

Autosport

FREE INSIDE
INTERNATIONAL RACING
CALENDAR 1984

A Haymarket publication

February 23, 1984 70

Mikkola win starts the Open



F1: Ferrari's new C4
Daytona 500 to Yarborough
Off-track motor sport
Hobbs's TransAm success

FRONT COVER

Hannu Mikkola made a triumphant return to the Rothmans RAC Open Rally Championship last weekend in Yorkshire, where he led the rest of the field home in the National Breakdown Rally. He is pictured at the Croft rallycross circuit lifting a wheel in the David Sutton-prepared car. Full report: page 22. Photo: Colin Taylor Productions. Bottom: Tom Gloy is pictured in the Lane Sports Capri that he drove in chase of David Hobbs in the 1983 SCCA TransAm series. A review of the series starts on page 42, and there is an interview with champion Hobbs on page 38. Photo: Brian Murphy.

NEXT WEEK

The Formula 1 teams move even further south this coming week with a test session at Kyalami, in South Africa. We bring you all the latest F1 news — The British Formula 3 season gets under way very soon, so we have a full preview to the season — A brand new, but very secret, British four-wheel-drive rally car — Vauxhall Astra GTE Turbo road test.*

*These items correct at time of going to press.

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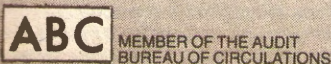
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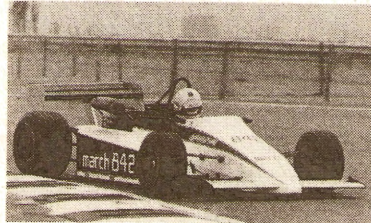
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PIT & PADDOCK 4



Ferrari launch the C4 — Sneva for Mayer's CART team, and Rutherford signs for Shierson — Latest on Fabi and Brabham — Baldi signs for Spirit? — F2 and F3 teams test at Thruxton — Kyalami in doubt?

COMMENT 12

The major news item of the week is discussed in *Comment* — You express your comments for discussion in the *Correspondence* columns — The correspondents of 10 and 25 years ago are remembered in *Then as Now?* — And *Catchpole* remembers a thing or two as well...

DAYTONA 500 14



Last weekend's classic stock car race in America fell to one of the most experienced drivers on the NASCAR circuit, Cale Yarborough. Having started the race from pole position, the seasoned old campaigner made no mistakes to ensure himself of victory. Gordon Kirby was our man in Florida.

SPECIAL STAGE 18



Kaby: no car for Portugal — Kankunen for Circuit? — Opel programme reduced — Short Quattro for National championships — Snowman Rally previewed.

BREAKDOWN RALLY 22



The 1984 Rothmans RAC Open Rally Championship kicked off last week with the National Breakdown Rally, but that is one thing that reigning World Champion, Hannu Mikkola, did not do, as he comprehensively displayed to the whole of Yorkshire why he bears that crown so well. Keith Oswin reports.

SPORTSEXTRA 27



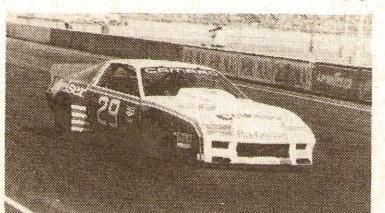
New cars on test at Thruxton — Austin Rover Group celebrate the Mini's Silver Jubilee — Silkolene help out Sala — Flint Engineers expand Kent-based FF2000 championship — Maurice Trintignant back at the wheel.

OFF TRACK SURVEY 30



Our seasonal surveys are wrapped up this week with the second part of the off-track review, which includes sporting car trials, production car trials, autotests and hot-rods among its categories.

DAVID HOBBS 38



David Hobbs won his second championship last year, the SCCA TransAm title, his first having been 12 years earlier in the form of the US F5000 championship. Gordon Kirby talked to this supremely experienced Englishman about the 1983 TransAm year, his team and the prospects for 1984.

TRANSAM REVIEW 42



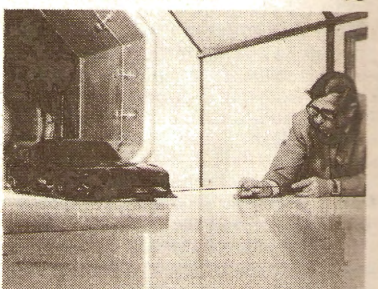
A new team clinched America's premier saloon car championship in 1983, with an Englishman at the wheel of the winning car. Bill Mitchell looks back on the resurgence of the TransAm series as a force to be reckoned with.

ROAD CAR 46



Audi launch the 200 Turbo on the British market — Ford's cars undergo cosmetic treatment: Kat's 2.8i Capri and Richard Grant's Escort Mk3 — Plus Talbot Samba Roller — Road car with a Cosworth DFV?

WIND TUNNELS 48

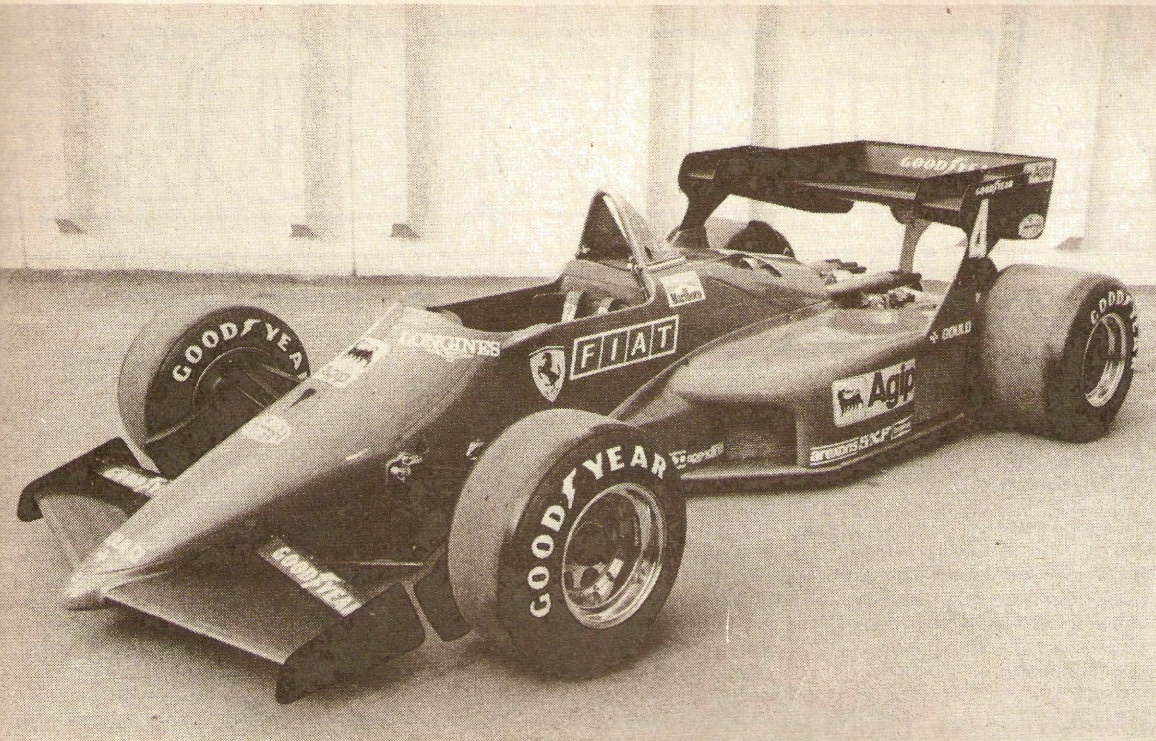


The wind tunnel facility at Southampton University has been used to develop both the 1983 World Championship Formula 1 car and the 1983 CART IndyCar championship-winning chassis. John Flewitt, director of the unit, talks about the use of the wind tunnel for both road and racing car development.

SPORTSCARD 51



Schanche wins again at Brands Hatch rallycross — Julian Fack takes Pollard trial — Roger Chilman's Cambrian Rally outing — As well as production car trials and club rallying.



The new Ferrari 126C4 — similar to last year's C3 — sports the short sidepods and a much neater rear end.

Ferrari unveils new 126C4 at Fiorano

Commendatore Enzo Ferrari, who celebrated his 86th birthday at the beginning of this week, last Thursday launched the new 126C4 at Fiorano. And in the course of his press conference, as usual, he spoke not only of the new car, but also of many other aspects of modern Grand Prix racing.

The C4's outward appearance is very similar to that of the C3, introduced at Silverstone halfway through last season, and indeed the latest car's monocoque is derived from that of its predecessor. The C4's sidepods are similar to — although slightly flatter than — those tried originally on the C3, but replaced in the interests of better cooling by those on the C2B. As can be seen from the photograph, the rear of the car is very much tidier than that of the C3, with the V6 engine mounted lower than in the previous car.

A considerable amount of work has been done on the engine. The cylinder block and heads have been redesigned with the chief objective of improving torque and response. Cooling is also improved, and the engine's centre of gravity has been lowered. Ferrari also claim that the weight of the V6 has been reduced by 10 per cent.

The adoption of the Marelli-Weber engine management system has improved both torque and fuel consumption, the last point particularly crucial in the coming season where each car's race fuel allocation has been reduced. The gearbox has also been redesigned, with a weight reduction of 8 per cent. And the braking and cooling systems of the C4 are also new, with changes to the layout of radiators and intercoolers.

Immediately after the car had been shown to the press, Michele Alboreto took it out on the Fiorano test track. It was an unsatisfactory beginning, the Italian contriving to have a couple of small accidents in the course of a few laps. But on Friday the C4 was handed over to René Arnoux, and the result was a new outright record for Fiorano. René lapped

in 1m 06.41s, just six-hundredths faster than the previous best, set by the Frenchman in the skirted full ground effect C2 in October of 1982. The previous best 'flat bottom' lap was 1m 07.28s, set by Alboreto three months ago.

Arnoux was *extremely* impressed with the feel of the car, reporting that the lower engine mounting had made an enormous improvement in the traction department.

In the course of his press conference Enzo Ferrari said that he had thought very seriously about running three cars this season, with the third being driven by

"another young and promising Italian." Marlboro, he said, had undertaken to pay all the Ferrari drivers' fees for the next three years. This suited him very well because "I prefer to spend money on cars rather than drivers." He considered that the small Marlboro decals on the cars were a reasonable exchange for being freed of the obligation to pay modern F1 driver retainers.

When the matter of running three cars came up, the Commendatore was asked about Didier Pironi, to whom he has always promised a car in the event of the Frenchman's return to racing. "I would definitely have run a third car for Pironi,"

he replied. "I was hoping for a miracle, that he would come back. But unfortunately Pironi's situation is very difficult, and at his age there are many other things he can do in life apart from driving racing cars . . ."

Ferrari spoke with optimism of the C4 — "Do I like it? I will like it if it wins . . ." — and said that it would race this season with 660bhp, compared with 625 last year. As well as the V6, it is thought that Ferrari's new 4-cylinder will be introduced very shortly, although it is not expected that the engine will be seen in competition this year.

On the question of the fuels used in Formula 1 today, Ferrari was scathing, considering it ridiculous that gasoline other than that available from forecourt pumps should be used in racing. Under the current rules, he said, it was very easy to cheat in Formula 1. Despite doubts about the fuel used by certain rivals, he continued, Ferrari had never thought of protesting. It was up to FISA to enforce the rules.

As he goes into his 87th year, Ferrari looks to the season with great optimism. "All those who thought that Formula 1 would die with the turbos have been proved wrong," he commented. "Renault opened a road seven years ago, and we were all obliged to follow it. But this year's World Championship will, I am sure, be the best ever. I rejoice that so many manufacturers, industries and countries are involved. It will make for better competition in every way, with technology being pushed along strongly. The future of Formula 1 is assured . . ."

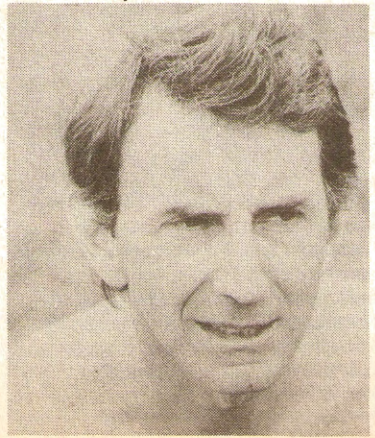
Ferrari — great optimism.



Watson considers CART drive for '84

With all the indications last week pointing to Teo Fabi getting the second Brabham seat, John Watson contacted the Forsythe Racing team in Chicago to see if there was a chance for him to take over the prized CART seat.

Watson — Indycar drive?



"But I'm none the wiser now," said Wattie on Monday, "because Barry Green told me they had a contract with Fabi and he thought it very unlikely that he would not be driving for them. Certainly he gave me the impression that he thought Teo would be driving for them for the whole season."

If this is the case it would appear that Watson's claim to the second Brabham seat would get careful consideration this week with the FISA deadline of Feb 28 looming large. "If I am going to drive the Brabham I would like to do the Kyalami test next week," added Wattie, "but quite honestly I have had no indication at all what the situation is."

Should he miss out at Brabham, Watson would be a logical choice for CART in view of the proliferation of road races in the calendar, added to which his GP wins at Detroit and Long Beach in the past two seasons means that he is an F1 driver who the Americans know. "The CART road races are particularly appealing," said Watson, "and I'm sure I could get the hang of the ovals quickly."



Fabi, C. for Brabham?

Corrado's Brabham?

As we went to press, someone who should know told us that the second Brabham would indeed have a man called Fabi in it this season — but that it would be Corrado and not Teo . . .

Fittipaldi for Tyrrell team?

As FISA's deadline nears for the nomination by each F1 team of its drivers for the coming season, it is strongly rumoured that Emerson Fittipaldi will be one of Ken Tyrrell's drivers in 1984, perhaps with Jonathan Palmer alongside him.

Ken would neither confirm nor deny the rumours on Tuesday morning. "We're talking to everyone," he said, "and there is nothing which is firm — or anywhere near firm. On the other hand, of course, that could perhaps change tomorrow . . ."

"Yes, we're talking to Emerson, but not any more than we're talking to all the other possibles. I've got a list here of people we would be interested in, but it was done some time ago and some of them have already done deals. This is what I started with: Watson, Guerrero, Baldi, Palmer, Giacomelli, Jarier — who called me last week, Boesel, Acheson, Johansson, Corrado Fabi, Bellof, Moreno, Brundle, Martini. I also had Sullivan on that list, but of course he's definitely doing CART, like Guerrero and probably Giacomelli.

"Now that's a list I made of the people who ought to be in Formula 1 either because they did very well in F2 or F3, or because they were in F1 last year and haven't got a drive."



Fittipaldi — Tyrrell drive?

Fittipaldi, of course, does not meet those criteria, and consequently is not on the list — but one reliable source reckons that Emerson may be close to a deal . . .

■ Emerson Fittipaldi is due to make his official racing comeback in this weekend's Miami IMSA Grand Prix. Details are rare about which car the twice former World Champion will drive although sources at March suggested it would be in one of their cars.

Baldi rumoured for Spirit-Hart drive

Reports from Italy suggest that Mauro Baldi will drive the Spirit-Hart in this year's World Championship. Indeed it is claimed that the Italian signed a contract with the team last week. We tried to contact John Wickham of Spirit at the beginning of the week, but he was out of the country.

