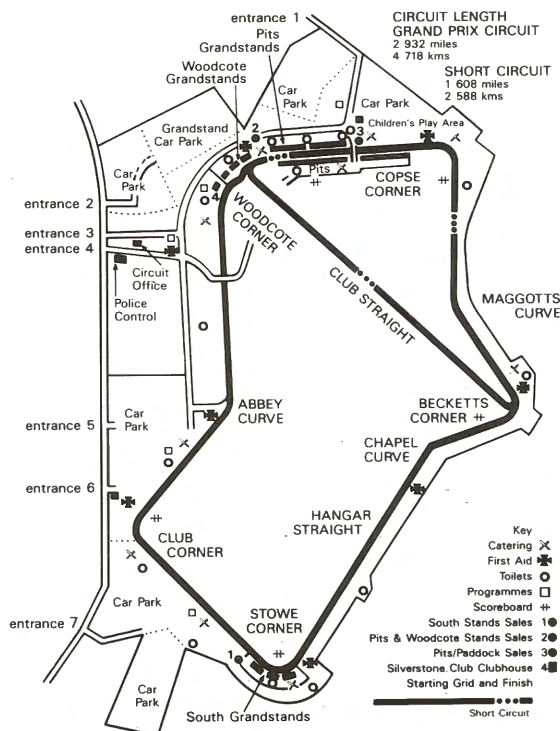
### COMPANY DAYS

'Company Days', with use of the exclusive BRDC Suite available to wine and dine guests, can vary from vehicle launches to sales incentives. You can hire your own vehicles or give your guests the opportunity to drive a real racing car in single seaters or saloons - by hiring not just cars but expert tuition from Silverstone Racing School.

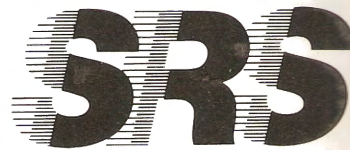
See, Silverstone is "Everyone's circuit in 1985" - apart from the big programme of events with a series of four Grands Prix, we are superb facilities both for the racing public and for the companies to promote their interests via the high speed world of motoring racing.

### WORLD'S NUMBER ONE

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## FF1600 Racing Team

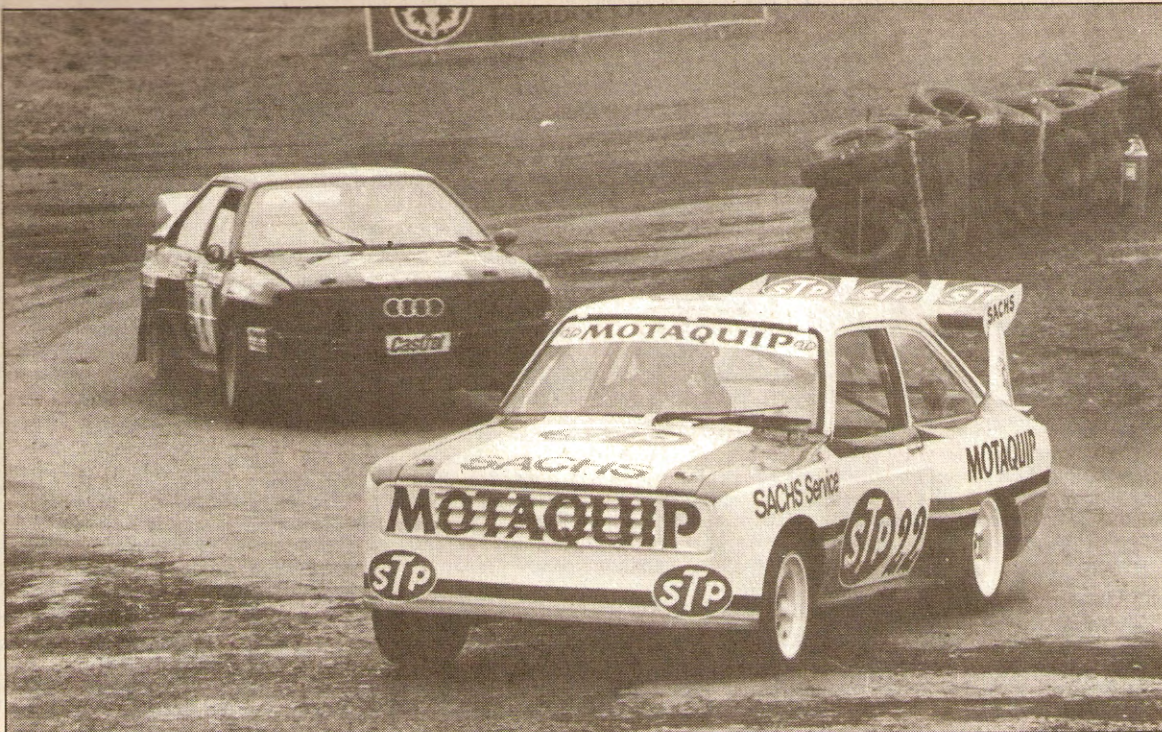
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# EUROPEAN F3000 CHAMPIONSHIP.

# Another Silverstone first



John Welch won his first British Rallycross Championship with the ex-Martin Schanche Zakspeed turbo Escort. Here he leads Dimi Mavropoulos.

# First for Welch

**BILL MANTOVANI** looks back at a season that saw rallycross go from strength to strength, with the introduction of more circuits and more four-wheel-drive machinery

The 1984 season proved a very busy one for the followers of rallycross, with no fewer than three new circuits arriving on the scene and a healthy number of events spread across the country catering for both the top drivers and clubmen alike. 1984 will best be remembered for two things: the excellent Motaquip British Rallycross Grand Prix staged at the end of the year and the near domination of the sport in the country by the man who simply couldn't fail to finish the season as the Lloyds Bowmaker British Rallycross Championship — John Welch.

Despite being one of this country's top international drivers, Welch has neither, up until the start of last year, won, nor really launched a serious attack on the British title. But, after acquiring Martin Schanche's very successful Zakspeed turbocharged Mk2 Ford Escort, the Hampshire driver decided it was time he gave the British Rallycross Championship some serious thought. By dint of some expert driving and very good reliability record, Welch succeeded in winning three of the five rounds, made the superfinal in the other two and consequently clinched the series with over 50 points to spare.

To be fair, though, even greater praise should be heaped on one or two other drivers for their achievements with far less powerful machinery. The first of these is Trevor Reeves, who had by mid-season scored more than double the points of his closest rival in Division 2, Brian Peacock, and was only a handful of points behind John Welch in the championship overall. Reeves' best result of the year was second place in the superfinal behind Welch at Oulton Park, a meeting of attrition where the rough track favoured no-one and only the fittest survived. The result ensured that the British Championship would not be resolved until the very last round, at Lydden Hill, but then Trevor's luck ran out and he didn't even make the finals after gearbox problems on his Peacock's Fiesta.

Welch was thus left with a clear run home to his first British Championship title. But the real surprise of the meeting was the way in which the retiring champion, Keith Ripp stood his ground on the very last day of his reign. Ripp graduated to a 2-litre Fiesta at the commencement of the season after winning the British title three times in a row in his 1600cc version, but then, surprisingly, only contested the opening

round of the 1984 series and the final one, taking time off to concentrate on his expanding business plans. At Lydden, Ripp set the ball rolling by recording a BTD which wasn't too far off the new track record set by Finn Matti Alamäki in his twin-turbo 4WD Porsche only a fortnight before. Not bad for a 'conventional' Fiesta, but it didn't stop there and having demonstrated that he was not about to give up his crown without a fight, Ripp proceeded to sit on Welch's tail all the way in the Division 1 A final and then actually overtook the turbo Escort in the superfinal to take overall victory.

Another driver worthy of a special mention was Brian Peacock, the man who was really the top clubman of 1984, as he nearly pulled off the best coup of the year: claiming the runner-up spot in

Division 2 with a pushrod-engined Fiesta. Having kept the BDA-powered machines at bay all year long and sitting comfortably in second place behind Reeves as the British series entered its last round, trouble struck Peacock's car within sight of his goal and the Thirsk driver found himself demoted to third spot by an on-form Barry Hathaway.

Hathaway had experienced mixed fortunes during the year, but got it all together when it mattered, winning the Division 2 A final from pacesetter Stud Nicolaou to make the Superfinal and steal Peacock's thunder. And speaking of thunder, what a great year it was for Driffild farmer Tony Proctor. The big Capri which had attracted so many fans over the previous couple of seasons appeared at the start of '84 resplendent in its new Kevlar panels, looking bigger and more powerful than ever — and it was! Proctor and his team had put in a lot of work over the winter and his results through the season proved it had been worth every minute. Despite the occasional embarrassing moment when almost too much power took its toll on the Capri's gearbox and axle, Proctor's tally of wins was second only to Welch's over the season. A number of Croft victories gave Tony the British Rallycross Drivers Association's Northern championship title, although he eventually lost the Croft/Shell Oils crown to fellow Northerner Dennis Atkinson when the gearbox again failed and put him out of the final round. The real high came when Proctor won the Croft round of the Lloyds Bowmaker series, his first British Championship victory. Some consistent finishing in the other rounds eventually netted Tony the Division 1 title, and an even more impressive third overall.

The man who proved the biggest threat to Welch in the first half of the year was the Escort driver's old spare partner, Rob Gibson. Despite being a consistent front runner and regularly proving more than a match for Welch, it was that very reason that led to Rob staying out of the limelight for a while in order to let the situation that resulted cool down. Well known for his hard driving, Gibson's and the organiser's paths were to cross on a number of occasions, but it was the way in which Rob's conventional, non-turbo Porsche could beat Welch's turbo Escort with consummate ease that puzzled many people, Welch none the least! The Porsche was called before the scrutineers on a number of occasions, but nothing was ever found to indicate 'tweaking'. The handling of the situation certainly left a lot to be desired. ▶

Keith Ripp graduated to a 2-litre Fiesta, but only contested two rounds of the British Championship due to clashing business commitments.





Ron Gibson's Porsche 911, seen at Croft, leading Tony Proctor's big Capri.

On the plus side for Gibson though, he did win two televised challenge meetings very convincingly, while Welch added the Marlboro sponsored Welsh Off-Roads title to his list of credits in the mid-season. The English Off-Roads meeting held at Lydden went to local man Trevor Hopkins, the Plasmor/Silkolene Fiesta driver following this up with a win in the first meeting at Cadwell Park for many years, to become the BRDA's overall champion as well. Hopkins also snatched the runner-up spot in Division 1 of the British Championship after some excellent racing with Ripp and Welch at the final. BRDA Champion in Division 2 was none other than Barry Hathaway who proved so

much on-form in the 'winter' events that he also rounded off the year by successfully defending his Shell Oils Brands Hatch title, despite being excluded in the Superfinal on Boxing Day for going off course.

At Lydden in the early part of the year, Stud Nicolaou and his immaculate Fiesta were masters as they ran away with the winter title, Stud proving this was no fluke by setting the fastest time in class when the British championship visited the circuit in September. As the new Lydden series got under way towards the close of the year it was Dimi Mavropoulos who began to come good after a trying first season with his Audi Quattro. Problems with the car in the early stages meant that Dimi was never really able to



John Greasley's season was foreshortened by a huge accident.

get to grips with the 5 per cent time penalty for being 4WD, but eventually it did all go right for the popular Greek Cypriot as he took a number of outright wins at Lydden, one at Brands and produced a sterling drive in the Grand Prix itself.

Barry Squibb suffered a very bad start to his year when the clutch broke up at Brands in April, but things did begin to go well by mid season and as his luck changed the Escort driver began to get the sort of results he is so capable of producing. Squibb won the second ever meeting at the new Swindon circuit (enthusiastically run by the Swindon Phoenix Car Club), while the inaugural event saw victory go to ace Mini/Metro builder Dave Pritchard from Bristol's

Ivan Gill. Had it not been for a mix-up over the number of laps in the final, the race would have gone to Gill, but the Mini driver more than made up for his disappointment with some excellent results throughout the year, even though he did roll in a big way at Oulton Park. Of the other Mini drivers, Terry Sowden was another regular in the finals despite a brief bad spell when he changed cars mid-season, and Tony Bardy overcame many engine problems in the first few months of the year to show just how competitive his little twin-cam Mini still remains.

Mark Lloyd was another driver to have lots of trouble with his new engine at the start of the season, but once the cause of the problems had been traced Lloyd was

## EUROPEAN RALLYCROSS

# Schanche by a mile

Zakspeed power ruled not only in Britain but also in Europe as Grand Master of rallycross, Martin Schanche totally floored the opposition on his way to his fourth European title and an unprecedented 22 wins from 28 starts. The secret of the Norwegian's success was his new four-wheel-drive Gartrac prepared Xtrac Ford Escort, which featured a transmission system specially designed by Mike Ende and reliable turbo power courtesy of Zakspeed. Schanche won six of the nine qualifying rounds on his way to the European Rallycross title, in Finland, France, Belgium, Holland, Germany and naturally enough, in Norway. Of the other three, Martin only failed to score once, in Britain, where his engine uncharacteristically let him down for the second year running. Second place behind Walter Mayer's Audi Quattro in Sweden and fifth spot in Austria, where local hero Andy Bentza won, ensured Schanche's championship chances were never in any real doubt. However,

Seppo Nittymäki's Porsche won the Euro qualifier at the televised Lydden International.



British fans had to wait until December for a glimpse of his superiority as the Norwegian toyed with his opponents on his way to winning the Motaquip Grand Prix as well.

Four-wheel-drive really took European rallycross by storm last year, with the top seven cars in the Euro series so equipped. The most spectacular of these machines were the incredibly powerful twin-turbo Porsches of Finnish drivers Matti Alamäki and Seppo Niittymäki capable of producing a reputed 760bhp and 650bhp respectively. The innovator of the first four-wheel-drive Porsche to appear in European rallycross last year though was Swede Rolf Nilsson. Nilsson debuted his car midway through the season in France, where it finished fourth overall, but at the very next round, in Belgium, Alamäki and Niittymäki both had their cars converted to 4WD as well and the race was on to see who would be the top Porsche driver.

Nilsson's progress was hampered by the fact that he used a normally aspirated engine all year and thus gave away quite a lot of horsepower to his two rivals, but the Swede still managed to finish fourth overall in the series. Runner-up to Schanche and pushing the defending champion Ollie Arnesson down to third place was Niittymäki, while Alamäki finished an eventual fifth. British fans had an excellent opportunity to see both



Martin Schanche recorded 22 wins from 28 starts en route to his fourth European title.

the Finns in action at the televised Lydden International, where Alamäki smashed the track record by an impressive 5½ secs, but then suffered clutch problems which hampered his efforts to stop Niittymäki from stealing the show and winning the event outright, his first ever win in a Euro qualifier.

Sixth in the championship was Andy Bentza ahead of fellow Austrian Walter Mayer. None of the Audi drivers did really well during the season, mainly due to the efforts of that man Schanche, though Mayer did at least win the Swedish round with Bentza tops in Austria. Places eight and nine went to the two Norwegian Escort drivers Kjetil Bolneset and Gunnar Kittelsen while Quattro man Terje Schie rounded off the top 10. It had certainly been a good year for four-wheel-drive.

In Division 1 of the European series, Swede Anders Nordstedt proved almost as dominant as Schanche as he drove his Saab 900 to three firsts, four seconds and two third places to become champion. Lars Nyström, better known in this country for his exploits with a VW Beetle, took second place with the tank-like Volvo, but the big upset of the year was caused by complete newcomer Bjorn Skogstad. Virtually unknown before the start of the championship, Skogstad consistently qualified his Opel Ascona 2000i for the finals, and took maximum points in the

last round on home ground, thus claiming third place in class behind Nyström.

Away from the European Championship, a number of British drivers regularly competed on the continent, the most successful of these being Trevor Reeves, who took his Ford Fiesta to a class win in all of his races (despite rolling in one of them) to retain the up to 1600cc title at the Mandes circuit near Ingelmunster in Belgium. Other British drivers who competed either there or at the Eurocircuit at Valkenswaard in Holland included Escort driver John Cross, Len Pepper in his Renault 5 Turbo and Porsche pilots Colin Richards and John Smith.

## EUROPEAN RALLYCROSS CHAMPIONSHIP 1984

Division 2	
1 Martin Schanche (Ford Escort turbo).....	149
2 Seppo Niittymäki (Porsche 911) .....	118
3 Ollie Arnesson (Audi Quattro) .....	112
4 Rolf Nilsson (Porsche 911) .....	104
5 Matti Alamäki (Porsche 911 bi-turbo) .....	98
6 Andi Bentza (Audi 80 Quattro) .....	93
7 Walter Mayer (Audi Quattro) .....	73
8 Kjetil Bolneset (Ford Escort turbo).....	69
9 Gunnar Kittelsen (Ford Escort turbo).....	45
10 Terje Schie (Audi Quattro) .....	38
Division 1	
1 Anders Nordstedt (Saab 900) .....	150.5
2 Lars Nyström (Volvo 142) .....	113.5
3 Bjorn Skogstad (Opel Ascona).....	96



Dennis Atkinson's Porsche won Oulton Park's inaugural meeting before later having a big roll at the same venue.

again in there with the leaders, taking one win at Lydden. Having acquired a Porsche after writing-off his Escort the previous season, Dennis Atkinson suffered another setback when he had another big roll, this time at Oulton Park. Dennis had previously won the Cheshire circuit's inaugural meeting, with fellow Porsche driver Colin Richards winning the A final before dashing off to race in Ireland. But it wasn't long before Atkinson was back on the winner's rostrum, as he took two Croft meetings, one of which he dead-heated with Peacock in the Fiesta. The last Croft event of 1984 saw another Porsche driver, Des Winks, record his first ever win at the end of an otherwise none too happy year as the Scarborough driver struggled to find reliability with his new car.

Drivers who showed well during the year included Escort driver John Pearson and newcomer Geoff Thomas, who managed a third overall at Swindon Trevor Reeves — Division 1 Champion.



Hathaway, runner-up in Division 1, leads Brown's Fiesta and the Escorts of Brant and Bailey.



behind Squibb and Lloyd as well as a number of other Superfinal and final placings. Another Escort driver who had more than his fair share of problems during the year was Chris Horn, while Dave Wallis and Will Gollop were two regular finalists who never quite made it to that number one spot. Michael Quaife forsook his Chevette late in the year for an ex-development, factory built 4WD Opel Manta, but after only two meetings Quaife was made an offer he couldn't refuse and the car changed hands. 1985 may see the Quaife team bring out its own four-wheel-drive transmission.

The year started well for John Greasley and his twin-turbo Porsche 935 but, like Atkinson, a similar big accident when the Dage Sport Porsche hit a bank called for some hasty rebuild work. Greasley meanwhile went to see Rolf Nilsson with a view to converting the car to four-wheel-drive and it did in fact appear in this guise for the Grand Prix. That event drew a massive crowd and was a four-wheel-drive, turbo benefit as the Europeans demonstrated their fabulous machinery. Martin Schanche won from Olle Arnesson and World Rally Champion Stig Blomqvist, but British drivers Reeves, Barry Crump and Lloyd all made the Grand Prix race.

Finally, a look at the under 1600cc division. Dominated by Reeves, a Ford Fiesta proved the most successful car in this class with drivers such as Geoff Reynolds, Peter Brown and Bob Brookes

all producing some excellent racing between them. An interloper among the Fiestas was Paul Bailey in his rear-wheel-drive Mk3 Escort, while of the northern drivers not yet mentioned, Kevin Pease and Dave Illingworth both proved capable of meritorious results. Two of the most notable though were Mark Rensson, who produced some very good performances with his Mk1 Escort and Fiesta driver Colin Rowley who made the superfinal in a number of British cham-

pionship rounds. Southern driver Tony Brant had a great start to the season, but a very big roll at Croft put him out of racing for many weeks while a new car was put together. Using the BDA engine from the old Escort, Brant fitted it in a Sunbeam shell, and the combination proved quite competitive.

Things look as if they are going to change a good deal for the new season. Welch already has his new Xtrac 4WD Escort ready (although its debut at the Brands GP was spoilt by untypical engine problems), and there are a few other four-wheel-drive cars on the cards. Will Welch find it as easy to retain the British title as it was to win, or will Ripp, Reeves and Hopkins all debut their much rumoured new cars and give him a tough time? Then again, what has Gibson got up his sleeve for 1985?