In the meantime, Fulvio Ballabio — the team's second driver, who will be at the wheel of a Spirit-Cosworth this year if he is granted a Superlicence — has been testing the Spirit-Hart at Mugello and Monza with a conspicuous lack of promise. At Mugello, says our man in Italy, he was "three seconds off a decent F2 time," and after three days at Monza he could not better 1m 40.40s, this more than 3secs slower than Kenny Acheson's Italian GP practice time in the March-Cosworth — which failed to get him into the race. And Ballabio, remember, was

in a turbocharged car at a recognised power circuit . . .

While rumours abound that FISA's Superlicence qualification rules are about to be changed (retrospectively) to include the French F3 Championship (which would conveniently smooth the path to a Superlicence for François Hesnault, Ligier's new man), FISA officials privately suggest that Ballabio's application will not receive favourable consideration.

The hard-pressed Spirit team is in a very difficult situation, for while no team would logically entertain the prospect of employing Ballabio as a racing driver, the sponsorship he brings with him is vital to the immediate future of the team. The real absurdity is that Spirit's driver of last year, the abundantly talented Stefan Johansson, has no sponsorship money and therefore no drive . . .

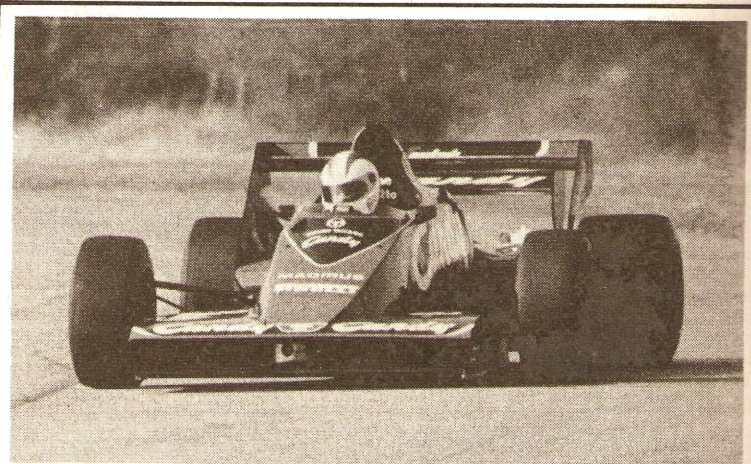
Palmer continues to search for F1 seat

"Quietly confident that something will happen in F1," was Jonathan Palmer's summing up of his renewed efforts over the past fortnight to secure a regular Grand Prix drive.

"Basically my money situation got much better last week and now it is a matter of tying it in with a team."

Palmer had meetings scheduled with both Ken Tyrrell and John Macdonald

this week and last week felt in a position to tell Ron Tauranac that he would not be returning to defend his F2 title. "I'm head down and charging for F1 and I felt that it wasn't right to hold Ron up talking to other people waiting for me to decide," said Palmer, who added that Frank Williams has indicated that he could renew his testing contract if he doesn't get himself a permanent F1 drive.



Goodwood hosts F1

It's not often these days that you see a Formula 1 car at Goodwood, but last week one of our keen-eyed photographers spotted Johnny Cecotto at the wheel of the Toleman-Hart at Goodwood, where the team were putting the car through a test programme.

Financial problems put Kyalami in doubt

At the beginning of this week there were again doubts about the South African Grand Prix, scheduled for Kyalami on April 7.

From South Africa we learn that a recent change in the tax laws (which came into effect on February 1) means that tax relief to the race organisers (whose budget for last year's race is put at approximately \$800,000) has been reduced from 93 per cent to 46 per cent.

From a source just back from South Africa we hear that there are also sponsorship problems. It is said that the Southern Suns Hotel Group, which backed last year's Grand Prix, have a contract with the Kyalami organisers which entails all their advertising hoardings, and so on, being in place for one year.

Thanks to the crazy F1 calendar situation, Kyalami will have two Grands Prix within six months — and apparently

both races fall within Southern Suns' 'year round' agreement, as a result of which they are reluctant to put up extra money for the second of the two races.

The week before the Formula 1 Grand Prix there is due to be a World Championship motorcycle meeting, and the likely sponsor is apparently Nashua Copiers — but they, it is said, are less than enthusiastic about backing an event at a circuit abounding in Southern Suns advertising. As a consequence, says our source, that event is also in jeopardy.

In addition, it is said that Kyalami lost a bundle on the World Endurance Championship race last year.

There is no official confirmation or denial of these rumours from any quarter — there never is! — but we believe that there is substance to the suggestion that Kyalami faces very major problems at present.

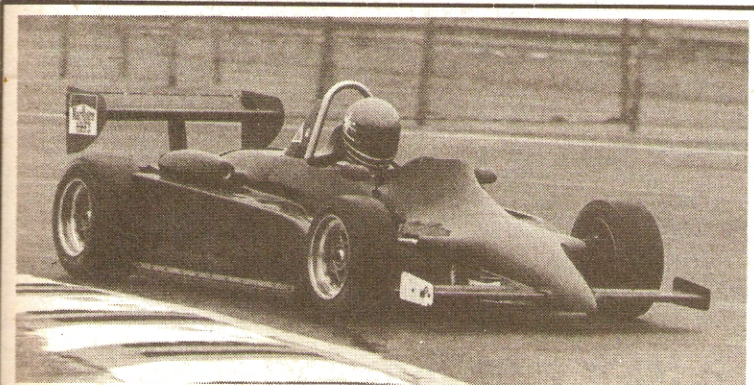
Rutherford to drive for Shierson's team

Three-time Indy 500 winner John Rutherford, who looked like missing out on a CART ride this year, will drive in selected races for Doug Shierson's team, which also has Danny Sullivan under contract.

Rutherford has a deal which will suit him very well. He will drive Shierson's new car — currently known only as the DSR1 — in the three 500-milers, and probably in two or three other oval races. JR does not enjoy road courses, and will not be driving in any such races on the CART calendar. But the 46-year-old Texan is considered to be as quick as

anyone on an oval.

It had been expected that Shierson would run Willy T. Ribbs (with Budweiser backing) alongside Sullivan this year. Rutherford in the meantime was seeking the sponsorship money necessary to secure the Mayer/Alexander drive (see separate story). But the Ribbs deal fell through — was Willy too expensive? — and so also did JR's attempts to find \$1m for Teddy and Tyler. Shierson, who had always been keen to have Rutherford in his team, then stepped in with his offer, which did not require Johnny to bring any money with him . . .



New Formula 3 faces

Among the new faces seen testing a Formula 3 car recently was Ross Cheever, who was shaking down the ex-Eddie Jordan Ralt RT3. Cheever, who will be running in the Pre-83 Class B, planned to continue testing at Thruxton on Tuesday.

Confirmed: Thackwell to lead Ralt-Honda team

Ron Tauranac confirmed the open secret that Mike Thackwell will lead the Ralt-Honda F2 Championship defence on Monday. The parties agreed terms at Christmas but Tauranac delayed the announcement in the hope of being able to nominate both drivers together but to date he hasn't found a taker for his other prime drive.

Having run as a dutiful number two to Jonathan Palmer when asked mid-way through last season, Thackwell vowed at Thruxton on Monday that "I'm going out to win every race this year. The Honda V6 engine is the best in Formula 2 and Ron never makes a bad chassis, so I've got everything going for me."

Despite this being the fifth year that the New Zealander has started off in F2 — although last year was his first full championship — his 23rd birthday isn't until practice day for Silverstone's opening race: "I enjoy racing F2 cars and racing in Europe but I hope to get some experience in other cars this year too,



Thackwell — as enthusiastic as ever.

hopefully in sports cars," said Thackwell, whose only other current commitment is to driving a Lotus Cortina in the Pre-65 Historic Saloon series!

With the new Ralt-Honda still a couple

of weeks away from completion Thackwell was out in one of last year's chassis at Goodwood and Thruxton late last week and early this week. After a driveshaft failure on Wednesday he turned in a string of low 66s laps at Goodwood on Thursday. After four wet laps at Thruxton on Monday the car was taken home to await a better day.

Tauranac was getting anxious on Monday that he wouldn't get the second driver he wanted for his team, having given everybody time to await F1 options. Jonathan Palmer confirmed to him at the end of last week that he wouldn't be returning at all; he, like second option Martin Brundle, is awaiting F1 developments as is Stefan Johansson who probably has clashing sports car commitments anyway and wouldn't be able to do a full season. Roberto Moreno was tipped for the drive but has virtually committed himself to the British F3 series, all of which leaves Tauranac having to rethink his choices.

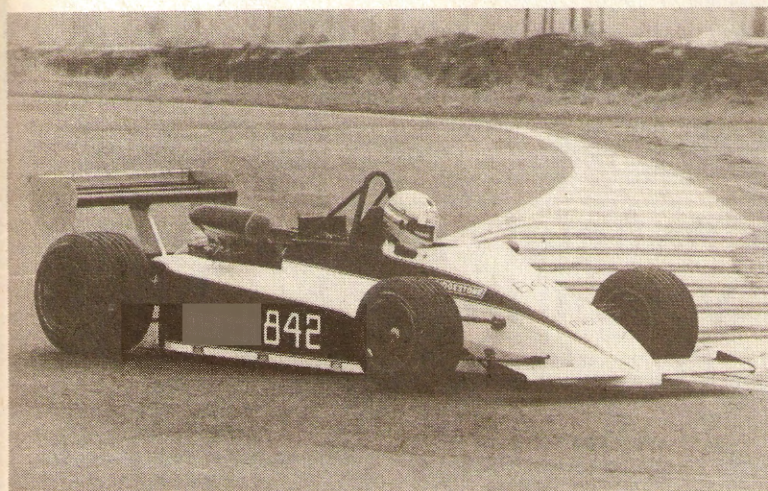
Biland's money spinner

Rolf Biland, the sidecar ace who made such a good impression on his occasional F2 outings last year, has come up with a novel means of raising sponsorship.

Biland will be undertaking another full season of motorcycling in 1984, but wants to do as much F2 as his schedule will permit. And he found himself 300,000 Swiss Francs (approximately £100,000) short on budget.

Therefore he has launched a lottery, selling tickets at SF1000 (£350) to all companies interested in sponsoring him. He hopes to sell 300 tickets, after which one name will be drawn from the hat. And that company alone will have its name and logo on the car for the season.

For someone, then, it will be a very good deal. But will Biland achieve his goal and sell 300 tickets? Well, the scheme was launched at the Geneva Motor Show, and in the first hour Rolf sold more than 20. Before you get any copycat ideas, we understand that such a scheme would be illegal in this country.



Thierry Tassin, pictured at Thruxton, and Emanuele Pirro have both shone in their Marches.

Tassin sets the standard

Thierry Tassin and Emanuele Pirro continued to impress with the Onyx March 842 at Silverstone last week.

The circuit was briefly free of ice and fog on Wednesday afternoon and both drivers turned in impressive times. Pirro got his first solid run in an F2 car with 50 laps, the best of which was a highly respectable 1m 17.3s set, incidentally, on the 91st lap on the particular set of

Bridgestone race tyres. Tassin then took over and after warming up with a 1m 17.8s on the well used tyres put on a fresh set of racers and did 1m 17.1s, just a couple of tenths off last year's poletime.

What was really encouraging and a slap in the eye for the formula's winter detractors was that the Heine Mader BMW engine had already done 1200 miles before Tassin got in the car.

Sneva signs for Mayer with Texaco backing

Tom Sneva, having his annual NASCAR race at Daytona last weekend, was in excellent spirits when he spoke to our American Editor. With Texaco backing he will drive a March 84C for Teddy Mayer and Tyler Alexander in this year's CART Championship.

Sneva went down to Florida with the intention of seeking a NASCAR ride for the season, having resigned himself to the fact that, 1983 Indy 500 winner or not, he would not be racing Indycars in 1984. Texaco, his longtime sponsors, had decided to quit at the end of last year —

only to change their minds last week.

"I had written Texaco off as a sponsor," said Tom, "but then they called me one evening at Daytona, right out of the blue, to say they were back in! Right away I called Mayer, and now we have a deal to run the whole year together."

Team mate to Sneva will be Howdy Holmes, who signed his contract with Mayer and Alexander some time ago. Until the end of last week, indeed, it seemed that Holmes would be the team's only driver . . .

March test Goodyear Indycar radial tyres

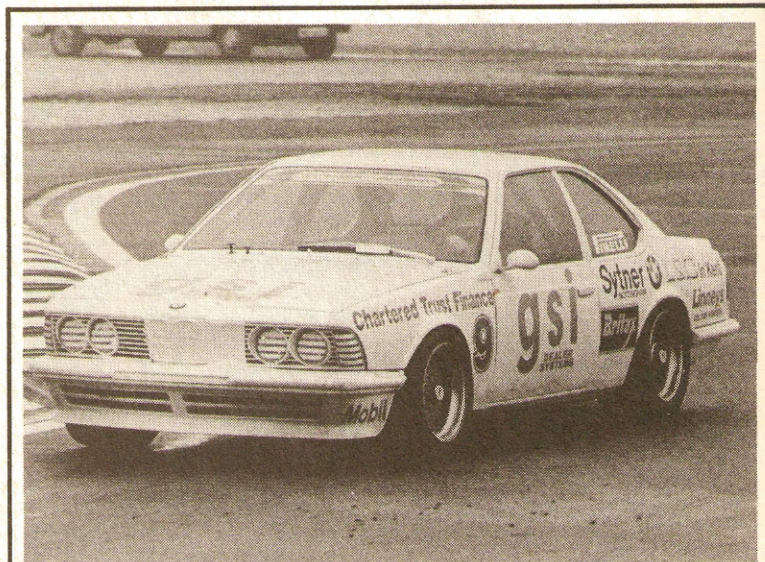
Having completed a successful oval track testing programme, March moved to the Laguna Seca road circuit last week. With Robin Herd overseeing the programme, Al Unser Jr and Bobby Rahal were present in their respective Galles and Truesports 84Cs. Hand in hand with Herd's programme was a significant move by Goodyear who introduced radials at the tests.

Although one team concentrated on front tyre tests and the other rears, the radials were immediately as quick as the crossplies and by the end of the week considerably quicker even though a

planned run on a combination of the best fronts with the best rears didn't materialise.

With times by both drivers around the mid 55 secs mark, they were a whole 1.2s quicker than Teo Fabi's 1983 pole time and just a hundredth off the all time CanAm outright record.

With Goodyear committed to their radial programme in F1, the CART series will probably have to wait until Portland in June before getting the benefit of the company's impressive advance with the radial construction tyres.



Sytner's re-liveried 635

Nottingham BMW dealer Frank Sytner has been busy in recent weeks carrying out an extensive testing programme with his newly-liveried BMW 635CSi. The car, run by Ted Grace International, is sure to be a leading contender in this year's Trimoco British Saloon Car Championship, for Group A cars, and Sytner, after joining the series mid-way through 1983, is determined to be on the pace from the word go.

Moreno looks set for F3 season with WSR

The Marlboro British F3 series took an upturn this week when Dick Bennetts revealed that Roberto Moreno would be "95 per cent for sure" driving his number one car.

The Brazilian who has made sporadic appearances in the British series, nearly always as a winner, in the past three years arrived in England on Sunday to sort out

the final details of the drive.

"I have never done a full season of Formula 3 and I am really looking forward to getting stuck into it," said Moreno at Thruxton on Monday. The arrival of Moreno is a coup for the West Surrey Team and undoubtedly a bonus for number two driver Gary Evans who will certainly benefit from the Brazilian's

past successful forays in the formula.

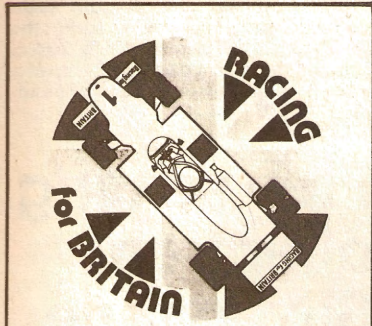
Moreno is still working hard to complete his budget for the year and was quick to acknowledge the assistance that Dutch enthusiast G John Bosch has given him, having guaranteed his living expenses in Europe for the season. In the meantime Bennetts' team are working flat out to complete a second car.

Group C to Australia

The often rumoured arrival of World Endurance Championship racing in Australia could become a reality next week when the FISA Endurance Racing Commission will discuss an application from the Light Car Club of Australia to stage a Group C event at Sandown Park in November.

The Sandown Park circuit, located 15 miles south-east of Melbourne, is to be extensively refurbished during the coming months and will also be lengthened. The new track layout has been excavated and is due to be seen by a FISA circuit inspector.

The organising club had intended to invite leading endurance racing teams to Sandown for a non-championship race to be held shortly after Fuji, but has apparently upgraded its application following the cancellation of the projected USA championship date in August. However, it is unlikely that FISA will grant Sandown a full WEC fixture this year. The more likely outcome of the Endurance Racing Commission meeting on the subject seems to be official approval of a non-championship event for the teams to contest there, probably in November, followed by full WEC status for a 1000kms enduro in 1985.



Spreading the word

The Racing for Britain scheme is continuing to flourish this year, with contributions arriving at an encouragingly steady rate. So far, donations have been received from as far afield as Australia, France, Kenya, Saudi Arabia, West Germany and the USA, further indications that the notion of supporting up-and-coming British racing drivers has been fully accepted by enthusiasts around the world.

In addition, five new companies have joined Racing for Britain in recent weeks: Brian Hart Engines, Team Touraco International Racing Drivers School, Weber Carburetors, Budget Rent-a-Car International and BM Graphics.

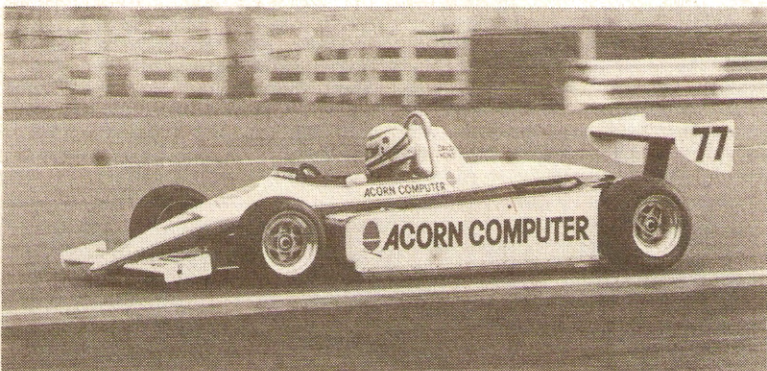
More good news concerns the addition of a couple more discounts that have been made available to RfB members. Team Touraco, who run a popular racing school at the challenging Cadwell Park circuit, are offering a saving of 20 per cent from both their one-day and five-day courses, in addition to which they will be donating £5 for each person who partakes in any of their four Open Days to be held during the coming year. The first of these will be on April 9, with the cost per person restricted to just £25.

Team Touraco are also offering a discount of 15 per cent to companies or clubs wishing to avail themselves of the special company-group days. Further information can be obtained direct from Graeme Glew on 0507-601726.

A further discount has been offered by Kentish estate agents, Kershaw & Co, who will deduct 15 per cent from their commission on house sales to RfB members. Stephen Kershaw is the contact (tel: West Malling 843362) for properties in the general area between Maidstone and Sevenoaks.

The ever-expanding list of discounts available to Racing for Britain contributors must easily justify the £10 minimum joining fee of the scheme, while a further indication of support has come from Jaybrand Racewear, who have donated six of their popular Children's Racing Suits for sale from the RfB trade sites during the year.

Anyone who has yet to join the scheme may do so by sending their contribution to Racing for Britain, 41 Richmond Avenue, Bedfont, Middlesex TW14 9SG.



David Hunt has shown promising form during recent testing of his brand new Ralt RT3.

Hunt proves fastest in Silverstone F3 tests

Silverstone last Friday and Thruxton on Monday and Tuesday this week indicated that the Marlboro F3 series is shaping up nicely.

There are still a number of deals to be finalised but among the runners were Johnny Dumfries in the Dave Price car, Andrew Gilbert Scott shaking down the Murray Taylor car, Russell Spence getting to grips with F3 in Glen Waters' Intersports car and Gary Evans looking more confident by the day in Dick Bennetts' car.

Dave Hunt was quickest at Silverstone in EJR's Acorn Computers car with a

53.4s while Calvin Fish was out in one of Jordan's cars at Thruxton.

Ross Cheever was running the ex-EJR Byrne/Guerrero car while Thierry Herman provided the variety at Thruxton in his Anson which was rapidly repaired after a spectacular roll at Goodwood on Thursday.

With Roberto Moreno almost sure to drive for Dick Bennetts (see separate story) and the likes of Mario Hytten and NZ driver to Europe winner Paul Radisch still talking to Murray Taylor, the prospects remain bright. The series starts at Silverstone on March 4.



Resplendent in an attractive new colour scheme, Brodie's improved Colt Starion Turbo.

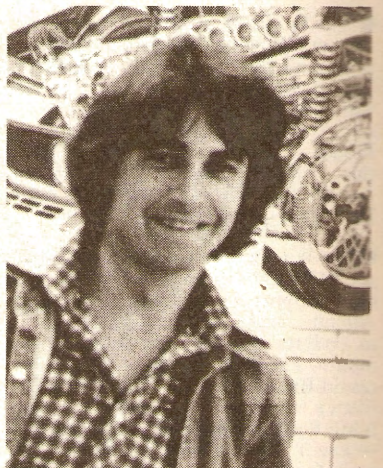
Brodie heads Colt's Trimoco series attack

The Colt Starion Turbo, with which Dave Brodie showed immense promise at the final Trimoco British saloon car round last year, will be back in force this season.

The experienced Brodie will spearhead the attack for Colt Cars, his car being run by BBW Motorsport, a company established by Brodie himself and experienced preparation expert Ken Brittain, who was previously with John Willment and Racing Services.

Last year's car has been extensively developed over the close season and incorporates a revised engine management computer system, which has been gradually improved by the BBW team.

So far, only one Group A-specification Colt Starion Turbo exists, although BBW are busy building up a second car, which they hope to run alongside Brodie in the RAC British Saloon Car Championship, which commences at Donington next month.



Brock — returning to Europe.

Brock for Le Mans

Peter Brock, eight times winner of the Australian touring car enduro at Bathurst, and his winning partner from last year's event, Larry Perkins, plan to compete in this year's Le Mans in a Porsche 956. They will run a car leased from John Fitzpatrick, and also plan to run the car at Silverstone on May 13 as a shakedown.

Both Brock and Perkins have run at Le Mans previously. Brock ran a BMW CSL with Brian Muir in 1976 and was one of three drivers of an Australian-entered Porsche 924 GTR in 1981, although the car failed to qualify because of transmission problems. Perkins drove with Gordon Spice in a Porsche for Charles Ivey Engineering in 1978, winning the IMSA category.

This year's car will be updated to 1984 specifications and will reportedly be prepared in Australia with assistance from the Australian Porsche distributor Alan Hamilton. The manager of the team and co-ordinator of the effort is Greg Siddle, the whole effort being a result of conversations during the Australian Grand Prix meeting in November last year when Siddle and Fitzpatrick were both in attendance.

BRIEFLY

■ Geoff Lees was at Silverstone last week to see the new F2 March running. Lees is returning to Japan this Friday to begin the defence of his Championship with brand new BMW-powered car run by the Speed Box team. Lees' switch from the JPS Ikuzawa run team comes as a result of an all-out effort by Yokohama tyres to snatch the title from Bridgestone and Dunlop. "I'm really looking forward to having another go," said Lees, "and I'm sure even with BMW engines that we have got a strong chance of winning again."

■ The National Classic Motor Show, sponsored by *Thoroughbred & Classic Cars* magazine, is to be held at the National Exhibition Centre, Birmingham, over the May Bank Holiday weekend, May 5-7. A huge collection of cars will be on view with the centrepiece a re-creation of the spirit of Britain's first post-war display of new cars, the 1948 Earls Court Motor Show.

■ Kenny Acheson was at Silverstone last week to watch the progress of the RAM-Hart in the hands of Philippe Alliot. "I've been chasing money, mostly in Europe, and now I'm just waiting on answers," said the Ulsterman, who hopes that if quest has been successful he will be able to continue his F1 career which began with his debut at Kyalami last season.

■ The French lorry drivers' dispute last weekend played havoc with the planned Michelin F2 test which was scheduled for Paul Ricard early this week. "The test will carry on, starting on Tuesday now," said Oreca's Hugues de Chaunac on Monday, "and the tyres will arrive there this afternoon." Due to take part in the test are the Martini, Maurer, Minardi, Merzario and AGS teams.

■ Val Waddell, Public Relations Manager for the Lep Group of Companies, who have supported Alo Lawler's Formula Atlantic cars for the past few seasons, is to undertake a different venture next month. He is to take part in a 12-day round-Britain drive in order to raise money for the Royal Marsden Hospital NMR Scanner, for cancer treatment and research. Anyone wishing to support the quest for sponsorship is invited to contact Val through The Royal Marsden Hospital, Downs Road, Sutton, Surrey.

■ The Castrol Segrave Trophy is the latest in a long line of awards for Richard Noble, the current Land Speed Record holder. The trophy is for the British subject who accomplishes the most outstanding demonstration of the possibilities of transport by land, sea or water." Recognising the contribution made by the designer of Noble's car, the Segrave committee awarded John Ackroyd the Segrave medal. Alternative nominations apparently included Australian, Dick Smith, the first man to fly round the world in a helicopter. The awards will be made at the Royal Automobile Club on Monday, March 12.

■ CART have announced a round of their championship will definitely be run at Sanair Speedway on September 9. The race will be sponsored by Molson Brewery, who have signed a five-year agreement with the CART organisers. The one-mile oval track, it should be remembered, is in Canada, a little to the south-east of Montreal. A CART race outside the United States of America... does this mean, therefore, that Jean-Marie Balestre's threatened CART-bashing will come into effect, with drivers taking part in the Sanair event being banned from all FIA competitions? We await developments with interest...

March heads Miami GP entry

The IMSA Camel GT Championship will continue this weekend with the second Budweiser Grand Prix of Miami. When run for the first time last year, this event was crippled by appalling weather, but the indications are that, weather permitting, an interesting race is on the cards this time.

The entry is much the same as at the recent Daytona 24 Hours, headed by the Daytona-winning March-Porsche 84G of Sarel van der Merwe/Tony Martin/Graham Duxbury. Major opposition should stem from the pair of Group 44 Jaguars as well as from a John Fitzpatrick Racing Porsche 935 K4 to be crewed by reigning Camel GT Champion Al Hol-

bert and reigning TransAm Champion David Hobbs.

The makeshift, round-the-houses circuit was generally well received last year, although there are a number of detail changes to the 1.85-mile, 12-turn circuit. Most noticeable of these is the repaving of the first two corners, which should iron out the excessive bump that was apparent last year and also allow increased speed onto the main straight. Two of the hairpin bends have been eased slightly also, while changes to the spectator amenities should also provide a forward step for the race organisers in their bid to establish the Miami GP as an important event on the international calendar.

Heirman's Anson F3 drive

Little known Belgian Thierry Heirman, 23 last Monday week, will be driving a new Anson SA4/84 in this year's Marlboro British Formula 3 Championship. Sponsorship for Heirman, who, we hear, drove a Lola T580 in some FF2000 events last season, comes from a couple of Flemish aerospace companies, while former Brabham and Trundle team mechanic Marc Julyan will look after the car. The team will be managed by Marcel Bolmut, the man behind the recently-announced International Racing Foundation.

Free seating offer from Silverstone

Silverstone Circuits Ltd are continuing their policy of not charging for grandstand seating at all car race meetings during the coming season.

"We are very conscious of the demands on everyone's income nowadays and have deliberately pegged our prices as much as possible," said Silverstone's Managing Director, Jimmy Brown. Accompanied children under 15 years old will also be granted free admission to all car meetings, as part of the midlands circuit's aim to provide reasonably priced family entertainment.

Full details of Silverstone's racing calendar, plus further savings that can be made for the major international meetings from advance bookings, are available directly from Silverstone Circuits Ltd, Towcester, Northants NN12 8TN.



JVB memorial service

A touching Memorial service in honour of our sadly missed Technical Editor, John Bolster, was held at St Martin's-in-the-Fields, Trafalgar Square, London last week. Raymond Baxter, Duncan Hamilton and Tony Rolt (above) were among those paying tribute to JVB.

WEEKEND SPORT

INTERNATIONAL RACING		
Date	Venue	Event/Details
Feb 26	Richmond, Virginia, USA	NASCAR Winston Cup Grand National Championship, round 2 <i>There's no respite for the Grand National contenders, who have to skip straight up the east coast and across to Richmond just one week after the gruelling Daytona 500.</i>
Feb 26	Miami, Florida, USA	Budweiser Grand Prix — IMSA Camel GT Championship, round 2 <i>The South African Kreepy Krauly March-Porsche team will be looking to repeat their Daytona success in what is billed as America's richest ever sports car race. Also on the programme is a Mazda race for a variety of 'stars', among them AJ Foyt, Tom Sneva, Emerson Fittipaldi, Jacques Villeneuve and Willy T Ribbs.</i>
Mar 3 Mar 4	Goldfields, South Africa Rockingham, USA	South African Sigma Series, round 2 NASCAR Winston Cup Grand National Championship, round 3
NATIONAL RACING		
Date	Venue	Event/Details
Mar 3 Mar 4	Silverstone, Northants Silverstone, Northants	Pomeroy Trophy Race Meeting (VSCC) — Historic and Vintage cars Marlboro British F3, Esso FF1600, Trimoco Clubmans, Uniroyal Prodsaloons, British Car Auctions MG Metros (BRDC)
Mar 4	Brands Hatch, Dartford, Kent	Racing Displays FF2000, Townsend Thoresen FF1600, John Player Special 'Champion of Brands' FF1600, BP 'Superfind' Junior FF1600, British Sports 2000, Special GT, Wendy Wools Special Saloons (BARC)
OFF TRACK SPORT		
Date	Venue	Event/Details
Feb 26	Lydden, nr Canterbury, Kent	Lydden Winter Rallycross Series, round 5 (Astra MC) <i>The rallycross regulars will be back in action at the chalk/tarmac Lydden circuit this Sunday. Expect Will Gollop's Saab and, perhaps, the Audi Quattro of Dimi Mavropoulos to challenge the regular bunch of Ford Fiesta and Escort drivers.</i>
Feb 26	Oakgrove, nr Macclesfield, Cheshire	Roy Wilshire Trial — RAC British Sporting Trials Championship, round 6; BTRDA/Five Ways Tyres Trials Championship, round 9; Northern Trials Championship, final round (Mid-Cheshire MRC) <i>Major interest will be centred upon this event counting as the final round of the Northern Trials Championship. Alan Rawson has almost tied up the title, although Stuart Butterfield retains an outside chance.</i>
Feb 26	Lypiatt Park, nr Stroud, Glos	Bisley Trial — 750MC Lamps Ltd Sporting Trials Championship round (750MC)
Secretaries of the Meeting are requested to send details of forthcoming events to Jeremy Shaw, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.		