**BRITISH RALLYCROSS CHAMPIONSHIP 1984**

**Division 2**

1 John Welch (Ford Escort turbo) .....	195
2 Tony Proctor (Ford Capri) .....	91
3 Trevor Hopkins (Ford Fiesta) .....	78
4 Rob Gibson (Porsche 911) .....	76
5 Barry Squibb (Ford Escort) .....	65
6 John Greasley (Porsche 930 twin turbo) .....	57
7 Dennis Atkinson (Porsche 911) .....	51
8 Keith Ripp (Ford Fiesta) .....	48
9 Dave Wallis (Porsche 911 turbo) .....	41
10 John Pearson (Ford Escort) .....	35

**Division 1**

1 Trevor Reeves (Ford Fiesta) .....	144
2 Barry Hathaway (Ford Fiesta) .....	79
3 Brian Peacock (Ford Fiesta) .....	61
4 Terry Barty (Mini) .....	59
5 Colin Rowley (Ford Fiesta) .....	49
6 Geoff Reynolds (Ford Fiesta) .....	43
7 Pete Brown (Ford Fiesta) .....	42
8 Stud Nicolau (Ford Fiesta) .....	41
9 Terry Brant (Sunbeam-Ford) .....	38
10 Dave Illingworth (Ford Fiesta) .....	37

Barry Squibb leads Mark Lloyd — both drivers suffered a troubled early season.



**AUTOCROSS**

**Eveson, by a short head**

While autocross entries continued to fluctuate across the country, the ever-popular Autolec and Stadium Sparkrite supported BTRDA Clubmans Autocross Championship once again proved highly successful. For the second year running, the competition proved so close that the outcome of the series was not resolved until the last round, and only then by the tie-decider rule after Escort drivers Charles Eveson and Malcolm Davies finished with equal points at the close of an eventful day. The verdict went to rally man Eveson, who took the BTRDA title back to Banbury for the first time.

Despite Walsall butcher Brian Betteridge setting the best time of the day in a number of the qualifying rounds at the wheel of his BDA-powered VW Beetle, the points scoring system gave frequent class winner Eveson the lead in the championship overall after the first few rounds, together with the initial leader and fellow Escort pilot Keith

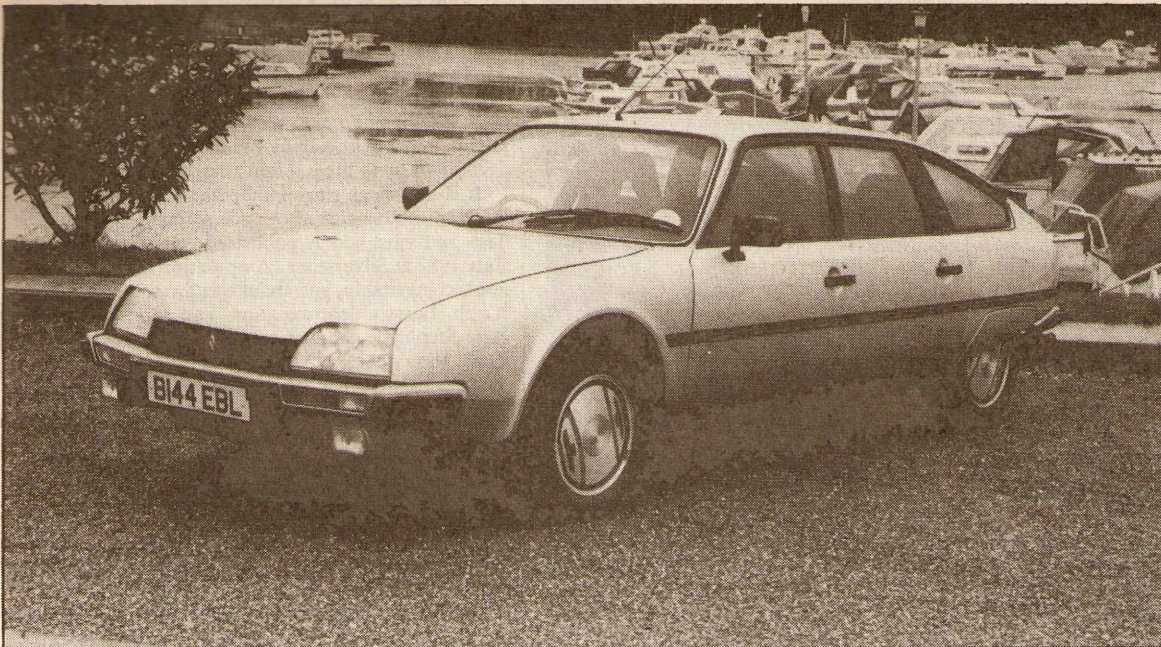
Goddard Then Davies and Betteridge too began to climb up the order as the opposition in their classes increased, so that with only one round remaining, all four of them were equally placed at the top of the table with maximum points.

Then in the final, disaster struck Betteridge. The crown wheel broke on his VW and that was the end of his championship hopes. That was not the end of Betteridge's day though. After a quick meeting of all concerned, Brian was allowed to take up the offer of the loan of Eveson's Escort and he promptly went straight out and won the meeting again! Both Eveson and Davies were fastest in their respective classes in all three of their runs to still tie at the end of the racing, so the tie-decider rule was applied and the 1984 BTRDA autocross title was Eveson's.

John Cooledge won the trophy for the best newcomer to the series, the ladies award went to Pat Rylands and the class award winners were Andrew Hoare (A), Pete Maslen (B), Trevor Lawson (C), Cooledge (E), Betteridge (F), Davies (G), Eveson (H) and Bill Rowkins (K). And it was good to see the 1978 champion Ron Easton still racing his immaculate TVR Vixen after 20 years of supporting the series!

**BILL MANTOVANI**





Outwardly similar to other CXs, the Turbo has performance that would leave them for dead, in a civilised manner of course...

## Citroën's best yet...

MIKE MCCARTHY was highly impressed with Citroën's extremely civilised CX Turbo

It says something for the development of the motor car, and the introduction of the turbocharger in particular, that barely a decade ago the Citroën SM, that magnificent folly, was very firmly considered to be a Supercar, while today the Citroën CX 25 GTi Turbo, with a performance almost identical, is simply regarded as a very hot saloon. A very quick saloon, a very comfortable saloon, even an expensive saloon to be sure, but *not* in the Supercar bracket.

On paper, turbocharging the CX was exceedingly logical. There was a wind-cheating shape (Citroën were quoting low drag figures years before it became fashionable), superb stability, and great comfort: if ever there was a car that could cope with extra power it was the CX. There were two alternatives: use the PRV V6 engine as seen in Renaults, Peugeots and Volvos (and we know there are CXs running around with this power unit under the bonnet) or turbocharge. Citroën chose the latter.

The engineers at the Citroën Research Centre didn't just bolt on a turbocharger and leave it at that. The result of their investigations and development is what can be termed a 'second generation' application. Previously, boost tended to follow engine speed almost linearly, so that maximum boost occurred at peak engine speed. This was fine for the extraction of a lot of power, but led to some unpleasant side-effects — the famous turbocharger lag, for one. Thus the Citroën engineers tailored their boost curve to give maximum pressure (0.57 Bars, or about 8psi) at 3250rpm, the point of maximum torque, then dropped it to 0.43 bars (about 6psi) at maximum power (5000rpm).

The result is an increase in power over the naturally aspirated version from 138bhp (DIN) to 168bhp (DIN), both at 5000rpm, plus a far more dramatic jump in torque, from 155lb ft (DIN) at 4000rpm to a massive 216lb ft (DIN) at a much lower 3250rpm.

To cater for the extra power much of the engine and its ancillaries have been modified — the head, pistons, valves and exhaust system, for example. There is a knock sensor to alter timing at the onset of detonation, integrated electronic ignition, and fuel cut-off if engine speed exceeds 6000rpm. Relatively little has been done to the running gear, though, which shows just how good the basic CX is. The hydropneumatic suspension has been refined via modified damper rates, and an increase in anti-roll bar diameters

front and rear, while fat 210/55VR390 Michelin TRXs sit on new 150TR390 alloy wheels. Braking has been improved, too — by fitting larger front air scoops... And that's it, apart from a rear spoiler which in fact really brings the drag factor back to what it was before a second wing mirror was fitted.

Inside, the interior has been revised, the most dramatic change being the replacement of the 'cyclops eye' instruments with a more traditional (and, it must be said, more readable) set of round dials and needles.

With the turbo, Citroën have achieved the opposite effect to previous CXs. Floor the throttle at almost any revs and the impression it gives is that (sounds apart) there is a very healthy V8 under that long bonnet. Turbo lag is virtually eliminated, the car simply heaving itself forward in a glorious surge.

It is interesting, in fact, to compare the CX Turbo's performance with that of a similar machine, the Saab 900 Turbo 16S. The CX has a much higher top speed, 135mph as against the Saab's 125mph, according to *What Car?*. On acceleration, though, the Saab nearly matches the Citroën in the 60mph dash, taking

The power assisted steering means that corners have to be steered out of as well as into.

8.2secs as against the Citroën's 8.0secs.

But consider now the 30-50mph times. In third, fourth and fifth, the Citroën takes 4.0, 5.6 and 10.9secs respectively: the Saab takes 4.4, 8.1 and 13.0secs. Advantage Citroën. Between 70 and 90mph, though, the Citroën takes 9.3secs and 9.9secs in fourth and fifth, the Saab 5.7secs and 6.0secs. Advantage Saab — but it does show that the CX has a very healthy low-down urge.

One traditional aspect of the CX that has been retained is its ability to cruise at elevated speeds — the turbo will sit happily, safely, quietly and comfortably at between 110 and 120mph for hour on end. For a big four, smoothness is commendable, though it doesn't match some cars with more cylinders.

It was all the more a pity, then, considering the performance, that the gearchange on our test car could only be described as obnoxious. It was rubbery and obstructive, with a 3/4 plane bias that was too strong, so that finding first and second was a chore. It wasn't helped by the car's soft springing — each change was accompanied by a nasty lurch.

It is almost impossible to talk about the CX Turbo's steering without saying something like 'idiosyncratic' or 'typically Citroën'. As is well known, there is full power assistance arranged in such a way that, if the wheel is released, it returns to the straight ahead, not by castor action but by force. The result is that you have to steer the car *out* of a corner as well as into it, instead of

allowing the car to find its own natural, progressive line.

Roadholding and handling are to a very high order. The CX Turbo may not be a car that will take lap records on a track, but on ordinary roads the levels of grip from those fat Michelins is very high, and the natural characteristic is a stable understeer. In spite of the thicker dampers front and rear there is still quite a lot of roll to deter the more enthusiastic driver.