A formula for excitement

With the first round of the 1984 Open Rally Championship now completed, the fears that the series would become a two horse race appear to have been realised, with only Audi and Opel represented in the big league. The prospects of any real variety through the year are slim, with the minimum number of seats for professional drivers and the minimum level of entertainment for the spectators.

FISA have already commented that they are themselves perfectly happy with the state of Group B, feeling that as more manufacturers get into the sport, such problems will be a thing of the past. The indications are that more are preparing to produce top line machinery, while perhaps directing their early efforts towards the masses with Group A projects.

In complete contrast to the support of the B category at the weekend in Yorkshire, the production formula attracted a remarkable selection of machinery with at least seven

companies involved in one form or another. The indications are ever more reinforced therefore that this will offer drivers both the training and discipline required, with alternative routes into international rallying depending on the support available from individual factories.

What is also crucial to the success of the formula is that the one-make syndrome — so obvious in the overall battles — is avoided and that different *marques* feature in the results. Yet again, it seems that the potential is there, and while Toyota currently hold the aces, others are threatening to establish themselves.

It is interesting to note that over half of the cars entered on the National Breakdown event complied with Group A, underlining the growing acceptance of this latest FISA formula, not just from those linked to manufacturers, but also by the private individuals who look at the sport from a different angle.

With these factors in mind, it must be time for

the RAC MSA to officially confirm that their National Championship, currently supported by Shell Oils and AUTOSPORT, will be held exclusively for Group A cars in 1985. Such a move has been discussed, but so far no definite commitment has been made and for any such major restructuring, the maximum period of warning must be given. There will be no point in announcing such a move at this year's prizegiving.

AUTOSPORT does not suggest that all rounds of the championship solely cater for production-based machinery, only that these vehicles are the only ones eligible for championship points. That way, manufacturers can continue to use the prestigious one day events for development exercises, while championship interest is directed towards a lower cost formula. Such an introduction would suit both those who enjoy the national scene, and those trying to use the competition as a stepping stone to greater things.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Galway MC

It was only last night that I managed to obtain a copy of AUTOSPORT for February 2, 1984.

I was horrified to read on page 16 thereof under a feature entitled "Law is Champion" an allegation that the High Court considered the "Galway Rally" for alleged possession of Pace Notes by Demi Fitzgerald.

The High Court has never considered the Galway Summer Rally for any reason whatsoever.

Demi Fitzgerald was never excluded as winner of the Galway Summer Rally and so the R.I.A.C. have never de-instated him as winner of the Galway Summer Rally.

BRYAN BROPHY
Galway MC

We apologise to the Galway MC for this misunderstanding and any embarrassment it may have caused.—Ed.

No breakdowns

I would be grateful if you would allow me the opportunity to express the thanks of De Lacy MC to everyone connected with the National Breakdown Rally.

Obviously we are grateful to our new sponsors, but special mention should be made of the radio, rescue and medical services who gave so much time and effort to the rally. Everyone is aware of the problems faced by the organising club but rest assured that plans to improve next year's event are already under way.

Once again we are grateful to Barry Hinchliffe who donated £50 to the club organising the best stage of the rally. His kind gesture was received this year by Border MC for the Sproxton special stage.

LEEDS
PAUL WEATHERILL
Deputy Clerk of the Course/
Safety Officer
National Breakdown Rally

Patriotic plea

One should not really respond to the comments about a personal opinion, after all everybody has their own ideas. However, I cannot resist the temptation, Mr. Boileau, as your response (*Correspondence*, February 6) is aimed at the wrong target.

I was hoping to get a reaction from Messrs Ecclestone and Co, but as usual the silence is deafening. For a start it is money, and I do believe that Senna da Silva has got an F1 drive while our own blokes are as usual scratching, because of finance. If Brundle had won the '83 championship, da Silva would still have got the Coleman drive. Now we have F2 champion Palmer still unemployed, while F2 Frenchman Alliot has landed the

RAM seat. I am not naive, just heartily sick of talented British drivers being wasted.

Grand Prix racing is not a charity and I did not in any way suggest that it was. Nevertheless, it is not unreasonable to suppose that British (sic) teams take some interest in our native talent.

The impression, and indeed the reality, is that money is all and hence my comments about sponsors and the apparent lack of interest in British drivers. Where are the British sponsors? Do they really want a British sponsor at all? Can FOCA really expect the paying public to go on shelling out large sums to watch British F1 teams sponsored and driven by foreigners, while British drivers survive on charity handouts from RFB, laudable as it is?

Finally, there is no need for snide comments about my comparison between our great drivers of the past and those of today. It was to make a point, not a direct comparison between then and now. The fact is that something urgent needs to be done for aspiring British drivers, otherwise their careers in F1 will be stillborn. The alternative, of course, will be the inevitable rise to fame of, for instance, Sandro Sala, while Andrew Gilbert-Scott, Andy Wallace and others end up in the wings as usual. There are many other examples over the last decade.

Your sarcasm, Mr. Boileau, is misplaced and irrelevant. If only somebody of importance and relevance would respond...

BISHOPSTORTFORD, HERTS PAUL PARKER

Silverstone, 1984

1984 would have been my 10th year as a member of the Silverstone Club. For the benefit of readers who may not be familiar with this Club its objectives were (for £4 per annum) to enable its members to make use of the hospitality of the Club House on practice and race days, and also to drive their road cars around the club circuit on six selected summer evenings, and once on the Grand Prix circuit at the end of the season.

Members were informed last week that the Club House had been taken over by the new racing school, and for £10 per annum we could become "Social Members" which would just buy us the hospitality of the Club House as before, but we would no longer be able to drive on the circuit.

Would anyone from Silverstone be kind enough to justify this action to the many people who received lots of enjoyment from this aspect of the old club? It was an excellent first step for anyone embarking on Motor Racing at club level, sprinting, or simply for enthusiasts who wished to flex the muscles of his Porsche or whatever, in the safety provided by the "off road"

environment and by our good friends from the BMRMC.

Two excuses which would not satisfy the writer are as follows:

Safety: During my years as an active member there have been very few incidents, and not a single personal injury of any kind (a record not equalled by any other circuit activity).

Lack of support: The number of people wishing to participate has grown to the extent that we were restricted by a rota system at the last meeting.

KINGSTHORPE, NORTHAMPTON ANDY BRIGHT

Voice of experience

I am writing in response to two letters in *Correspondence* of February 16. The first *Selfish parking* by Dave Vass, the second *Simple and safe* by David Webster.

As a marshal of several years I agree with Dave Vass. It is pointless for a driver to crawl past a post at 5mph with a dead engine only to stop 50 yards on. It would be safer, not only for the marshals but also for the driver himself, to pull in behind the first available post.

With regard to the second letter, the idea is quite good but surely the bars on incident vehicles would have to be very low and so could cause problems with ground clearance when the vehicles leave the edge of the circuit. I would also suggest that any driver who is driving so fast under yellow flags that he crashes is guilty of reckless driving and should be so reported.

WINCHESTER, HANTS TM WILLIAMSON

Observe the yellow flags

I feel I must reply to David Webster's letter *Simple and safe* (February 16). His concern was for situations where rescue vehicles attending the scene of an accident run the risk of being struck by other racing cars (particularly single seaters) leaving the track "despite the yellow flags". Mr Webster has a valid point but has missed the most important factor.

Why should cars leave the track at the scene of an incident? Any experienced marshal will tell you. In a minority of cases it is because a driver has misjudged extreme conditions (heavy rain, oil, etc), but the vast majority are caused because drivers are still travelling at racing speed and, in some cases, actually dicing. This under stationary and waved yellow flags.

The yellow flag not only instructs the driver not to overtake (an offence which is often reported by observers), but also warns of an incident and in the case of waved flags, a possible track blockage. Drivers should, therefore, be aware of the danger and be

prepared to stop. If an emergency vehicle is on the track, white flags will also be shown. There can be no excuse for a driver 'losing it' under these circumstances.

However, many times I, and my colleagues, have been on duty at Druids, Brands Hatch, where drivers are still to be seen locking up into the corner or tanking round on opposite lock when waved yellow flags are on display. Perhaps, if more drivers took notice of the flags displayed, the problem would be almost eliminated. It would certainly make life much easier for the emergency services.

CROYDON, SURREY

SPROTHBERG

Pompous criticism

I have grown tired of reading in this column about how the Americans have prostituted Grand Prix racing. The last time I heard Bernie Ecclestone speak he affected a very convincing British accent. Numerous writers have decried the proliferation of temporary 'Mickey Mouse' venues because these circuits offend their aesthetic sensibilities of what a true GP circuit ought to be. I consider such abstract criticism to be pompous and shallow in comparison to the proven threat these temporary venues pose to long-established permanent circuits.

Here in the States, very few club events turn a profit for track owners. They depend on big ticket events like F1, CanAm, TransAm and IMSA to bring in the spectators and keep the track solvent for the rest of the year. Obviously, the greater the track size (i.e. GP-capable), the greater the amount of revenue required to keep it afloat. As these temporary once-a-year venues skim off the premier events, the permanent circuits will fold leaving club racers no place to develop their talent. You will never see a Formula Ford or bug-eye Sprite at Long Beach, Las Vegas or Detroit.

Your correspondents should know that there are thousands of American enthusiasts (SCCA members, for example) who have a genuine concern for the future of the sport.

NEW JERSEY, USA

CRAIG THORNTON

Calling Stratos owners . . .

I have started a register of Lancia Stratos cars for their owners and other enthusiasts. I have already made contact with several owners in the UK, and wish to reach any others in Britain, and also worldwide. The intention initially is to collate available knowledge of surviving cars, and then to provide a news letter and organise occasional social and motoring events as the members wish. Anyone interested should first write to the address below and I will send a registration form and questionnaire by return of post.

I have owned a superb Lancia Stratos since 1978, and feel it is high time that some formal attempt be made to bring owners, both actual and wishful, and their cars together. Your help in making this intention become fact will be much appreciated.

ALEX MOORE

1 Yardley Road,

Olney,

Bucks

MK46 5DX

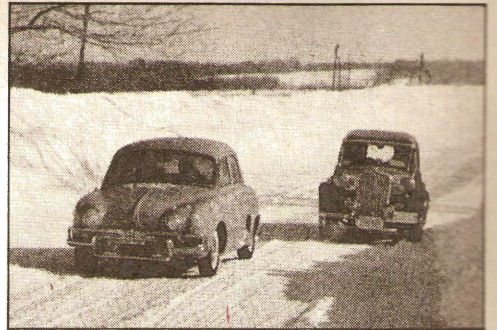
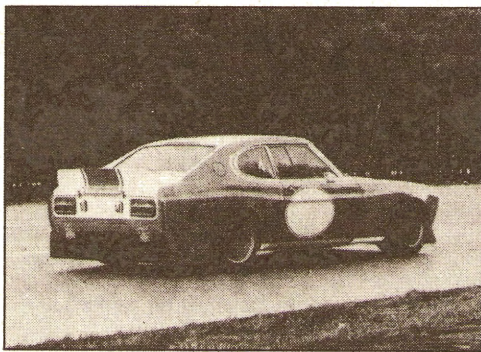
10 Proposals for a new formula were made 10 years ago this week (AUTOSPORT, February 28, 1974). It was intended to provide a stepping stone between Formula Ford and Formula 3, and to alleviate the overcrowding of Formula Ford events. This was the beginning of Formula Ford 2000, which is so popular today. There was some concern that the new formula would lead to smaller F3 grids, though F3 was still seen as the formula for young drivers of international standing.

Pit & Paddock gave the results of testing at Paul Ricard. Fastest of those present was James Hunt in the Hesketh with 1m 47.8s, comparing well with Jackie Stewart's 1973 pole time of 1m 48.37s. Jean-Pierre Jarier managed 1m 48.6s before running out of petrol on a flying lap... Following the announcement of the Roger Williamson Fund, four major companies agreed to make joint contributions to the BRSCC's marshals' training programme.

The Daytona 500 became a two-way battle between Richard Petty and Donnie Allison, but debris on the track caused Allison to have two major punctures and a spin onto the grass, leaving him in seventh place. So, Petty took a comfortable win in his Dodge, ahead of Cale Yarborough, Ramo Scott and Coo Coo Marlin.

Peter Gethin led 37 of the 52 laps of the penultimate round of the Tasman series at Sandown Park to win in his VDS-Chevron B24 and move a step closer to the series' title. Frank Matich looked set to win, until his car's water pump failed after 15 laps. Graham McRae (McRae) finished second and John Walker (Lola) third.

In an attempt to win back the European Touring Car title from BMW, Ford of Germany announced a new Group 2 Capri powered by the new dohc Cosworth V6. Arch rivals, BMW, had pulled out of Group 2 in an official capacity just at the time when Mike Kranefuss (Ford's Competition Director) was reasoning with the Ford hierarchy that they could afford such a programme for 1974, but he still managed to produce the new Capri. The new 3.4-litre engine would produce well over 400bhp, cancelling BMW's '73 advantage of 500bhp. The car featured tail radiators and a new wing, as shown below. The 1974 Capri RS3100 was to be built in Britain, although the team would remain very much a German affair.



25 The leading story 25 years ago this week (AUTOSPORT, February 27, 1959) was that Tony Brooks had agreed to drive for Ferrari in Grands Prix throughout 1959. His signing with Ferrari was presumed to have been precipitated by Mr Vandervell's uncertainty concerning his plans for the coming season, Brooks following other top British drivers such as Peter Collins and Mike Hawthorn to Maranello.

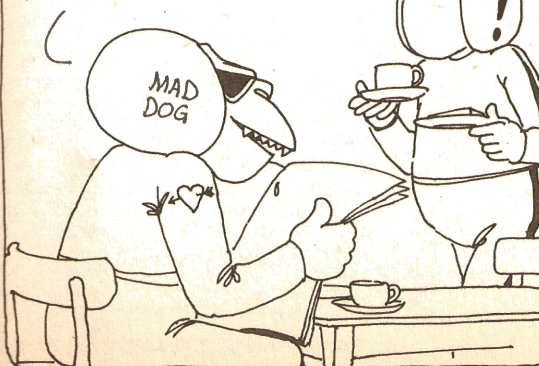
A Saab won the Canadian Winter Rally, piloted by Homer Trotter and John Burns. The rally conditions were said to be hazardous, with much snow, bumps in the road caused by frost heaves, deceptive corners without guard rails and gusty winds. The entire rally took place in the province of Ontario, starting at Toronto. As part of a promotional drive, Austin Motor Company flew Pat Moss and Ann Wisdom to Canada at their expense. They were rewarded by Pat and Ann winning the Coupe des Dames, to add to their Monte Carlo success. Some contestants were enticed to stop and feed the tame deer in Algonquin Provincial Park. However, one Austin driver reported that on opening the door to feed the deer, it climbed into the front seat and they had a hard time extricating it because of its horns! Shown above in the wintry conditions are the Renault Dauphine of Notouy and Harvey and the Singer of Eveleigh and Bullivant.

David Pritchard reviewed the *Formule Libre* racing season and concluded that while Britain was well endowed with both Formula 1 and Formula 2 cars, other countries were not and had to resort to *Formule Libre* for their major races. Stemming directly from the one anomaly in the World Championship, the Indianapolis 500, there was in 1958 a second 500 mile race on the banked track at Monza. The Americans brought a representative selection of their 'Indy' cars to compete for the Two Worlds Trophy against anything that the Europeans could produce. The Americans once more claimed a resounding victory in the fastest race of that time. The race was run in three 63-lap heats, with the final times being found by means of an aggregate time. The race was won convincingly by Jim Rathmann, who won all three heats, at an average of 166.73mph. The hero of the day was Luigi Musso who led the opening lap and then fought furiously with Rathmann for the next 30 laps, before retiring his 4.2-litre Ferrari due to exhaustion. Mike Hawthorn and Phil Hill, whose own Ferrari had been retired, then took over Musso's Ferrari and drove it to third place overall.

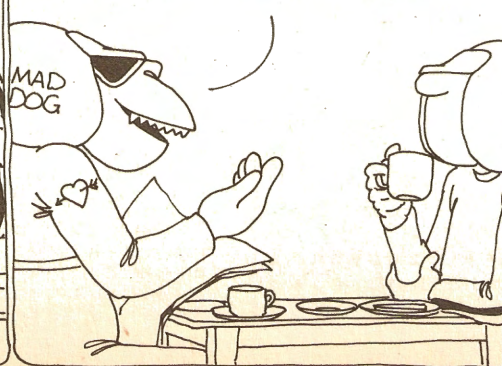
CATCHPOLE

BY BARRY FOLEY

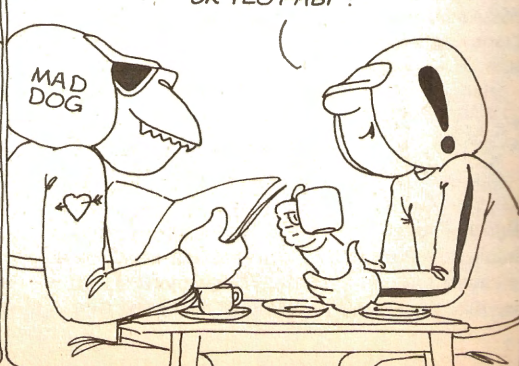
THERE'S AN INTERESTING ARTICLE HERE ABOUT 'LOOK-ALIKES'. YOU KNOW, PEOPLE WHO ARE THE EXACT DOUBLES OF FAMOUS PEOPLE....



... APPARENTLY YOU CAN EARN A SMALL FORTUNE STANDING IN FOR PEOPLE LIKE RONALD REAGAN, JANE FONDA, ROBERT REDFORD OR MARGARET THATCHER.



OR TEO FABI ?





Cale Yarborough, now the most successful runner on Bill France's Daytona superspeedway, dominated practice, qualifying race and the 500, to take a well-earned victory.

Cale's clean sweep

Last lap win for Yarborough in 500, as well as taking pole and qualifying race — Furious battle for second won by Earnhardt — King Petty runs well before retiring — La Joie's spectacular qualifying race accident — Report: GORDON KIRBY — Photography: DAYTONA INTERNATIONAL SPEEDWAY.

For most of the last 100 miles of last weekend's Daytona 500 NASCAR Grand National season opener, a seven-car draft led by 1981 and '82 champion Darrell Waltrip howled around the giant three-cornered speedway, each driver trying to figure out how in the hell he was going to play his hand on the chequered flag, repeating his win of last year aboard Harry Ranier's Hardee's Hamburgers-sponsored car. Ranier's Chevrolet Montecarlos are the fastest superspeedway cars in the business, having dominated at Daytona and Talladega over the past five years.

On the last lap, second placed Cale Yarborough towed his way inside Waltrip on the run down the backstretch and sailed away to a clear win. Yarborough had pulled out eight car lengths by the time he swept under the chequered flag, repeating his win of last year aboard Harry Ranier's Hardee's Hamburgers-sponsored car. Ranier's Chevrolet Montecarlos are the fastest superspeedway cars in the business, having dominated at Daytona and Talladega over the past five years.

With the tiger-legged Yarborough joining Ranier's team last year, the combination has become a fearsome threat in the limited 16-race schedule that former triple NASCAR champion Yarborough now prefers. At Daytona this year, Yarborough was the man to beat all week and, indeed, he ultimately completed a sweep of pole position, qualifying race and the 500, equalling Fireball Roberts's legendary accomplishment of 1962. More than that, the 500 victory also marked Yarborough's 14th win in 21 seasons of racing at Daytona, which places the 43-year-old South Carolinian in a class of his own as the most successful driver to race on Bill France's superspeedway.

Behind Yarborough, a furious battle to the flag took shape for second place, with Dale Earnhardt stealing the runner-up position from Darrell Waltrip, Neil Bonnett and Bill Elliott, who crossed the line three abreast. Harry Gant was directly behind in sixth place while Ricky Rudd drove a dogged race after his wild flip the previous weekend to finish a lap behind in seventh place. Bobby Allison, Richard Petty and Buddy Baker all ran at the front in the first half of the race before running into mechanical problems, while there was a pleasing absence of crashes after a series of flips and incidents had punctuated various qualifying and supporting races throughout the busy week.

QUALIFYING

As usual, there was a huge entry for NASCAR's season opener, with 72 cars practising and 42 qualifying for the 500. Pole position qualifying takes place a week before the race and, like last year, it was Yarborough who set the pace, once again breaking the 200mph barrier although this time keeping his car in one piece by not bothering with his second flying lap. Indeed, many other drivers ran only a single qualifying lap, few of them wishing to gamble on hanging onto their loosely set-up cars for more than one deep-breathed lap.

Terry Labonte was the only other man to join Yarborough in the 200mph club, and these two were guaranteed the front row positions for the 500, while the rest of the field qualified by way of Thursday's pair of 125-mile qualifying races.

Yarborough gave a hint of his 500 form by scoring a strong win in the first 125-miler, comfortably beating the Fords of Bill Elliott and Buddy Baker to the flag. Neil Bonnett finished fourth ahead of Geoff Bodine and David Pearson, with no fewer than 20 cars going the full 50 laps. Finishing out of the first 15 and therefore having to be added to the field were AJ Foyt, Joe Ruttman, Dave Marcis and Jody Ridley.

The second qualifying race was disrupted by a spectacular single-car flip coming off the second turn. Rookie Randy La Joie was running with the leaders in his first superspeedway race

when his car got away from him over the bump in the fourth turn. Much like Ricky Rudd's crash in the previous weekend's 50-mile Busch Clash television race, La Joie found himself flipping through the infield, and in his case bouncing heavily off the inner wall just before the pitlane. Amazingly, La Joie was shaken but uninjured in the crash, although the race was redflagged for nearly two hours while repair work was effected to the guardrail and earth bank struck by La Joie's car.

In the end, defending NASCAR Champion Bobby Allison scored a good win in the second 125-miler, beating Harry Gant, Terry Labonte, Benny Parsons, Tim Richmond and Dick Brooks to the finish. In trouble was Darrell Waltrip, who suffered a valve train failure near the end of the race and could only hang on for 13th place and a mid-field 500 starting berth.

Others to hit trouble in the second qualifying race were Richard Petty and Dale Earnhardt, both of whom blew engines while running well in the middle of the sprint race. In deeper trouble was Tom Sneva, who crashed when something broke in his car's rear suspension. With no spare car, the small team Sneva was running with at Daytona had to fold their tent and go home.

Aside from some rain the night after pole position qualifying, the 10 days of stock car racing at Daytona was blessed with uncommonly stable and clear weather. The beachside resort town seemed even more packed with humanity than ever and the magnificent weather

brought the crowds out to the track in record numbers for each of the five days of actual racing on the 26-year-old speedway.

The day before the 500 witnessed the traditional 300-mile Late Model Sportsman race and, as usual, there was a healthy contingent of Grand National drivers in the field.

In fact, the race was won by none other than Darrell Waltrip, who fought his way up from a midfield starting position to steal the victory with only two laps to go. Lake Speed and Geoff Bodine were inches behind in second and third places, while Sportsman veteran Sam Ard ran out of fuel on the last lap after leading much of the race. Grand National Champion Bobby Allison was fifth, while bad luck came the way of Waltrip's team mate Neil Bonnett when the latter's crew chief was injured in a pitlane accident.

Bonnett and Waltrip are, of course, teamed together this year under the Junior Johnson/Warner Hodgdon/Budweiser banner, and the crew chief on Bonnett's car is 23-year-old Doug Richert, who is the youngest chief mechanic in Grand National racing. Richert was coming out to change the right front tyre on Bonnett's Sportsman car during the Saturday race when he tripped and was struck by LD Ottinger's car as Ottinger was coming into his pit, directly ahead of Bonnett's. Richert was thrown into the air and broke a leg in two places as well as breaking his nose. Richert had to spend the next night and day in hospital, and Junior Johnson himself stepped forward to run Bonnett's pit for the 500.

THE 500

The fine weather of the week carried over into Sunday, with some midday clouds moving in to take the edge off the heat of the morning. As the cars were slowly rolled into the pitlane and the parades and introductions of honoured guests began, there was some excitement in the garages when Junior Johnson decided that Waltrip's engine didn't sound healthy, and ordered a last minute engine change. "Never a dull moment around here," quipped team mate Bonnett, as Johnson's mechanics got stuck into the job.

Just after midday the thundering herd of stockers were fired up and grumbled out onto the banking in the wake of the pace car. With an in-car camera fitted to poleman Yarborough's car and another camera in Richard Petty's backfield-starting car, CBS's vast audience was bound to be in for some good viewing.

Away from the rolling start Yarborough immediately took command of the race with Labonte, Allison, Gant and Baker leading the chase. Petty and Earnhardt made quick work of the backfield, with Petty's STP red and blue car scything aggressively through the upper reaches of the banking as he picked off car after car.

Before things could really take shape there was an early yellow when Dave Marcis's car blew up on the third lap. After Marcis was towed in and some oil-dry was laid on the track, the race got underway again. During this early yellow A J Foyt had come into the pits to try to improve his ill-handling Oldsmobile, and after a few more pitstops Foyt was to be an early retirement. "That thing was so loose I was going to hurt somebody," the Texan commented.

Once the race was restarted, the green flag was to remain in effect for over 50 laps, through the first round of fuel stops. Meantime Yarborough continued to set the pace, although he found some real competition in Allison, who began trading the lead back and fourth with him. Buddy Baker settled into a strong third place directly behind Yarborough and Allison and a few car lengths clear of

Labonte and the rest. But it wasn't long before Baker was forced to make an early stop when a front wheel stud pulled out of the upright. This problem quickly led to Baker's early retirement from the race.

Further back, Petty and Earnhardt were moving swiftly towards the front and, indeed, by the 30th lap they were closing fast on Labonte in third place and then tacking onto the tails of Yarborough and Allison just before the first round of fuel stops. In fact Earnhardt's Richard Childress team were able to beat everybody else during the green flag pitstops so that the 1980 NASCAR champion got back up to speed clear of everyone else.

Labonte and Yarborough were soon closing from astern, however, and after a few laps it was Petty who established himself at the head of the leading group much to the pleasure of his huge band of followers.

Petty, Earnhardt and Allison continued to set the pace for a while as Yarborough steadily made up ground lost during his pitstop. Already out of it were Baker, Foyt and Kyle Petty, the latter suffering an engine failure after his Ford had run well in the opening laps.

Just before the second round of fuel stops, with the track continuing under the green flag, the race took a turn when Allison suddenly pulled in for his crew to take a look at his engine. It took only a few minutes of examination and a couple of exploratory laps to realise the problem was terminal, and after 61 laps the defending champion had retired to the garage area.

As Allison was running into dead trouble, the race's second yellow flag took effect when Bobby Hillin Jr's car blew up. This gave everyone the chance to stop under the yellow, and away from the restart Petty again took over the lead pursued by Yarborough, Earnhardt, Brooks, Ruttman, Elliott and Gant. Further back, Waltrip was finally beginning to make an impression as he drafted up the field in company with the cars of Bouchard, Parsons and Gant. Also making his presence felt around this time was Waltrip's team mate Bonnett who soon caught and passed Darrell and began to close on the leading group.

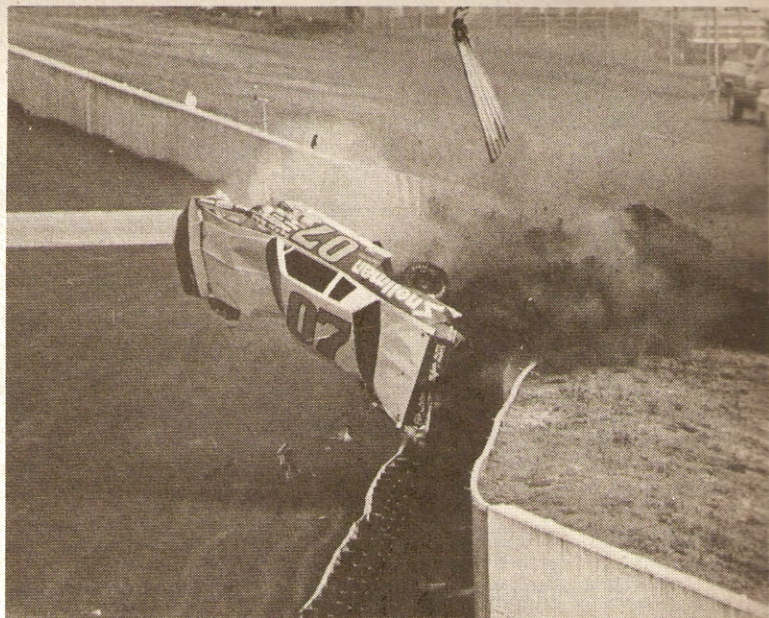
Meanwhile, Petty was putting on a great show, leading powerfully from Yarborough and stretching the pace so that he was tantalizingly close to being able to break away from Earnhardt, Yarborough and the rest.

On the 92nd lap, however, the King's car suddenly began to smoke and on the backstretch Petty pulled low and shut off the ignition. Like last year his motor had suddenly given up the ghost at the very moment that his chances had begun to look good.

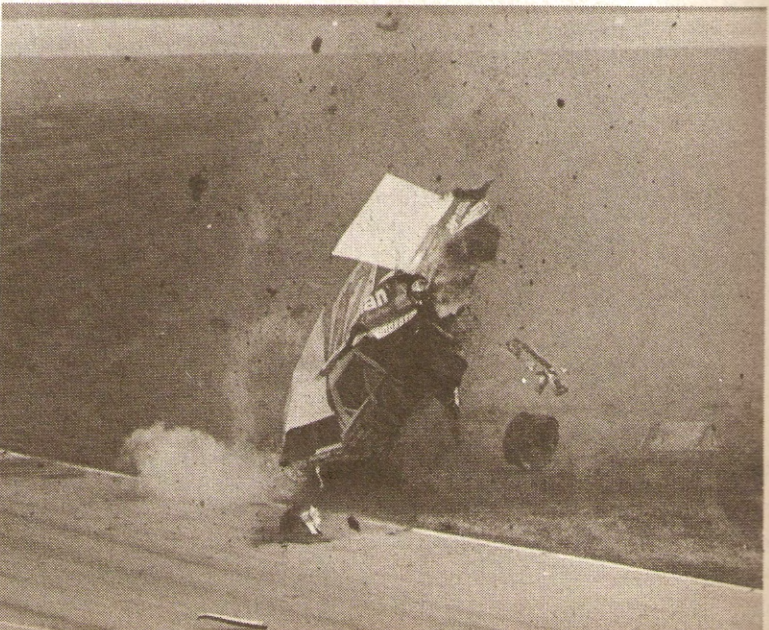
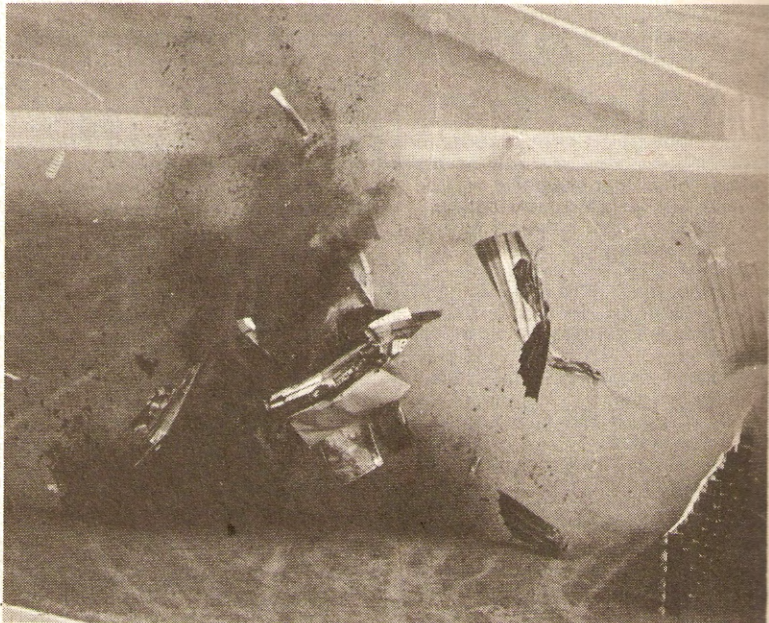
Another half a dozen laps and the yellow flag flew again when Rusty Wallace slid into the wall. The yellow enabled everyone to make their third fuel stops without drama and, indeed, so leisurely were Yarborough's crew about their business that Cale was back in 11th place when the green flag flew.