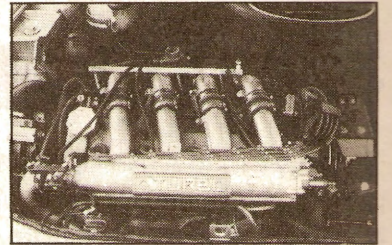
Like the steering, the CX's brakes are 'idiosyncratic'. There is more progression to the pedal effort required than there used to be, but it still requires some delicacy on first acquaintance.

The Citroën's forte has always been its quite astonishing comfort levels. Those big, soft seats are, in my opinion, simply the best in the world — and I dearly wish the Germans, for one, would copy them. For a long trip they are unsurpassable. Add to that the fabled Citroën ride and this is one high performance machine that has not traded road manners for comfort.

Behind the wheel there is plenty of room (with even more in the back). All the major controls are well placed. The non-return indicators are an irritation, though, and while the new instrument cluster is an improvement, their design is not particularly inspired. Nor is the heating and ventilation system up to standard.

Summing up, I would say the CX Turbo is the best Citroën yet. It now has the sheer stop-watch performance to match its other attributes, and is one of the most civilised forms of spacious transport around today. A touch less of the Citroën oddities and a better gear-change would make it almost perfect. ■

This turbo means an extra 40% torque.



### CITROËN CX 25 GTi TURBO

£12,990

#### Specification

Cylinders/capacity	Four in line, 2500cc
Bore x stroke	93mm x 92mm
Valve gear	Pushrod ohv
Fuel system	Bosch L-Jetronic fuel injection, Garrett T3 turbocharger
Power/rpm	168bhp (DIN) at 5000rpm
Torque/rpm	216lb ft (DIN) at 3250rpm
Gear ratios	3.167, 1.833, 1.207, 0.882, 0.674:1
Final drive	4.214:1
Steering	Power assisted rack and pinion
Brakes	Powered discs front and rear, ventilated at front
Wheels	Light alloy, 150TR390
Tyres	Michelin TRX 210/55VR390
Suspension (F)	Independent by hydraulic struts and transverse arms, anti-roll bar
Suspension (R)	Independent by hydraulic struts, trailing arms, anti-roll bar

#### Dimensions

Wheelbase	112ins
Length	183ins
Width	70ins
Track (F/R)	60/64ins
Weight	27.3cwt

#### Performance

( <i>What Car?</i> figures)	
Maximum	135mph
0-60mph	8.0secs
50-70mph (4th/5th)	5.2/7.9secs
Fuel consumption (Urban/56/75mph)	20.2/35.3/28.5mpg
Test consumption	23.7mpg





Barry Sheene retired from motorbike racing only a month ago, now he plans to race the Toyota Supra in the Trimoco series.

# Supra star?

Toyota's Group A pilot for 1985, Barry Sheene, talked to JOE SAWARD about his past and his hopes for the future in the four-wheeled racing world

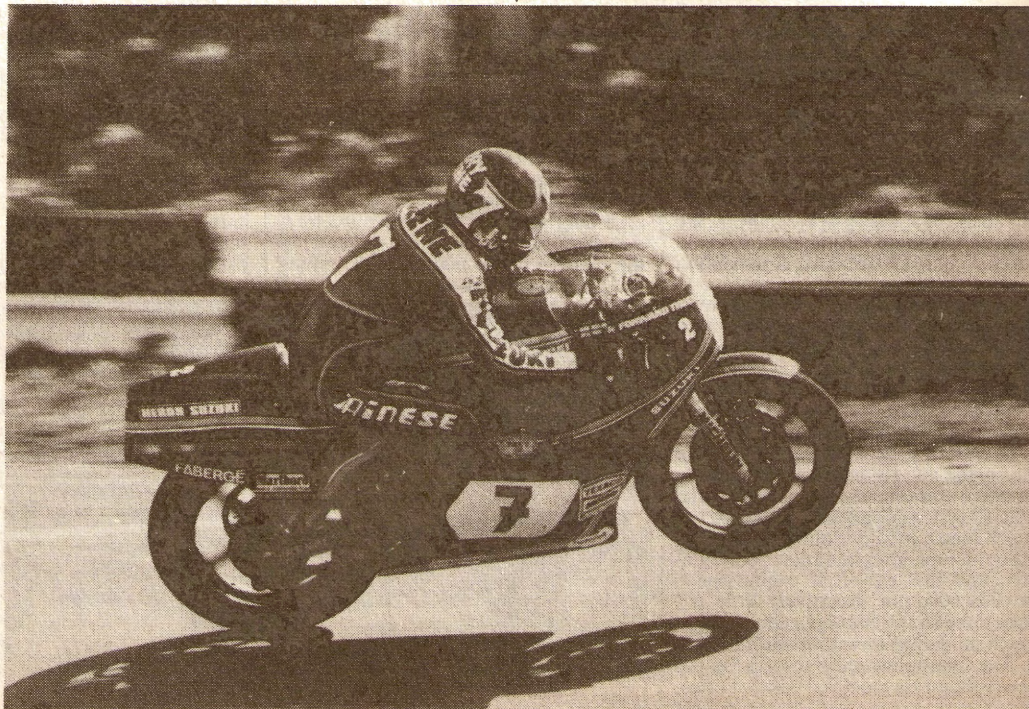
Everyone knows the name Barry Sheene — motor cycle champion and survivor, a legend on two wheels. Always quotable, photogenic, and, in his own words, with “more rabbit than Sainsburys”, Mr Sheene is a PR man's dream. Considerable doubts were expressed when it first became known that Sheene had decided to take up saloon car racing and signed to drive the Toyota Supra previously piloted by Win Percy. To the cynics, that seemed rather like offering Lord Olivier a part in *Gremlins*. The sneaking suspicion is that the theatrical aristocrat might just take it seriously and put in a fine performance, so why not a motorcycle star on two wheels? After all, there was John Surtees and Mike Hailwood . . .

Win Percy is not a man given to wild statements and he has a few quiet words to say of his successor at Toyota “I think Barry will surprise quite a few people, just you wait and see.”

Sheene admits that he has a great deal to learn, but taking to saloon cars is just another challenge in life. “I think everybody needs challenges in life and I'm really looking forward to having a go in saloon cars. I remember when I started flying. I had bought a helicopter, which I really needed to get around with, and I only had three weeks to learn to fly it, get my pilot's licence, and pass all the exams and everything. I had never considered myself an academic or anything, I flopped my 11 plus and ran away from school at 14, but, I had bought the chopper and when the people came along to deliver it I said, ‘Right, I want to learn to fly it’. They said that was no problem, how much time did I have to learn? I said, ‘Well I have to get it inside three weeks’, and they just said — don't bother!

“In the end I got my licence in 17 days and passed all the exams. I think if you set your mind to something, get your head in gear and try as hard as you can, you can do no more. I will drive as best as I can, I'll put my heart and soul into it and if it doesn't work, that's all I can do.

Spectacular as ever on bikes, Sheene was 500cc World Champion twice in the late Seventies.



“I am serious, very serious. I'm not saying that I'm going to come into saloon cars hoping for greater things. I don't want to go to Formula 1, but I would like to do really well. My sights are set on being as good as I can in saloon car racing.

“Everything I have ever done I've been serious about, and if people think I'm dining out on my name, well that's up to them, I don't care.”

It is that same singlemindedness that brought him back to motorbikes after each serious accident. The last, and most widely publicised, was the accident in July 1982 at Silverstone. Amputation of both his legs looked inevitable, yet, thanks to the surgery of Nigel Cobb, Barry's determination, and support from his wife Stephanie, he was racing bikes just nine weeks later. Nine weeks . . . Think about that, then sit down and have a stiff drink. If he can do that, saloon car racing will be easy! But where did the idea to go car racing come from?

“It was after I retired. I have always thought a great deal before making any major decisions, taking everything into account. I think you should say what you think and do what you say.

“He 'phoned me up the next day and told me I had been driving with the brake balance bar broken. I said, ‘Oh really, what does that mean then?’ ”

“How did it come about? Well, I had given up bikes, but I had the truck racing thing (that is all tied up because I have a relationship with DAF trucks), so I knew I'd be doing that and I thought, ‘Well I've always enjoyed saloon car racing and it would really good to get into the old Trimoco series’. I don't really know anything about any other racing cars, but in saloons, you can go out and if you are any good you can win races. The Group A thing looked really nice, so I had a look at it — the BMWs, Rovers, Toyota and what have you — and then I asked around.

I talked to Andrew Marriot of CSS Promotions and he said that there was a place open at Toyota. I 'phoned up Tom Walkinshaw and asked him what he was up to, I honestly didn't know. It was the first time in my life I had actually bought any car magazines. He said I could have a run in one of his Rovers to see how I liked it. All along, people kept mentioning the Toyota drive, so I gave Mike Copeland at Toyota a ring and said, ‘I've heard you've been testing drivers, is there any chance you can give me a run?’ He more or less asked me if I was serious about it, and I said, ‘Well, sure I am’. To cut a long story short, I went up to Donington to test.”

The weather at Donington was terrible. “It was ridiculous, I did three laps in the car, and it was just like

skating. Win (Percy) went round and he came in saying it was hopeless. Anyway I went down to the Old Hairpin, I was only going about 60mph and it just slid onto the grass gently and stopped."

The following day, the tests moved south to secluded Goodwood, with the press beginning to scent a story in the making and everyone trying to keep the whole thing secret. Barry had something to prove to himself and to the people at Toyota.

"At the end of the day at Goodwood I was three-tenths or something slower than Win and I was a bit fed up with that — it seemed a hell of a lot slower to me, but they all seemed pleased, but I said 'Yeah, but Win's still quicker!' I know he's one of the quickest guys in the business, but in bike racing, I used to expect to be quicker than the others so it didn't matter who it was.