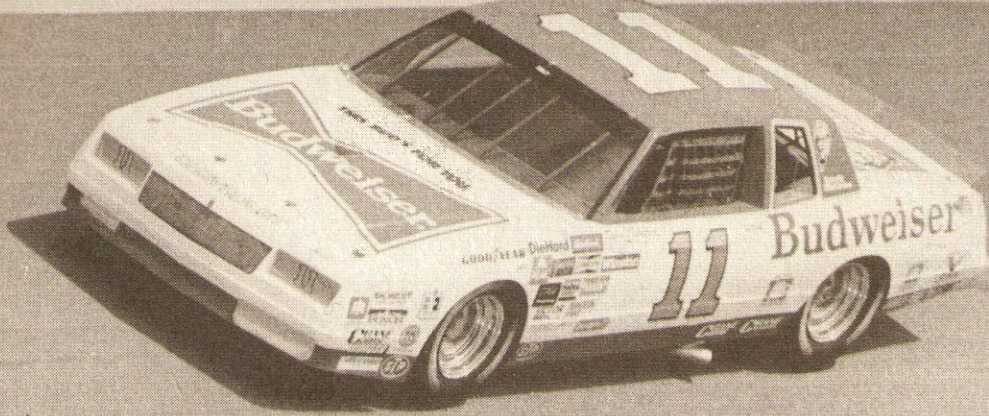
For a few laps there was a bit of a scramble for the lead with Labonte soon establishing control from Earnhardt, Waltrip, Brooks, Bonnett and Elliott, while Yarborough worked through the line of cars one by one. Out of it shortly after the restart was Benny Parsons who had been looking more and more like a contender before his engine suddenly gave out.

It wasn't long before Yarborough had reached the leaders and once he had done so it triggered some more jockeying for position. While Yarborough was picking his way through the leading gaggle, Earnhardt and Bonnett made their own moves to the front only to have the Ranier/Hardee's Chevrolet scythe smartly past both of them and into a clear lead. Once ahead, Yarborough tried to



Rookie, Randy La Joie, suffered this huge flip during the second qualifying race. Running with the leaders, La Joie's car got away from him and headed for the infield wall just before the pitlane, crashing heavily into it (above). Below and bottom: The car catapulted backwards with terrifying force. La Joie, however, suffered nothing more than a shaking!





they approached the finish line. While Earnhardt took a well deserved second place, Waltrip hung on as team mate Bonnett tried to slip beneath him and Elliott took the high road to Waltrip's right. Gant was left with nowhere to go, and stayed behind the three wide group to finish sixth.

"I've never had a car down here at Daytona that was as strong," commented Yarborough after the race. "The car got a little too loose in the middle of the race, but we worked on it and after that she handled just super-good. Of course, as everyone could see, we had everyone out-horsepowered, and for that I have to thank Waddell Wilson. He builds a heck of an engine."

This coming weekend the Grand National teams will be racing at Richmond, already into their rigorous, week in, week out, 30 race schedule.

Darrell Waltrip led into the final lap after getting the jump on the green, but was overhauled by Yarborough and Earnhardt at the finish.

stretch his advantage and, indeed, lap by lap he tended to edge away from the rest, building a lead of more than 2secs by the time he made his next pitstop after 136 laps.

Once more it was Earnhardt's team whom made shortest work of their pitstop during this green flag segment and when everyone had sorted themselves out on the track, the Wrangler Chevrolet was leading from Waltrip, Brooks and Yarborough. The latter wasn't about to let that situation exist for long, however, and he was quickly past Brooks and closing on Earnhardt and Waltrip.

On the 143rd lap, Yarborough retook the lead in the first turn with Waltrip pushing his nose hard into Yarborough's wake and passing Earnhardt in the process. While that was going on, Joe Ruttman had run into trouble in the pits and had lost a lap, although he had picked-up the leaders' draft as they passed him. Ruttman hung on for a few laps but then suddenly his ill-handling car got away from him into the fourth turn and he spun to a stop, grazing the wall as he went.

Ruttman's mishap gave the leaders another opportunity to stop under the yellow, with most cars taking on four tyres for the restart.

By this time, the track was getting very slippery and handling and adhesion was becoming steadily more important than pure horsepower. Said Yarborough after the race, "It got so slippery from all the blown motors and 'speedy-dry' that it was more like a July race out there. In a

lot of ways, that wasn't bad, because it slowed us down just enough to make us all a little more stable."

Yarborough led the restart and quickly jumped away on his own, establishing a small cushion to Waltrip, Earnhardt, Brooks, Labonte and Bonnett. After only a handful of laps of green, however, fourth man Brooks suddenly lost his chance when his engine blew in the fourth turn and, as the Ford spun to a stop, it was collected by Ron Bouchard who was running a good eighth between Elliott and Gant.

The yellow for Brooks's crash made for more wholesale pitlane visits as all the leaders came scorching in for another round of fresh rubber, mindful that this could be their last chance to change tyres under the leisurely constraints of the yellow. Just 167 laps were on the board when the green waved again, with Yarborough diving into the pits for a fuel top-up the lap before the green. This contrived to drop Yarborough towards the back of the line for the restart, so that it was Waltrip who set the pace away from the flag, followed by Labonte, Bonnett, Gant, Earnhardt, Elliott and Yarborough.

In trouble right away was Bonnett, who cut a tyre and had to make for the pits under the green, losing the best part of a lap before getting back up to speed. While Bonnett was running into his problems, Yarborough was making short work of the field. On the 174th lap, he passed Labonte for second, moving menacingly into Waltrip's mirrors, only to have Buddy Arrington's lone Dodge blow its engine and bring out the last

yellow of the race.

Most of the leaders stayed on the track during the yellow, with Bonnett being able to make up most of his lost time and tuck onto the leading group for the final restart. Waltrip was leading for the 18-lap sprint to the chequered flag, therefore, with Yarborough hard after him and Labonte, Earnhardt, Gant, Elliott and Bonnett in the draft.

Waltrip got a small jump on the restart, but Yarborough had soon closed the gap and settled into second place with the remaining five leaders steaming along behind. With only 10 laps to go, Labonte suddenly hit trouble when a tyre went soft and he clipped the wall high in the first and second turns. While Labonte made for the pits and an attempt to salvage a finish, the remaining six contenders tucked into the final run to the flag.

Waltrip, Yarborough, Earnhardt, Bonnett, Gant and Elliott was the order as they went into the final 10 laps, and despite a move by Bonnett with two laps to go, there was no change in the order until Yarborough made his race-winning move on the final lap. As expected he took the Ranier/Hardees Chevrolet inside Waltrip's Junior Johnson model on the run down the backstretch, and established a clear lead as he stormed into the east banking for the last time.

As Yarborough ran off with the race the five remaining lead cars spread themselves across the track in a frenetic scramble for the leftovers. Coming off turn 4 Earnhardt made the best of the situation, diving to the bottom of the track and squeezing ahead of Waltrip as



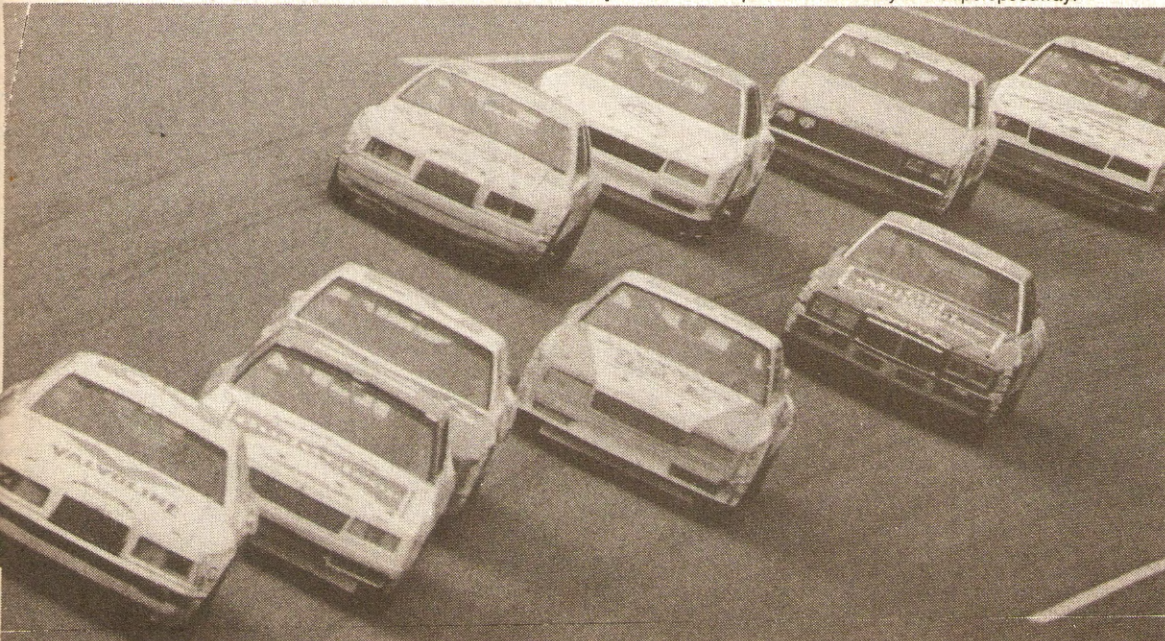
Yarborough heads the snake . . .

DAYTONA 500 (USA)
Feb 19
NASCAR Winston Cup
Grand National Championship,
round 1
200 laps—500 miles

- 1, Cale Yarborough (Chevrolet Monte Carlo), 200 laps, 3h 18m 41.0s, 150.944mph;
- 2, Dale Earnhardt (Chevrolet Monte Carlo), 200 laps;
- 3, Darrell Waltrip (Chevrolet Monte Carlo), 200 laps;
- 4, Neil Bonnett (Chevrolet Monte Carlo), 200 laps;
- 5, Bill Elliott (Ford Thunderbird), 200 laps;
- 6, Harry Gant (Chevrolet Monte Carlo), 200 laps;
- 7, Ricky Rudd (Ford Thunderbird), 199 laps;
- 8, Geoff Bodine (Chevrolet Monte Carlo), 199 laps;
- 9, David Pearson (Chevrolet Monte Carlo), 198 laps;
- 10, Jody Ridley (Chevrolet Monte Carlo), 198 laps;
- 11, Phil Parsons (Chevrolet Monte Carlo), 198 laps;
- 12, Terry Labonte (Chevrolet Monte Carlo), 198 laps; etc.

Leading retirements: Dick Brooks (Ford Thunderbird), 158 laps, engine; Ron Bouchard (Buick Regal), 158 laps, accident; Joe Ruttman (Chevrolet Monte Carlo), 146 laps, accident; Benny Parsons (Chevrolet Monte Carlo), 108 laps, engine; Richard Petty (Pontiac Grand Prix), 92 laps, engine; Tim Richmond (Pontiac Grand Prix), 66 laps, engine; Bobby Allison (Buick Regal), 61 laps, engine; Buddy Baker (Ford Thunderbird), 30 laps, broken wheel stud; A. J. Foyt (Oldsmobile Cutlass), 24 laps, suspension; Kyle Petty (Ford Thunderbird), 21 laps, engine.

Baker, Bonnett, Yarborough, Ruttman, Rudd, Richmond, Bouchard, Ridley and Labonte slipstream round Daytona Superspeedway.



Short Quattro for Open

The Audi Sport UK operation were justifiably delighted with their result on the National Breakdown at the weekend, and confident that for the future there will be a short Quattro in competition on the last two — asphalt — rounds of the Open Rally Championship. Additionally the commitment to the Circuit of Ireland will be fulfilled, although at the moment there is a question mark over who will take the place of Hannu Mikkola, on Safari at Easter.

"We are dependant on the factory in Ingolstadt for a new short Quattro," explained Phil Short, the latest addition to the UK outfit, "but until that is sorted then we will stick with what we've got. Originally we were hoping to have the car for the Scottish, but that seems less likely now, although for the last two tarmac

rounds we would like to have the benefit of the chassis and new engine."

Audi Sport's boss Roland Gumpert introduced the short car programme specifically to improve the car's performance on tarmac, with a four valve per cylinder engine, and a lighter bodysell. Production is currently under way in Germany and, according to Dieter Scharnagl, if the car makes its homologation date of May, then both Stig Blomqvist and Walter Rohrl will use it in Corsica.

Work on the chassis is apparently proceeding well, but the latest engine specification is taking longer to develop, and Mikkola is sure to stick with the 'old' car in Britain until the teething troubles are sorted. His last world championship appearance with the machine should be

the Safari, which always clashes with the Circuit of Ireland.

"We will be doing the Circuit," confirmed Short, "as we have a duty to the sponsors and a commitment to being there. Whether the car is from the factory, or is our own car has yet to be finalised and we are actually talking to Germany about it at the moment. Should our car get stuffed on the Circuit, then we would have a problem for the Welsh, the next round of the series."

Short could give no details of who would be driving the car on that occasion, but with Blomqvist, Mikkola and Mouton in Africa, Rohrl is an unlikely contender for a blind tarmac event, Waldegaard will be with Toyota, and maybe Malcolm Wilson will get a break . . .

No Nissan for Kaby

Terry Kaby has had to abandon plans to enter the forthcoming Portuguese Rally, because it now appears that there is no car available. Plans had centred on a promise that a Japanese owned, but British based car would be made available, but the position has apparently changed . . .

"I now have no idea what we are doing next," commented a disconsolate Kaby, earlier this week, "I am really sorry that we are not going to Portugal."

PORTUGUESE RALLY (P) Leading entries

- 1 Mikkola/Hertz Audi Quattro
- 2 Alen/Kivimaki Lancia Rally
- 3 Waldegaard/Thorszelius
Toyota Celica Turbo
- 4 Rohrl/Geistdorfer Audi Quattro
- 5 Bettega/Perissinot Lancia Rally
- 6 Salonen/Harjanne Nissan 240RS
- 7 Blomqvist/Cederberg Audi Quattro
- 8 Biasion/Siviero Lancia Rally
- 9 Ragnotti/Thimonier ... Renault 5 Turbo
- 10 Toivonen/Piironen Lancia Rally
- 11 Kankkunen/Gallagher
Toyota Celica Turbo
- 12 Vander Merwe/Boshoff Audi Quattro
- 14 Santos/Oliveira Ford Escort RS
- 15 Woodner/Harris
Talbot Sunbeam Lotus
- 16 —
- 17 Grundel/Diekmann
Volkswagen Golf GTI
- 18 Moutinho/Fortes Renault 5 Turbo
- 19 Rodrigues/Cotter Lancia Rally
- 20 Gooding/Jenkins
Vauxhall Chevette HSR

Impressive debut for the R-E-D 4T

Roger Clark gave the R-E-D 4T its first outing on the National Breakdown, running as 00 car just a few minutes ahead of the first car, and proved a real attraction for the spectators. There were a few competitors impressed with the straight line speed of the 330bhp turbocharged BDG machine as well, after Roger had completed his runs round Croft.

During the Friday night the car threw an alternator belt, and because of the still-unique turbo installation, no replacements are yet available. The Rally Engineering Development mechanics therefore returned to Widnes and during Saturday Roger was able to return, setting some very impressive times, much to the delight of the spectators.

Such was the interest in Dave Campion's new project that there is now a possibility that the combination will appear in Ireland for the Donegal Rally, as there has been an approach from the rally organisers.



Scots get a sponsor

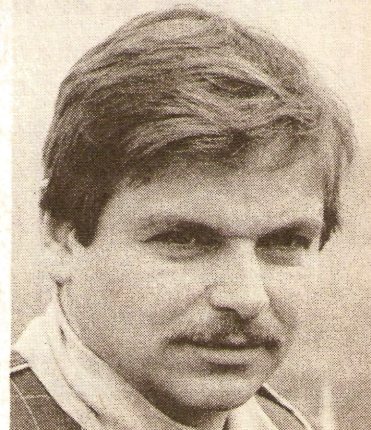
Officials from the Royal Scottish Automobile Club were in Yorkshire at the weekend, and it seems that their efforts to find a backer for the International Scottish Rally — round four of the Open series — have been successful.

No-one would give any firm indications of who was going to back the event, but the identity will be revealed at a press conference in early March.

High hopes for Porsche

Michele Cinotto won the Costa Brava event, the first major round of the European Championship at the weekend, after Carlo Capone put his factory Lancia Rally off while holding a 6 minute lead. Henri Toivonen was second in the early stages, but a drive shaft coupling failed before the car actually reached any of the gravel stages.

Toivonen then used the Porsche 911 SC RS as a course car, and co-driver Ian Grindrod was confident that they were putting up competitive times. The Finn's schedule is particularly hectic over the forthcoming weeks, and included in his plans are the Portuguese round of the World Championship, the RACE Rally, the Circuit of Ireland and Costa Smeralda. A private plane will be used to take the Finn from Belfast direct to Sardinia for the start of the Smeralda event. A full report of Costa Brava will appear next week.



HAFSTEINN HAUKSSON

The popular Icelandic driver, Hafsteinn Hauksson, died on Saturday during the National Breakdown Rally, when his Ford Escort RS hit a tree in Dalby forest. The 28-year-old was closely involved in the sport in Iceland, the National Champion in 1982, and one of the warm personalities visitors were sure to meet on events in that country.

It was last year, however, that he tackled a couple of rounds of the British Open Championship, which included a creditable 10th place overall on the Scottish.

In that time he quickly formed new friends in Britain and his enthusiasm and character meant he was always a welcome visitor. AUTOSPORT extends its deepest sympathies to his wife Hallveig, their daughter, and to Hafsteinn's many close friends.



Russell Gooding will find Portugal very different from the Wyedean where this shot was taken.

Appointment in Portugal

Russell Gooding is planning a number of international outings in his Vauxhall Chevette this year, and will start the Portuguese round of the World Championship next month at number 20.

The youngster, still looking for a place in the British Junior Rally Team, also plans to start the Lombard RAC, and at least one other European Championship

rally. The next scheduled appearance in this country will be the Circuit of Ireland, while Russell also hopes to start both the Welsh and the Manx International. Selected events in the Shell Oils/AUTOSPORT National series are also expected and finance is still coming from Swan Christmas Decorations who back his Vauxhall Chevettes, which are being run by Bob Brain.

Opel programme reduced

Tony Fall was in Yorkshire for the National Breakdown, although it seems that his programme for the year is being cut drastically, piece by piece. The only firm event now on his calendar, is the Safari Rally at Easter with a possible appearance on the Ivory Coast in October, dependant on whether there is sufficient money left in the budget.

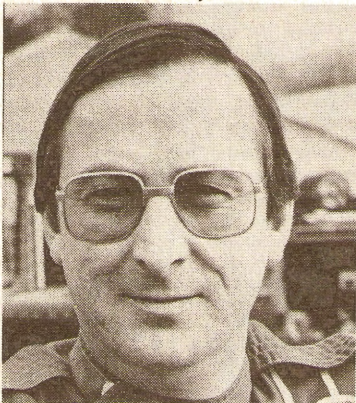
disappeared, and that includes the backing for Erwin Weber who was to have chased European Championship points, the events in the Middle East, and also the Acropolis round of the World series. It seems, that in its efforts alongside Rothmans, Russelsheim overspent and is now back to the level of involvement seen before their sponsor arrived three years ago.

Hill's rear drive Astra scheduled for Gwynedd

The development Vauxhall Astra GT/E that George Hill is planning to run this year is progressing well apparently and there are growing hopes that the car, expected to be front-engined and rear-wheel-drive will be ready in time for the first round of the championship, the Skip Brown Gwynedd Rally on March 10.

The car has been at Safety Devices since before Christmas and Gerry Johnstone is working flat out to have it ready for Hill to use for the full season. "I daren't plan too far ahead at the moment," commented Hill on Monday. "The project was delayed before Christmas waiting for the bodyshell, so I might drive it for the first time around Great Orme. I am keen to get started, however, as I bet R-E-D's Dave Campion on the Russek that my development car would be able to beat his!"

Hill — new Astra for Gwynedd.

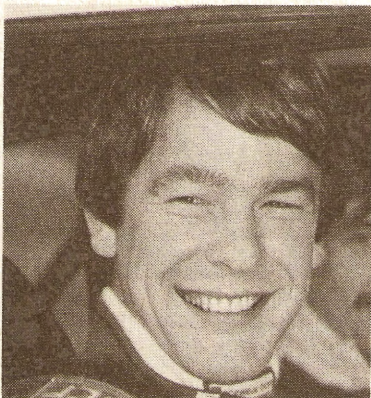


Short clinches Quattro deal with Weidner

Following weeks of delicate negotiations, Colin Short has finally taken delivery of his Audi Quattro. When Malcolm Wilson clinched the deal to run the ex-Stig Blomqvist car, it appeared that the opportunity had passed the talented driver by. Last week, however, he and David Oliver (who will run the programme) visited Darryl Weidner and returned with the former Ron Hudson car, now fully prepared to the latest specification. In order to practice his technique, Short also bought Darryl's left-hand-drive road car.

"I really enjoy a tough challenge," admitted Short on Monday. "Changing from a rear-wheel-drive Escort to a four-wheel-drive, turbocharged Quattro fits the bill nicely! If I can get to grips with the car quickly, I shall be pleased but I am prepared to work at it."

The first event for the car will be the Sutherland Dukeries Rally on March 3 but it may well be that the car is devoid of sponsors names. At present, several companies have been approached but there is no signature at the end of a contract. The BTRDA Championship



Short gets Weidner's Quattro.

will be contested and Short will also enter the Gwynedd Rally. Depending on the car's performance, Short will then decide how many of the Shell Oils/AUTOSPORT events will be tackled. No co-driver has been selected yet but Short is looking for an experienced partner to occupy the right hand seat for the season.



Tim Brise on Olivers Mount with one of the two Group A Talbot Sunbeams. He finished seventh.

Sunbeams skip along

The two Skip Brown Talbot Sunbeams proved immediately competitive on the National Breakdown Rally last weekend. Mikael Sundstrom was easily the quicker of the pair but, as he gradually got back into the swing of competition, Tim Brise began to show some of his old form, eventually being the only finisher of the two.

Sundstrom's rally ended on the first Dalby test when the gearbox exploded. This was the third box that the young Finn had destroyed on the rally, but this time there was no chance to change the unit.

Nevertheless, Skip Brown was delighted with the showing. "We knew that we had a David and Goliath task in challenging the Toyota when someone like Eklund is driving it. We were also certain that a light, powerful Sunbeam would be competitive and I think that we proved the point. We must now put some of the lessons learnt into practice. The suspension is still too hard at the back so it will have to be softened, and the sidewalls of the tyres were also stiffer than we would have liked. We know what we can do and so we shall aim to get the cars finishing a bit higher next time."

Interest is increasing

Registrations for the Shell Oils/AUTOSPORT are gathering rapidly. With just two weeks to go before the first round in Wales, 125 competitors have declared their intentions.

Manx regs now out

Regulations for the Rothmans Manx Stages are now available from Manx AS. The contact is Mrs Chris Bradshaw, 40 Wybourne Drive, Onchan, Isle of Man. Tel: 0624 23065.

As detailed in AUTOSPORT, February 2, there are special deals for ferry fares to the event which boasts a £2000 prize fund. Entry fee for the 120 mile event is £135 but that also covers travel to the island.



Award for spanner men

Once again, Britool will award a 'Golden Socket' to the chief mechanic of the car which wins the Shell Oils/AUTOSPORT Championship. At present the award is held by Mark Trofimov who looked after Darryl Weidner's Quattro last year. In addition, Britool are to present a torque wrench on each round to the 'mechanic of the day', the person who, in the eyes of his team has done the most to assist his (or her) driver, 'above and beyond the call of duty'.

National Breakdown back in '85

At the prizegiving for this year's event, National Breakdown Recovery Club announced that they would continue to support the De Lacy MC event in 1985. It may be, however, that a change of venue is under consideration, as an observer from Bradford Corporation — where the sponsors are based — was seen in York and the city have apparently expressed an interest in hosting the rally.

Changes for the Welsh

There are a few interesting changes to the format for the Castrol Welsh International Rally, the third round of the Open series this year. Particularly, the rally will start first thing on Saturday morning, May 5, with the finish on Sunday afternoon. Total competitive distance will be 210 miles, of which only about 50 miles will be on asphalt roads.

The event will again be based in Llandrindrod Wells, while a rest halt will be taken at Aberystwyth, after which a Clubmans rally will join the fray. Regulations are available from John Pinches, 18 Tyla Teg, Ystrad, Mynach, Hengoed, Mid Glam. Tel: 0443 813836.

Toyota for Circuit but who drives?

Although Per Eklund and Dave Whittock will be contesting the Safari Rally for Team Toyota Europe, the British based team insisted that the Group A car would be on the Circuit of Ireland. They refused to confirm the driver at the weekend, saying only that he would be 'Young and exciting'. It is known, however, that Juha Kankkunen attracted favourable interest with his RAC Rally performance . . .

Zanini's Ferrari

Antonio Zanini, who has starred with a Talbot Sunbeam Lotus in recent years will drive a Group B Ferrari 308 GTB on the RACE Rally in Spain during March. The car will be locally prepared, but with all the regular 'factory' parts. Apparently the drive is a one-off affair but the deal may be extended for the future, until the Spanish star takes delivery of his Peugeot 205 Turbo. The factory in Paris have indicated that they do not want to see the Talbot Sunbeam in competition any more . . .



Will it fit? The new Toyota Corolla GT was given its British launch at a hotel near York. Getting into the building was a tricky operation, but the car made it with only inches to spare . . .



Ken Wood in action on last year's Snowman. The Rover now sports vitesse trim for 1984.

Wrap up for the Snow

Having been postponed from a few weeks ago, the Esso Scottish Rally Championship opener, the Ladbroke Snowman finally gets the series off the ground this Saturday.

Last year's winner, Donald Heggie heads the 100 strong entry (the best for four years) while his strongest challenge is likely to come from former champion, Ken Wood in the Golden Wonder Rover, now sporting Vitesse trim.

Most of the championship regulars will be in attendance, Doug Riach in his new Weldex Offshore Escort being tipped as a dark horse. Wilson Girvan also has Weldex backing, his new Chevette HSR being provided by the company as long as their man could co-drive for the season.

Reigning champion, Jimmy Fleming retains his ex-Eklund Toyota Celica for the year but Robin Christie is the proud owner of the ex-Russell Brookes Chevette HSR.

Spectator information

Start: Ladbroke Mercury Motor Inn, Inverness, 0800.

SS1, Ord Hill: Located across the new Kessock Bridge, the first car is through this stage at 0810.

SS3, Monaghty: Car parking at 28/149½/602. First car at 0940.

SS5, Ordlequish: Situated on A96 east of Fochabers (28/352577½). First car at 1113.

SS6, Whiteash: Location similar to SS5. Car parking at 28/378½ 555½ with first car at 1123.

SS7, Heldon Hill: Details as SS3. First car at approximately 1210.

Finish: Ladbroke Mercury Hotel, Inverness, winner return at 1410.

- 1, Heggie/Mungall Ford Escort RS
- 2, Wood/Brown Rover Vitesse
- 3, Muir/Sharpe Opel Ascona 400
- 4, Brearley/Canon Vauxhall Chevette HS
- 5, Riach/Wilson Ford Escort RS
- 6, Girvan/McGillivray Vauxhall Chevette HSR
- 7, Buckley/Redpath Ford Escort RS
- 8, Fleming/Cunningham Toyota Celica
- 9, Chritie/Campbell Vauxhall Chevette HSR
- 10, Wood Patterson Talbot Sunbeam Lotus

Marshalling honours

The top marshal from the Esso Scottish Rally Championship will receive a host of prizes from Golden Wonder. Each marshal involved in the series will be eligible for selection as his or her club's representative at a motorsport quiz after the season.

The winner will receive full VIP treatment at a major rally along with a trophy and other prizes. All car clubs will receive details of the scheme in the next few weeks.

Hornby Hobbies have produced a Scalextric model of Ken Wood's Golden Wonder Rover. The latest model is available through major outlets and will retail at around £11.

Renault's hat-trick?

John Price and Derrick Davies are chasing a hat-trick of class wins in the Nicolet Welsh Tarmac Championship as they tackle the Loton Park Stages this weekend. The Potteries & Newcastle MC event takes place at Loton Park near Shrewsbury and will use most of the Deer Park, well away from the more familiar hill climb course. Sadly, spectators will not be allowed to see the action. Among the entry, chasing the title are Bob Fowden with his Rover SD1, Geoff Kitney (BDA Davrian), David Appleby (Triumph TR7 V8) and *Motoring News/BTRDA* Road Champion, Theo Bengry (Opel Ascona 400).

All EARS

Bob Ellard of Fernie Tyre Services has sold the operation and moved in with Mike Pattison of EARS. As from February 1, the pair trade under the EARS banner and will also be extended their coverage of UK events. All the major national rallies will see the EARS service vehicle with the *Castrol/Motoring News* and *Motoring News/BTRDA* series also now receiving support. Teams considering tackling overseas events might also like to have a personalised tyre serviced and EARS will be pleased to hear from them on 0625 610666.

Tuthill learns to play Golf

Francis Tuthill's first drive in his GTI Engineering Golf GTI ended after just 11 stages on the National Breakdown Rally. Just as Tuthill was getting used to the car, a drive shaft broke.

"We could have changed the unit in time and not gained any road penalties," commented Tuthill, "but there was a Judge of Fact standing far too close!"