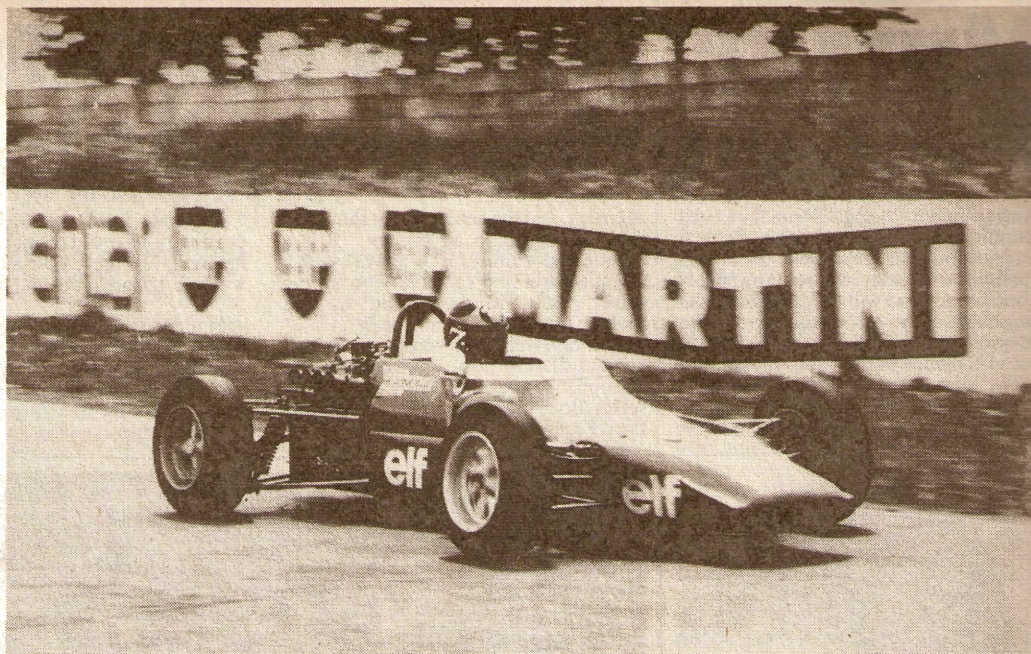
"Goodwood was a real journey into the unknown, I'd never driven round the place in my life, and the weather was terrible. There was so much water lying on the track that Win and Mike Copeland had to go round brushing it off while I tried to learn the track in a road car."

Many people will remember Sheene's earlier exploits in motor cars, but not even he could remember the first one clearly. From somewhere in the depths of AUTOSPORT's photographic files we had discovered a 1975 shot of a youthful looking Sheene in a Formule Renault car in France. "I've got to tell you about that one. That was the Winfield School at Magny Cours. I'd forgotten all about it! I only did a few laps. The English guy who ran the place (Richard Knight) asked me if I wanted to have a go in one of his cars. I had just been off to lunch and I said, 'Oh yeah, sure, hic!' No, I wasn't drunk or anything, but I had just had lunch. I don't really count that as my first go in a racing car.

"The first real time was in 1976. John Surtees phoned me up and said did I want to have a go in his F1 car? Well, I said yes and went down to Brands with George Harrison to keep me company and did about 30 or 40 laps. I think I ended up about 2secs outside the lap record or something. I didn't really know anything about cars — still don't really — but I remember one thing, every time I put the brakes on the rear end kept coming round and the car would tip over and I really didn't go for that at all. John was really chuffed about it and he phoned me up the next day and told me I had been driving with the brake balance bar broken. I said, 'Oh really, what does that mean then?'"

Although he was also to try an Arrows F1 car, it was not until 1979 that Sheene was given his first try in a saloon car. "Richard Lloyd was running a little Akai sponsored VW Golf at the time and a mate of mine asked if he could have a drive. Richard said: 'No, but I'll give your mate Sheenie a run!' So off I went to Silverstone to do some testing and when I came into the pits they were beaming all over their faces. Apparently I

Testing the Toyota was hampered by the terrible weather conditions. Toyota however were impressed.



Above: Sheene's first taste of a racing car was in 1975 in a Formule Renault at Magny Cours. Below: Racing one of the TWR Mazdas



was only half a second slower than Richard's best times after only eight laps. It was good, because Richard really taught me a lot of things, you know, really basic things that you don't know unless you're in the business." The race itself was a bit different, Lloyd started the race and soon afterwards broke a driveshaft and it was not until another car had been cannibalised that Sheene was able to go out for some lappery, by which time the race was all but over.

"The next time I did anything was after the French

GP year, I was really down in the dumps. I had crashed badly and lost my little finger and a friend of mine phoned me up and asked me if I wanted to drive a saloon car. So I said, 'Oh sure, I'm lying here in hospital'. Well it wasn't until the weekend, so eventually I said okay — anything to get out of the hospital. I went up to Scotland and met Tom Walkinshaw for the first time at Inghliston. It was one of those BMW County Challenge races. I did a couple of laps and came in and bombarded poor old Tom with questions for about half an hour and he told me exactly what I should do. I did what he said, and after practice I came in and they were all smiling. I'd got pole position. The race started and went okay, and I won by 12 secs. That was nice, I enjoyed that." When pressed on the issue Barry actually admitted that he did not really know who he was racing against that day. "The only one I knew was Barrie Williams." The record books also show Martin Brundle and someone by the name of David Brodie.

**"I've never seen anything blow up like that before. It was like a smoke bomb on wheels. There was oil everywhere . . ."**

Sheene's saloon car experiences stretch to one more event, racing one of TWR's Mazda RX-7s at Mallory Park. "I made a horrendous start, and was just starting to come through when I came up behind one of the Rovers when it dropped its lunch in front of me. I've never seen anything blow-up like that before. It was like a smoke bomb on wheels. There was oil everywhere and I spun off."

That is it. Three races in saloons. It must be rather daunting to be about to take over from one of the leading exponents of saloon car racing in Europe? "Oh, no doubt about it. It is daunting. It's like asking a boy scout to take over Winston Churchill's job. It really is like that. Personally, I think Win Percy is the business, I've seen him drive the Mazda and I think he is the best. When we were testing the Toyota, you know, there'd be plenty of people who wouldn't want to help you, but Win was doing everything he could. I've really got a lot to learn, but I think I can be quick in saloon cars. After a half a day at Goodwood I was really beginning to enjoy it, because I was beginning to understand how it all worked.

"Hopefully, before the season begins, I'll be doing lots of testing, well, not so much testing but practising. The thing is that when I was racing bikes I would be able to tell the mechanics what needed doing, to start with I will only be able to tell them what the car is doing, I don't really know how to fix it. That's the big difference."

I won't pretend that I wasn't sceptical when I heard Sheene was joining Toyota. Now, I can't help agreeing with Win Percy. "Just you wait and see . . ."

# Murray Taylor Racing runs works Mondiales

Murray Taylor Racing will run the works Mondiale chassis in British FF1600 competition this year. The deal was finalised on Monday, whereby the Silverstone-based Kiwi will field two of Leslie Drysdale's neat M85S chassis for the talented young Eddie Irvine and Marlboro Challenge winner Tony Walsh.

The Mondiale Car Company of Bangor, Northern Ireland, and MTR were brought together by Eddie Jordan Man-

agement, and the arrangement should be most beneficial to all parties. "It is a unique opportunity for us to work with a manufacturer and run a very promising driver", says Murray, "and we are looking forward to it immensely".

The cars will be powered by Minister engines, Irvine's in the RAC and selected European rounds and Walsh's in the Esso series. Both will also contest the Formula Ford Festival.

Drysdale and Denis McGall are supporting 19-year-old Irvine's drive, Eddie having given the Ulster *marque* its first win in England at the end of last year.

Peter Moyers will manage the FF1600 effort and is currently collecting the Mondiale rolling chassis from the factory. The cars should provide an exciting and competitive new force in the major championships.

## Townsend back Juniors

Townsend Thoresen have announced that they are to sponsor the BARC's Junior FF1600 championship. To be eligible, drivers must be BARC racing members and holders of an RACMSA Restricted Competition Licence on or after January 1st 1985, and not have previously held a National or International licence. Drivers may, however, have their licences upgraded during the season.

In order to keep to the novice spirit of the regulations, a driver who has placed in the top 10 end of season classification of any recognised FF1600 championship, or who has previously raced in FF1600 for more than two years is not eligible.

Points for the championship will be 9-6-4-3-2-1 plus 1 for fastest lap at each round, with competitors dropping their worst two scores. The first round will be at Brands Hatch on March 3.

## Divina carries on climbing

Hillclimb enthusiast Terry Grainger is again fielding his superbly prepared historic cars in Midlands events this year, with Divina Galica continuing as his driver.

Terry's ex-works/Oscar Moore HWM Alta Jaguar has been rebuilt over the winter by Russ Ward's Cheltenham Spa Motor Company and is powered by one of Jim Tester's 300bhp Jaguar 3.8-litre units.

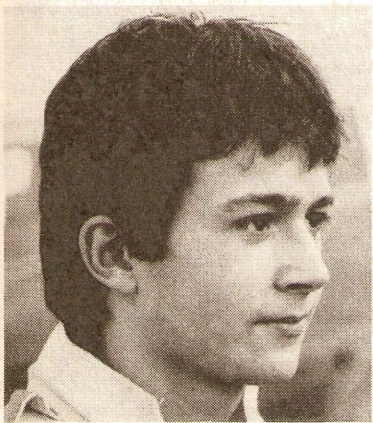
The Simon Hadfield-built Lotus 23B (driven with great success by Gillian Fortescue-Thomas a couple of years back) will provide something of a contrast for Divi at Shelsley Walsh, Prescott and Loton Park events. Racing Fabrications supplied its Lotus twin-cam engine.

## Full season for Owen

Reigning 750MC FF1600 champion Nick Owen is to contest the full Racing Displays British FF2000 championship this season, with Ab Pandaal's Kempston Micro Electronics equipe. Owen will be teamed with former FF1600 sparring partner Barry Pomfret in the Bedford company's ex-Swallow Reynard 84SF chassis. Pandaal himself will drive a Van Diemen RF82 FF1600 car, before graduating to the 2-litre class at mid-season.

The underrated Owen, a police officer at Heathrow Airport, had his first run with the team in the final BBC *Grandstand* race last season, while school teacher Pomfret also appeared in the MCD winter series. The Kempston team, with its distinctive light blue livery, is also contemplating selected EFDA Euroseries FF2000 events.

Owen — FF2000 chance with Kempston.



Packer — FF1600 Van Diemen

## HART to run Packer

The Hampshire Automobile Racing Team has worked particularly hard this winter on putting together a number of good FF1600 and F3 deals for 1985.

Hot on the heels of the team's deal to run Bill Coombs in F3 with the SHAPE Anson; comes news that Jeremy Packer will drive a new Van Diemen RF85 for the Pewsey equipe in the forthcoming Townsend Thoresen RAC FF1600 series.

Packer, who started racing last year in the novice championships, is backed by his father's Weldspares organisation which has bases at Alton, Warrington and West Bromwich. He also competed in the BBC *Grandstand* FF2000 series, to gain experience with slick-shod cars.

HART partners Richard Speakman and Michael Thorne will shortly be announcing the team's other plans in the formulae.

## More Austin 7 classes

The 750 Motor Club has announced two new categories of Austin 7 racing for this year. These will cater for Historic 750 Formula and early post-war Austin 7 Kit cars.

The historic 750F class caters for Austin 7 based racing cars raced in Formula events between 1949 and 1966, while the Kit Car class will admit the plethora of specials built in the early post-war years, such as Speedex, Hamblin, Heron, Ashley, and so on.

The club is to hold a test day for these cars on April 13 at Goodwood, followed by a six race series. Anyone interested should contact the General Secretary, Dave Bradley, 16 Woodstock Rd, Witney, Oxon. Telephone: Witney (0993) 2285.



Scott Stringfellow's Hippodrome Reynard is to be overseen by former BRDC man Paul Cherry.

## Hippodrome Racing 85FF for Stringfellows Esso tilt

The fashionable Hippodrome night club in London's West End played host to the motor sport fraternity last Tuesday evening, to mark the launch of its own Formula Ford 1600 racing team.

Hippodrome Racing has been set up by Scott Stringfellow, the 19-year-old son of Stringfellows and Hippodrome nightspot owner Peter, and will be run by Paul 'Datsun' Cherry, late of the BRDC.

The team's dramatically liveried Reynard 85FF chassis — introduced amid the Hippodrome's remarkable laser light show and dry ice — will be entered in an ambitious programme of over 40 races this season, centring on the Esso championship.

Young Stringfellow started racing last year, competing in about 20 races with a Richard Dutton-run Reynard. Benefit-

ting from guidance of Russell Spence, his results improved consistently during the season.

Cherry, formerly a mechanic with Lotus, Shadow and ATS in F1, the Nimrod sports car team and Formula Atlantic and CanAm outfits in the USA, has taken over Madgwick Motorsport's old base at Silverstone, from which to run the show. Stuart Collins will prepare the Minister-powered chassis.

The sponsorship and promotional package is Peter Stringfellow's third venture into motor racing, the Yorkshire entrepreneur having previously backed David Hunt's F3 car under the Stringfellows banner, and the F5000 Chevrons of Tony Dean and Bobby Brown in the colours of Cinderella Rockerfella's club in the early 1970s.

## Damon Hill's three year Ricoh Copiers contract

Ricoh Copiers, the Japanese office automation specialists, have signed a further three year sponsorship deal with Damon Hill who, with managers Leisure 10-12 Ltd, introduced them to motor racing last season.

Damon's impressive showings in FF1600 at the end of last year are a clear indication of his potential on four wheels — and his accomplished victory in the Champion of Brands motorcycle series highlights his versatility.

The Grovewood Award commendation winner will rejoin Manadient Racing in 1985, Kevin Barrett's company having guided him in his previous FF2000 and FF1600 pursuits.

Hill will contest the major British FF1600 championships in a new Van Diemen chassis, with a view to immediate graduation to FF2000 and beyond. Dedication was always one of his father's strengths — Graham would have been proud of Damon . . .

# Ambitious RS plans for Ilford-backed Smith

Following their outstanding Ford Fiesta Challenge campaign last year, Ilford Photo is to expand its motor racing involvement this season, retaining the invaluable services of BBC Television and Radio presenter Mike Smith as a focal point of the team.

Ilford's striking pink, yellow and blue corporate livery will be seen on a brand new Ford Escort RS Turbo in 1985, the car built to production saloon specification by Tracker Vehicles in Essex. The Shell-lubricated engines are currently undergoing development by turbo specialist Terry Hoyle.

Mike will race the potent Escort RS in selected rounds of the Uniroyal and Monroe prodsaloon championships, including the Willhire 24 Hours at Snetterton in June. He will be partnered on occasions by Lionel Abbott in the Stuart McCrudden managed team.

Smith, who won several Fiesta races last season, also hopes to run a Group A version of the RS Turbo in a number of prestigious events, including the Trimco championship round at the British GP meeting, the Silverstone TT and perhaps some European meetings.

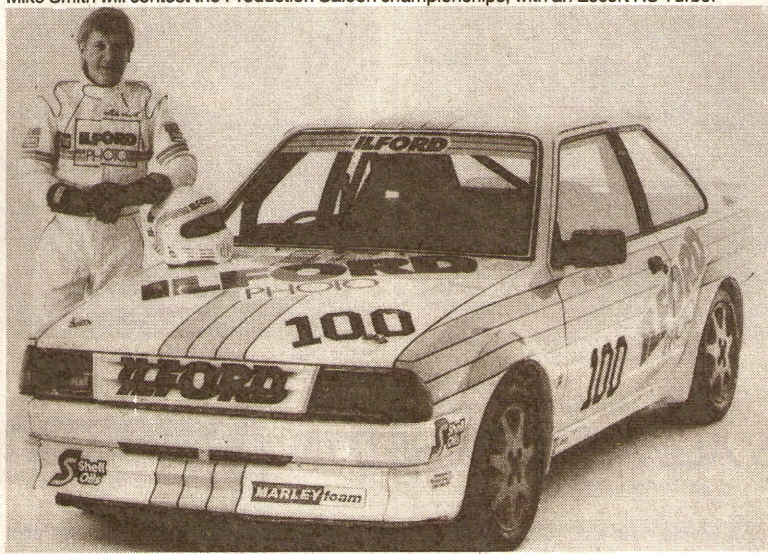
As last year, Ilford will present a new Ford Escort XR3i to the winner of a

photographic competition centred on the racing team. Full on-site product information will be available to the public, helping to maximise the enjoyment of

Mike Smith will contest the Production Saloon championships, with an Escort RS Turbo.

photography at race meetings.

Mike will give the Ilford Photo Escort Turbo its race debut on March 3 at Silverstone.



## Tierallon to promote facelifted Mondello

Tierallon Limited, a Newbridge based consortium comprising Jack Tierney, Frank Fallon and Brendan Lillis, will promote all meetings at Mondello Park in Ireland this season. The company leased the Naas track for motorcycle events last year (with tremendous success) and has agreed terms to extend its activities to cover car meetings with Stuart Cosgrave of Motor Racing Circuits Ltd.

The circuit will benefit from a much needed facelift, to be completed in time for the opening race meeting of the season, on March 16-18. Mondello is already open for testing (club circuit only until the last Winter rallycross is run and the longer track cleaned) and is shaping up well. Tierallon's new lease covers 1985 only, for the time being.

## AMOC Jubilee

The flourishing Aston Martin owners Club is celebrating its Golden Jubilee this year with the high spot being a Grand Tour of Europe from June 6-17.

The St. John Horsfall meeting at Silverstone is a two day event this year on June 21/22 and there will be a Concours d'Elegance at the Middle Wallop Horsfall meeting on August 18. The club will continue to organise the Wiscombe Park Hillclimb on April 20/21, the Brands Hatch International Historic meeting on May 5 and the Oulton Park Historic meeting on September 15.

The jubilee will culminate on November 22 with a ball at the Dorchester.

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## Crosslé 60F almost ready . . .

The new Crosslé FF1600 contender, designated 60F, should be running with its production bodywork this week, the car having been seen until now (it has been tested since October in this form) in its prototype aluminium cladding.

Sligo's Anthony Murray has again

been offered the works chassis to campaign in Irish championship events and, hopefully, the RAC British championship. Opposition is likely to come from reigning Dunlop Sexton Trophy winner Vivion Daly in a works-assisted Reynard 85FF.



John Crosslé at the Ulster Folk and Transport museum with a 16F FF1600 and 5S Sportscar.

## . . . marque register formed

A Crosslé Register has been formed to cater for marque enthusiasts who are seeking more information about their cars. Members will receive a twice yearly newsletter containing detailed histories of individual models. There will be parts information together with restoration profiles and previews of future factory plans.

One of the main reasons for the

register's formation is the great upsurge of interest in Classic and Historic racing, for which many Crosslé models are highly desirable. For an annual subscription of just £10, members can keep in touch with the latest news. Anyone interested should contact Mrs Rosemary Crosslé, Crosslé Car Company Ltd, Rory's Wood, Old Holywood Road, Co. Down. Telephone: Belfast 63332.

## Carcasci in Van Diemen!

The Reynard press office, it seems, jumped the gun last week in announcing that Brazilian kart ace Paolo Carcasci had signed to drive a works-assisted car. The highly rated Carcasci was, in fact, at Van Diemen on Monday, signing papers for the second factory FF1600 drive . . .

Carcasci follows in the footsteps of Chico Serra, Mauricio Gugelmin, and Ayrton Senna at Van Diemen, and is high recommended by his predecessors. He will be teamed with Mark Blundell in the Adrian Barnard-managed team, and will base himself at Snetterton!

## New owners for Nayler

The Dudley-based Nayler Road & Motorsport concern has recently undergone a change of ownership. The company's new directors are hillclimber/Formula Atlantic and S2000 racer Tony Westwood, NMRS chief mechanic Mick Moberley and the company founder Richard Nayler.

Naylers will run Evan Clements and Westwood in their S2000 Royales this season, plus pre-'81 sports cars for Anthony Llewellyn-Davies and Dave Karaskas. Dud Moseley, in addition, will also have an NMRS prepared engine in his unique Motus Mk10BX chassis.

The West Midlands team is also looking to break into the new Renault 5 Elf Turbo cup series, with the capacity to run two cars. The company will continue to offer full preparation and rolling road facilities to race and rally competitors.

## Avon support Prescott School

The Bugatti Owners Club's Prescott Hillclimb Drivers School has recently acquired sponsorship from Avon Tyres and their enthusiastic motor sport distributor BMTR. The school allows both existing and prospective hillclimb competitors to benefit from the experience and guidance of Roy Lane, twice RAC British Hillclimb champion and reigning RAC National Sprint title holder.

Full briefing is given before pupils take to the beautiful Cheltenham hill in their silenced road cars, then expert analysis and tuition (using video playback) to improve skills.

The cost is £40 (including lunch and tea) and represents excellent value, with the hill fully marshalled at all times. Six courses will be run during the season; one a month from April. Geoff Ward has full details on (024267) 3136.

### BRIEFLY

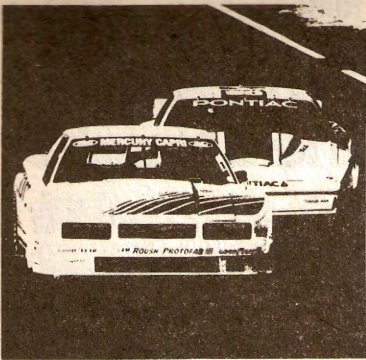
■ **AUTOSPORT** readers will be delighted to hear, as we were early this week, of the forthcoming marriage of Roger Pedrick and Lynn Littell. Despite serious injuries sustained in an FF1600 testing accident several years ago, Roger has continued to support the sport (and English drivers in particular) with Festival trophies and the loan of race engines. Lynn, who worked at Queen Mary's Hospital, Sidcup, when he was first admitted, will tie the knot with Roger in Tunbridge Wells on March 1.

■ Former Junior British kart champion Davy Evans is joining Racefax for the RAC FF1600 championship this season. He will run a Mike Baker-prepared Van Diemen-Auriga RF85 alongside double novice champion Jonathan Bancroft.

■ Dulverton driver John Pugsley, so rapid in Davrian and Lotus Elan mod-sports machinery a few seasons back is returning to racing this year with a special saloon Sunbeam Stiletto.

■ Mark Waghorn is forsaking his elderly Van Diemen RF81 FF2000 chassis for a new Rondeau in which he intends to contest the Racing Displays British FF2000 championship this year. His car will be backed, as before, by Citroen agents BWB Motor Services.

■ Rushen Green Racing are to start the forthcoming FF2000 season with a trio of 1984 Reynards, although Martin Donnelly and sponsor Frank Nolan were seen last week at the Van Diemen factory! Thomas Jans will join the Ulsterman in a strong line-up.



**INTERNATIONAL RACES**

**DAYTONA IROC**

**First blood for Darrell**

The first race in this year's IROC series, for 12 drivers in identical Chevrolet Camaros, took place at Daytona last Friday, with a 100-mile race over 40 laps of the International Speedway.

With grid positions decided by a draw, John Watson lined up on pole position with Mario Andretti alongside. Both, however, were swallowed up at the start, Andretti suffering from an ignition problem and pitting after two laps, before finally retiring on lap 5.

The race settled down with Foyt, who started ninth, leading Cale Yarborough, Terry Labonte, Tom Sneva, Bobby Rahal, Darrell Waltrip, Jochen Mass and Tom Gloy. Further back, Derek Bell and Watson were still in touch, but both had lost the draught from the leading cars.

Crossing the line for the 16th time, there was much manoeuvring and Gloy's car went sideways before flipping and running down to Turn 1 on its roof. Gloy scrambled out unhurt and the resulting yellow saw Labonte pit to change a damaged tyre. On the restart, a five car train comprising Foyt, Yarborough, Sneva, Waltrip and Rahal broke away to contest the lead. On the last lap, Yarborough went inside Foyt down the back straight and through Turns 3 and 4 Foyt was squeezed high up near the wall. Sneva tried to go underneath both of them, but hit Yarborough, who slid into Foyt and sent all three spinning down the straight towards the flag. Foyt's windshield flew over the fence into the grandstand without causing injury, and amid the confusion, Waltrip came through to win at an average speed of 182.278mph. Sneva finished second with Foyt third and Bell fourth amidst the mayhem.

Final lap — A. J. and Cale at Turn 4.



**DAYTONA (USA)**  
**Feb 15**  
**International Race of Champions, round 1**  
**40 laps — 100 miles**

- 1, Darrell Waltrip, 32m55s, 182.278mph;
- 2, Tom Sneva, 40 laps;
- 3, A.J. Foyt, 40 laps;
- 4, Derek Bell, 40 laps;
- 5, Harry Gant, 40 laps;
- 6, Cale Yarborough, 40 laps;



**NATIONAL RALLIES**

**SNOWMAN RALLY**

**Ball in the snow**

The opening round of this year's Esso Scottish Rally Championship, the Ladbroke Snowman Rally, was a real cracker in more ways than one. Four of the eight stages were snow-free and suffered from severe dust clouds in bright weather, while the other four were ice encrusted and snow covered. Tyre choice was therefore critical.

A capacity entry of 120 cars had been received by Highland CC, but over the first two stages, things were normal with Alistair Brearley in the Weldex/Pringle Chevette taking a narrow lead over George Marshall's Precision Engine Services example and Tom Muir in the Mobira Ascona. The picture changed dramatically in Whiteash Forest where Brearley had narrow snow tyres and just ran away from the rest of the field.

Behind him, the top seeds struck trouble on the treacherous surfaces: Marshall's and Robin Christie's Chevettas on the wrong tyres; Muir off on the snow with no damage; Wilson Girvan's Celica with a bent steering rack; and Doug Raich's Sunbeam misfiring. David Gillanders, in the new Volvo Turbo, got held up for 2mins by another car, Ivor Clark punctured three times and Murray Grearson hit a deer, but it got away!

John Shirley's Pinto-engined Escort revelled in the slippery conditions and he tried hard on the ice as did the number 41 seed, John Baird, in a Sunbeam Lotus, and they both moved into the top 10. Gordon Smith, in the ex-Heggie Escort used the power cautiously and moved into the top 10 also, just ahead of the day's best Esso Challenger, Ronnie Gray on only his sixth stage rally, showing tremendous promise. Sadly, Alistair Fletcher lost out on third place when a 3mins road penalty dropped him to 12th.

John Roberts braved the snow in north Wales, to beat Alistair Sutherland by 1½ mins.



Hill/Kirkham had to settle for second place behind Beecroft on the Illuminations Rally.

Dave McDonald took the Group A award with 10th place in the Corolla and Bobby Secker won the 1600cc class from Callum Guy. Another revelation was the pace of the top 1300cc runner, Neale Dougan in an Escort who finished 15th overall.

**JOHN FIFE**

**SNOWMAN RALLY (GB)**

**Feb 16**

**Esso Scottish Rally Championship, round 1**

- 1, Alistair Brearley/Bob Wilson (Vauxhall Chevette HSR), 53m09s;
- 2, John Shirley/Steve Sladdin (Ford Escort), 55m38s;
- 3, George Marshall/Douglas Paterson (Vauxhall Chevette HSR), 56m22s;
- 4, John Baird/David Maddock (Talbot Sunbeam Lotus), 56m42s;
- 5, Doug Raich/Campbell Roy (Talbot Sunbeam Lotus), 57m02s;
- 6, Gordon Smith/Peter Carstairs (Ford Escort RS), 57m43s.

**ILLUMINATIONS RALLY**

**One for Ron**

Only 35 of the 73 starters managed to complete a tough Illuminations Rally organised by Morecambe CC — the first round of the 1985 *Motoring News*/BTRDA Road Rally series. Jointly sponsored by Midac Racing, Morecambe and Kent Cams, the 200 mile route comprised the best of northern road rallying territory on a clear, dry night. Commencing at Kendal, last year's winners, Steve Hill and Dave Kirkham, led the event away in their RS2000 with Gwyndaf and Edwyn Evans non-starting. 1984 ANECCC Champions John Easson/Andrew Kellitt were local pre-event hopefuls and competed in an underpowered Manta, their Escort being unfinished. And while they were early challengers, an off on Leases Ford left them with only one headlamp and the car had to be retired.

Erratic road conditions and rally pressure took their toll throughout the event with only eight of the original top 20 crews finishing. Kevin King's early challenge for the lead came to a sad end on the rally's longest section, a 76 mile marathon route, when he irretrievably left the road and Glyn Byard's run was stopped by suspected valve failure. There were a number of local crews waiting in the wings, including Doug Hall/Gareth Williams who finished a tremendous eighth overall. More known for his stage exploits, Willie Richardson with Dave Sherwen led from King at first petrol, only to drop to third place with a time consuming wrong-slot.

With crews falling by the wayside, the rally gradually turned into a duel between Steve Hill and Ron Beecroft. The latter complained all night about the car's poor handling, but managed, eventually, to overhaul Hill and, with regular partner John Millington, took a popular victory on this 25th Anniversary event.

**PAUL BOSDET**

**ILLUMINATIONS RALLY (GB)**

**Feb 16/17**

**Motoring News and BTRDA Road Rally Championship, round 1**

- 1, Ron Beecroft/John Millington (Ford Escort RS2000), 37m55s;
- 2, Steve Hill/Dave Kirkham (Ford Escort RS2000), 38m10s;
- 3, Willie Richardson/Dave Sherwen (Ford Escort), 43m06s;
- 4, Steve Egglestone/Judith Flavell (Ford Escort 1300), 45m55s;
- 5, Alan Hardy/Lindsay Brook (Vauxhall Chevette), 46m12s;
- 6, Ralph Raynor/Charlie Woodward (Ford Escort RS200), 47m42s.

**CAMBRIAN RALLY**

**Red Roberts**

The unsung heroes who were prepared to have a go in the snow came to the fore in north Wales last Saturday when North Wales CC managed to find 11 very tricky stages for their annual Red Garages Cambrian Rally — the opening counter in the Nicolet Welsh Stage Championship. With the Great Orme stage lost to snow and ice the rally was concentrated in Clocaenog and Penmachno and the brilliant sunshine did nothing to help.

The day was a story of wrong tyre choice. But they enjoyed themselves, the damage rate was very low and at the finish John Roberts came home 1½ mins ahead of the field in his RS2000. Early on Clinton Smith's Opel Manta axle failed. So, Alistair Sutherland picked up second spot when Geoff Jones was excluded for a navigator misdemeanour after a spirited run had seen him leading for most of the morning — the sight of a 15-year-old V4

Saab blasting through the forests on opposite lock and very narrow rubber revived memories. The David Hughes car was second at one stage but fell back to seventh at the close, only just ahead of the class 1 winners Graham Middleton and Malcolm Perrott.

## CAMBRIAN RALLY (GB)

Feb 16

### Nicolet Welsh Stage Championship, round 1

- 1, John Roberts/Kevin Evans (Ford Escort RS 2000), 43m22s;
- 2, Alistair Sutherland/Peter Watts (Opel Ascona), 44m49s;
- 3, Darrell Staniforth/David Lambourne (Toyota Corolla), 45m33s;
- 4, Gwyn Thomas/Wyn Morris (Talbot Sunbeam), 45m40s;
- 5, Jon Ingram/Keith Hughes (Talbot Sunbeam), 45m40s;
- 6, Douglas Watson-Clark/Rod Palmer (Ford Sierra), 45m46s.

## MALCOLM LEWIS STAGES

# Geoff goes to Oulton

Oulton Park last Saturday was almost clear of snow, with only patches of hard stuff and some ice causing problems for the 71 crews who turned up for the Malcolm Lewis Stages put on by Lancs & Cheshire CC (a counter in the Minicare Welsh Tarmac Championship). From the opening exercise it was clear that three crews were going to be in contention for the overall honours — the Davrian of Geoff Kitney, Simon McGroy in his Talbot Sunbeam and Dave Auden in his Escort RS 2000.

Initially it was the Welsh contender, Kitney, who took the initiative, opening up a lead of 9secs with his BDA engine machine. However Auden, the sponsor of the event, was not to give up that easily and he charged ahead on the next two stages to take a narrow advantage of 2secs. However, on the last two stages Kitney got his own back. The Davrian lengthened its stride and won eventually by 9secs. McGroy in the meantime had taken charge of the up to 2-litre class and finished third overall.

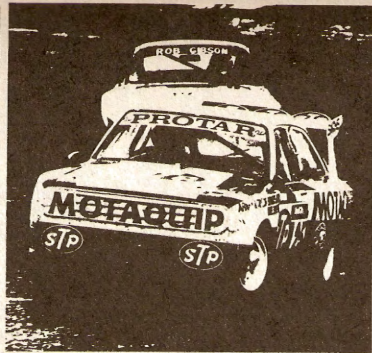
## MALCOLM LEWIS STAGES (GB)

Feb 16

### Minicare Welsh Tarmac Championship, round 4

- 1, Geoff Kitney/Alan McCann (Davrian), 2057s;
- 2, Dave Auden/Malcolm Booth (Ford Escort RS 2000), 2065s;
- 3, Simon McGroy/Haley Edwards (Talbot Sunbeam), 2085s;
- 4, Alan Gough/Alan Howarth (Ford Escort), 2158s;
- 5, Dave Stott/Colin Hunt (Mini), 2159s;
- 6, Ian Stansfield/Gordon Schofield (Ford Escort), 2160s.

After these early dramas, John Welch scorched to victory in his turbocharged Xtrac Escort.



## OFF-TRACK SPORT

### BRANDS RALLYCROSS

# Welch hit

Although his car caught fire on its first timed run British Rallycross Champion John Welch claimed enough points from his one remaining run to qualify for a B final. He then made it into the A final, and finally the Superfinal to win last Sunday's Brands Hatch rallycross meeting outright.

This was Welch's first proper outing with the new turbocharged, four-wheel-drive Xtrac Escort, but once the car was going again after the Hampshire man's early setback, it was plain for all to see that the Xtrac is going to be very hard to beat this season.

Welch's closest rival on the track was Dimi Mavropoulos in his Quattro who finished runner up to Welch. Both were hampered by a five per cent penalty in the qualifying races as conventional Escort driver Terry Panrucker surprised everyone by setting an unbeatable 3m 15.5 sec best on his very first run to record the best time of the day. Panrucker went on to make the A final, but was forced to retire after only half a lap.

Third overall behind Mavropoulos was Mark Lloyd, having a far happier time than he did at his last Brands outing, while Barry Crump proved his GP performance was no fluke by taking fourth sport ahead of fellow Fiesta driver Alan Eckersley and Mini man Dave Ward. Next came a somewhat relieved Dave Ling, who had also been hoping for better luck than of late, followed by Paul Bullivant and Des Winks.

The only Superfinal retirement was Steve Caines, who had earlier been demoted to second spot behind Crump in his A race for a jumped start, despite finishing first on the road.

The racing started with Ross Browning recording a win as Terry Sowden tried a little too hard on the opening lap and put his new Metro into the armco.

Barry Hathaway was left behind in the



Briggs in trouble at Hoppys Drop.

next race, something amiss with the front end. The Brands champion, however, soon had the problem cured and was out in the remaining heats to defend his title. That race went to Bob Brookes, with Caines next from a hard trying Ivan Gill. In race six Nick Martin put in a promising run as he took third place behind Peter Brown and Panrucker, while Mavropoulos won the re-run of the race stopped by Welch's Escort bursting into flames. But, Welch's team repaired the burnt out wiring and pipes on the Zakspeed Xtrac machine and John promptly set out to show everyone just how his car should go.

And so to the finals, with the track if anything getting slower and more slippery. The B final for the Division 1 cars went to Roy Clark after a very good run to make up for a 10sec jump start penalty. Further back, Colin Slaughter brought his Skoda up to second place only to have Colin Potter just pip him to the flag.

The A final for that group saw Caines the leader, but he too picked up a 10sec penalty for a jumpstart, so despite taking the flag first it was Crump who was awarded the win. Behind the leaders though, there were a number of drivers in trouble. At the esses on the opening lap, Sowden was trying to hold his position from Gill and Crump when he squeezed a little too close to the tyres and put his car on its side. Next it was Gill's turn to go, a drive shaft broke and sent him flying into the barriers. Clark however had the biggest accident when he came into Hoppys Drop far too quickly, hit the bank and launched his Mini into a series of rolls. The car was badly damaged but Clark still managed to emerge grinning!

The two finals for the Division 2 grouping were a Welch benefit as the turbo Escort driver fought to make the Superfinal.

Dimi and Welch roared away at the start of the Superfinal, Mavropoulos taking the lead until lap 3 when Welch made his move, romping home to his first win with the new car.

BILL MANTOVANI

## BRANDS HATCH (GB)

Feb 17

### Brands Hatch Shell Oils/BRDA Southern Championships, round 1

**Superfinal:** 1, John Welch (1.9 Ford Escort Mk3 4WD turbo), 4m 28.3s; 2, Dimi Mavropoulos (2.2 Audi Quattro), 4m 33.2s; 3, Mark Lloyd (2.3 Ford Escort), 4m 58.7s; 4, Barry Crump (1.6 Ford Fiesta), 5m 05.4s; 5, Alan Eckersley (1.6 Ford Fiesta), 5m 07.1s; 6, Dave Ward (1.3 BL Mini), 5m 08.3s.

**Division 2A final:** 1, Welch, 4m 28.2s; 2, Mavropoulos, 4m 32.1s; 3, Des Winks (3.5 Porsche 911), 4m 44.7s; 4, Lloyd, 4m 50.2s; 5, Paul Bullivant (1.6 Ford Fiesta), 4m 56.7s; 6, Ivan Moakes (2.1 Ford Escort), 5m 03.8s.

**Division 1A final:** 1, Crump, 4m 49.8s; 2, Steve Caines (1.6 Ford Fiesta), 4m 52.7s; 3, Ward, 4m 54.7s; 4, Eckersley, 5m 00.6s; 5, Dave Ling (1.6 Ford Fiesta), 5m 02.8s; 6, Mike Marchant (1.6 Ford Escort), 5m 13.1s.

**Division 2B final:** 1, Welch, 4m 26.0s; 2, Rob Taylor (2.1 Ford Escort), 4m 49.0s; 3, John Hay (2.0 Ford Escort Mk3 turbo), 4m 53.9s; 4, Peter Harrod (2.2 VW Beetle turbo), 4m 57.0s; 5, Nick Martin (1.6 Ford Escort), 5m 02.0s; 6, Barry Willmott (1.6 Ford Fiesta), 5m 02.5s.

**Division 1B final:** 1, Roy Clark, 4m 58.0s; 2, Colin Potter (1.6 Ford Escort), 5m 06.7s; 3, Colin Slaughter (1.6 Skoda Estelle), 5m 07.3s; 4, Nigel Campen (1.6 Ford Escort), 5m 10.7s; 5, Tim Fraser (870cc BL Mini), 5m 25.2s; 6, Graeme Watt (1.6 Ford Escort), 5m 30.7s.

## KIRKISTOWN RALLYCROSS

# White ends the drought

After a six year lay off, rallycross returned to the Kirkistown circuit on Saturday February 9. The organisers, the 500 Motor Racing Club of Ireland, had attracted 50 entries for this return meeting. But in the hours just before the event, Northern Ireland suffered its worst storms of the winter and several drivers were unable to make their way to the Co. Down circuit: so, only 29 started.

Ronnie White the current Belfast Car Ferries rallycross champion emerged the final winner in his 1990cc Ford Fiesta, after a tremendous battle in the early laps with Mondello expert Eugene Cahill, who was forced to retire with a puncture. Second to White was the current Northern Ireland loose sprint champion, Davy Francis in his RS1800.

Earlier in the afternoon, Cahill won the first of the semis from White, and Alistair Galloway (Escort), with the second semi going to Jimmy Peak, from Davy Francis and Alan Findley.

IAN LYNAS

Cahill leads White and Peak early in the final.



## KIRKISTOWN (GB)

Feb 09

**Final:** 1, Ronnie White (1990cc Ford Fiesta), 4m44.1s; 2, Davy Francis (Escort RS1800), 4m54.6s; Eugene Cahill (1460cc Mini), DNF; Jimmy Peak (1440cc Mini), DNF.

**Semi Final 1:** 1, Cahill 2m45.9s; 2, White, 2m52.8s; 3, Alistair Galloway (1993cc Ford Escort), 2m56.6s.

**Semi Final 2:** 1, Peak, 2m53s; 2, Francis, 2m54s; 3, Alan Findley (Escort 1600), 3m06.3s; 4, Peter McCandless (998cc Clan), 3m28s.

**Class winners:** White; Galloway; Cahill; McCandless.

## WALSINGHAM TRIAL

# Simon the snowman

Simon Durling won round nine of the BTRDA/Fiveways Tyres Championship and RAC British Championship at Frylands Wood, his third win in snowy conditions this season.

The event attracted 40 starters and competitors had between 3ins and 6ins of snow to contend with on the 10 hills which were to be attempted three times. At the end of the first round, Simon Durling led on 13 from Ken Harrison on 17, with Roger Bricknall, Mike Smallwood and Geoff Rawson on 18. The second round saw Durling still leading on 17 from Bricknall and Smallwood on 21.

In the last round, Durling consolidated his lead with Bricknall six points adrift.

DON WILLIAMSON

## WALSINGHAM TRIAL (GB)

Feb 10

1, Simon Durling/Margaret Stapleton (SRB), 31pts; 2, Roger & Sue Bricknell (Facksimile), 36; 3, Mike Smallwood/Reg Kemble (Dingo), 45; 4, Calvin & Ann Kneebone (Facksimile), 51; 5, Norman Flury/Lee Jarvis (IBEX), 56; Jerry Walters/John Dewberry (Mandesport), 57.

**Class winners:** Class A, Bricknell; Class B, Walters; 750 Class, Alan Gisby.

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