The factory supply modified drive shafts to cope with the stresses imposed by competition and for the car's next outing, the Gwynedd Rally, these should be fitted. Tuthill remains determined to contest the Open series but is also considering tackling rounds of the Shell Oils/AUTOSPORT Championship for extra practice.

BRIEFLY

The Ferrari 308 GTB of Tony Worswick lost a wheel during the recent Galway Rally, and because there was nowhere to carry the rim inside the car, Tony left it at the roadside, to be collected later. Someone, however, got there first, and Tony would be grateful for a telephone call. He is offering a small cash reward, and promises to give whoever returns the wheel a run in the car next time it appears in Ireland.

While Louise Aitken was on the National Breakdown last Saturday, the British Women Racing Driver's Club held their annual dance and awards presentation, rather further south. During the evening they announced that Miss Aitken had won their Castrol/Wakefield Trophy for her outstanding exploits. The club hopes to hand over the trophy in the near future.

In our exclusive feature last week on the new R-E-D 4T, rallying Sierra, we stated that the carburetors fitted to the 330bhp turbocharged engine were twin 45DCOE's. In fact, they were special pressurised twin Dellorto DHLA45M carburetors, similar to those fitted to the USA-market Lotus Esprit Turbo, which can withstand boost pressures of up to two atmospheres, 28 psi.

The entry list for the Zanussi West Cork Rally is now full but the organisers are accepting reserve entries.

Paul Weatherill has been appointed rescue co-ordinator of SAFETY while Frazer Madder will perform the task in Scotland. The next meeting of the organisation takes place at the Michelin Social Club, Stoke-on-Trent on March 25 at 1400.

DIARY

Goodyear Lakeland Stages, March 17: The regulations are out for the third round of the *Rally Sport* Championship. There are 40 stage miles available for £69 and details are available from Mrs Ronnie Sandham, 144 Coastal Road, Bolton-le-Sands, Carnforth, Lancs. (Tel: Bolton-le-Sands 822574) or Dave Hatt, 1 Hawkeshead Avenue, Workington, Cumbria (Tel: Workington 64304).

Ted Cleghorn Memorial Stages, March 25: A round of the AEMC Championship, this 24 stage mile event has an entry fee of just £24. Entries are available from Diane Evans, 67 St. Olaves Road, Norwich. Tel: 0603 404780.

South Leicestershire Rally, March 31/April 1: There could be fun and games while the results are sorted out on this event! Fernie CC's event features a 180 mile route for £23. Details from Chris Edwards, 74 Bulwer Road, Clarendon Park, Leicester. Tel: Leics 704377.

The Ribble '84, April 14/15: Spring Hill MSC event counts for ANCC and SD34 Championships. Details from Mrs J Graham, 2A Aspen Lane, Stanhill, Ostwaldtwistle, Accrington, Lancs.

Tyre troubles for MN

At scrutineering for the Midac Illuminations Rally on Saturday night, controversy arose over the use of Pirelli P7 Corsa tyres. Despite the fact that the covers bear no 'For competition use only' markings, the *Motoring News/BTRDA* Championship scrutineer, Terry Smith, rejected the cars that were presented with these tyres. The drivers concerned, who included Mike Pattinson and Mike Hutchinson, were asked to sign a form that agreed that they may be ineligible for points should the scrutineer's views be upheld. Not surprisingly, this suggestion

was turned down, the drivers used the offending tyres and the whole issue must be discussed at the RACMSA in April.

Speaking for Pirelli, Andy Hallam said, "We believe that the P7 tyre complies fully with both the letter and spirit of the regulations. The rules say that the maximum size of tyre allowed is 185/60 and the P7 is actually 175/60."

Further clarification is necessary as Pirelli have already asked for the tyre to be included on any list of acceptable covers.

WEEKEND SPORT

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Feb 24/26	Finland	Snow Rally, European Rally Championship (co-eff 2) <i>As the name implies, this is another winter event that counts for the Finnish Championship. It also marks the start of the FISA Group A Challenge.</i>
Feb 24-26	Germany	Sachs-Winter Rally, European Rally Championship (co-eff 2) <i>Usually blessed with the large quantities of snow, this event was won last year by John Buffum in a Quattro. There would seem to be no reason to think that this year's winning car will be any different.</i>
Feb 25/ Mar 17	Morocco	Rallye Transmaghreb <i>The second of the FISA recognised 'Raid' Rallies should attract many of the crews who have just returned from the Paris-Dakar event.</i>

NATIONAL RALLYING

Date	Venue	Event/Details
Feb 25	Scotland	Ladbroke Snowman Rally, Esso Scottish Rally Championship, round 1 <i>Having been postponed from its intended date, because of snow, the Snowman gets the Scottish series under way. Jimmy Fleming begins the defence of his title, but will be hard pressed by Ken Wood's Rover and the rest of the determined Scots.</i>
Feb 25/26	Devon	Nightmare Rally <i>The tenth running of this popular road event which usually attracts the top crews from the south west. Once again it counts for the ASWMC road championship.</i>
Feb 26	Loton Park, Shrewsbury	Loton Park Stages, Nicolet Tarmac Championship, round 3 <i>The latest of this new series takes crews to Loton Park as the crews chase points and places.</i>
Feb 26	Otterburn	Tyneside Stages <i>Contained within the tarmac roads of the Otterburn Ranges, the event counts for just about every northern championship imaginable!</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.



Hannu Mikkola was delighted to be back in the RAC Open Championship and revelled in the conditions to take the David Sutton Quattro to a clear win.

Hannu's master class

Mikkola dominates to give Sutton fifth win — McRae holds off Brookes — Eklund wins Group A — Many retirements from Group A after tough competition — Cold but dry conditions — Report: KEITH OSWIN — Photography: COLIN TAYLOR PRODUCTIONS.

From the moment it was announced that reigning World Champion, Hannu Mikkola, would drive the David Sutton prepared Audi Quattro on this year's Open Championship, the Finn became favourite to win most of the rounds. In the aftermath of the recent appalling weather that had left Yorkshire covered in snow for many weeks prior to the National Breakdown Rally, Mikkola simply dominated the event, taking fastest on all but four of the stages. The World Champion gave an exhibition match which the rest of the field could only watch from a distance.

The British duo of Jimmy McRae and Russell Brookes, both in Opel Manta 400s this season, could not quite produce the expected battle for supremacy, Brookes still learning the ropes with the big car but giving a hint of what is to come when he really gets to grips with it.

As expected, Per Eklund took the new Toyota Corolla GT to the Group A prize but luck was on his side when a close fought battle between the Group A runners fizzled out as one by one they fell by the wayside as the pressure mounted.

Sadly, what had been a fine contest will be remembered for the tragic accident that claimed the life of 28-year-old Icelander, Haffstein Hauksson. After only a handful of visits to this country, Hauksson had become a popular figure. The freak accident cast a shadow over the latter stages of the rally and it was only after lengthy debate that the organisers decided to continue to the finish.

The first round of the Open Rally Championship is the yardstick by which all other rounds may be judged. The standard of competition, organisation and presentation provide a pointer to the season's form and a guide to the outcome of the championship. The gauntlet has been thrown down: to win anything, first you must beat the Quattro. The latest windscreen stickers proclaim that "Some

cars rally — Audi wins", and it will take a drive of exceptional ability to topple the German machine. Having set out his stall on the opening test, the familiar hillclimb course at Harewood, Hannu Mikkola eased away from the rest of the field to give the David Sutton *equipe* its fifth consecutive win on the Yorkshire event, the National Breakdown Rally.

Jimmy McRae tried desperately hard

to stay in touch, the Manta dressed in AC Delco colours this season, while his 1983 sparring partner, Russell Brookes, hung on grimly as he became more and more used to the handling of his new Andrews Heat for Hire version.

McRae took second place but it very nearly went horribly wrong for the ever popular Scot when the axle all but fell off the car in Dalby. If ever a service crew should receive an award it would be David Whitehead's men who replaced the unit and welded the mountings back together again in record time, keeping McRae in second spot, a mere 21secs ahead of Brookes.

Until that moment, the chase for top honours had lacked drama as the event wound on. The rally had been struggling through shaky organisation and needed an injection of interest from the leaders to hide the shortcomings.

During the days before the start, several competitors could be seen wandering around Rally HQ, shaking their heads on many occasions. The road book with several late changes hinted at problems to come. A pitifully small scrutineering venue was not greeted with delight and there was discord when the marshals found that they were being made to pay to get in!

But on Friday morning, the problems were put to one side as the crews gathered at a cold York Racecourse to be flagged away by Miss Yorkshire Television, the company also using the event as a background to a forthcoming series,

explaining the presence of car 13 in the paddock, its driver being the star of the show.

It was a chance to view the new cars, the first interest being shown as the doyen of British rally drivers, Roger Clark, appeared with the R-E-D 4T, a rally prepared Sierra from Dave Champion's workshops. The better known MCD Services (like the Mintex Rally) no longer exists in the rally world, R-E-D (and National Breakdown) being the new titles providing two Yorkshire opportunities for embarrassing reference to former names . . .

With the course car away to the first stage, Hannu Mikkola lined up in front of the grandstand with the Shell Oils/Pirelli backed Quattro. It was the same car that took Stig Blomqvist to his RAC Rally victory last year, retaining the same specification and fitted with the electronic clutch, favoured in the new A2 car.

The two Opel Mantas revealed their new colour schemes to the Open series for the first time, and the Shell backed drivers were also resplendent in rather garish overalls that Mike Broad declared were "louder than Chris Lord!"

The 1983 British Quattro lined up among the starters, now in Malcolm Wilson Motorsport colours, the Cumbrian driver re-united with Terry Harryman for the event. "As this is likely to be the last time that I will have the opportunity to compete in a Quattro," commented the Irishman at breakfast, "there was no way I was going to miss it."

Many had hinted that Wilson could be immediately back at the top after a grim 1983 but he was less committal. The early stages, however, tended to prove the prophet right with Wilson second fastest on Harewood and remaining in the top five throughout the rally, dropping back a little during the night but regaining the places as daylight dawned on Saturday morning.

The day before the event had been foggy and the forecast was for more of the same throughout the rally. No-one was really looking forward to the prospects and all were planning to tread warily, particularly as night fell. The long road sections that involved getting crews to and from Harewood and (later in the event) to Croft, found little favour as the meat of the event was in the classic Yorkshire forests.

Picture postcard conditions greeted the crews in Wass with the trees frosted in the early morning air. Large crowds had gathered to watch the action and were still discussing the performance of the R-E-D 4T — proving impressive from the start — when the familiar roar of the Quattro pierced the air. Mikkola threw the car through the corners, his style tidier than that of Blomqvist last year, but equally effective. McRae was already on the pace to share the time, but Brookes attacked from the start to lie well up, but both Opels were still having to contend with Wilson's Quattro as well as Hannu's.

The star of the 1983 event was of course the Toyota of Per Eklund. With more power available, the latest version was eagerly awaited, but Per's dramatic style was also rather ragged. Clearly the Swede, more relaxed than usual following his recent Swedish Rally performance, was struggling to control the car. "There is too little steering," he explained. "I must throw the car at corners, there is no more lock and I cannot turn."

David Ewles dived beneath the car to investigate as Per continued to give visual demonstrations of how he had to drive. Clearly the steering rack had too little lock available, but with no differential ratio available, the Swede would have to manage with what he had.

Brookes's Opel was already showing battle scars, a dented rear wing the result

of an over-exuberant approach on an early test while McRae declared: "These are Quattro stages for sure." Perfect for Hannu perhaps, but Wilson looked a touch white, having discovered just how much faster the Quattro can go in slippery conditions.

The contenders for the Group A title were beginning to show their paces. Mikael Sundstrom, in one of the Skip Brown cars, was taking things fairly steadily to lie second to Per and fifth overall. His team-mate, Tim Brise, had just returned from visiting Simo Lampinen with John Weatherley, Brise to refresh his memory of competition and Weatherley to learn about left foot braking. Both seemed to have benefited from the experienced driver and were destined for good runs. Weatherley was cautious about his predictions for the result; too many good placings had ended in nothing last year . . .

A surprisingly high placing was reserved for the big TWR Rover, driven by team boss, Tom Walkinshaw. Having enjoyed his first event, the Scot was back to play again but this time the car had better suspension and looked very much the part. Was he still enjoying himself?

"I think it is all right at the moment," he admitted, "but I don't like the fog. I don't really feel too confident at the moment as we race down the straights with Rob (Arthur) calling the roads 'flat' when I can't see a thing!" Walkinshaw was also struggling with little sideways grip from his Michelin M1 tyres, the Opel drivers choosing to run the much softer M7 covers on the front and M4 on the rear.

The pattern continued throughout the afternoon with the Group A runners continuing to impress as much as the leaders. Junior Team member, Alan Johnstone, was gradually moving up at last in the Toyota and Louise Aitken — driving R-E-D's RS1600i that was campaigned by Wilson last year — was also putting in a good run. Newcomer to the scene, David Mann, set off at high speed but gradually dropped back as darkness fell. On Saturday, however, the talented youngster got back into the groove and was destined to finish in the top 10. Chris Lord, in the ex-Kalle Grundel Golf GTI,

John Weatherley enjoyed a successful swan-song for the Citroen Visa Chrono.



Notes on the cars



Wilson quickly adapted to Group B power.

AUDI

The David Sutton run Audi Sport UK operation took the RAC Rally winning Quattro to Yorkshire for reigning World Champion, Hannu Mikkola. The car remained in the same specification as the November event with the now familiar electric clutch. Hannu was happy to retain the same suspension settings for the rally.

Another Quattro, the car that Blomqvist used during the 1983 Open Championship appeared in the hands of Malcolm Wilson, returning to Group B for the first time in over a year. This too retained the familiar specification but was running on Dunlop tyres and not the Pirelli covers as fitted to the Sutton run car.

OPEL

Jimmy McRae and Russell Brookes will campaign similar Opel Manta 400s for this season's Open Championship. While McRae already has experience of the car, Brookes is a newcomer to the *marque* and for the National Breakdown was happy to follow the Scotsman's lead with regard to tyres on the differing surfaces.

Neither car had changed from previous outings. McRae's remained in RAC Rally specification while Brookes's car had been tested on the recent Wydean Stages and no change had been incorporated since either event.

A third GM Dealersport Opel, this one carrying Shell Gold Card colours for the first time, appeared from the Sydney Meeke stable for Irishman Bertie Fisher. Again the specification was familiar but Fisher's car was running on Pirelli rubber rather than the more familiar Michelin.

TOYOTA

The National Breakdown Rally saw the British debut of the new Group A Toyota Corolla GT. Problems with the fuel injection system had led to an early retirement on its debut event in Belgium and the fault could not be properly rectified in time for the Yorkshire event. The team had, therefore, fitted different camshafts to produce more power at low revs, giving the engine greater flexibility but at the expense of top end power. It was felt that the car was producing about the same power as the old version.

Otherwise, the Toyota camp had done little else to the car, being prepared to learn as they went through the rally.

TALBOT

Two new Talbot Sunbeam Ti Group A cars had been prepared by Skip Brown for Tim Brise and Mikael Sundstrom. With the emphasis on lightness and performance the National Breakdown Rally was very much a learning curve.

Specially developed Quaife gearboxes were fitted to the cars for the rally, Brise's performing well throughout but Sundstrom using three of the units, the final breakage bringing about his retirement.

Tyres came from Pirelli but the initial reaction was that the covers had harder sidewalls than were appropriate and that further development with softer rear suspension will be necessary to prevent the rather bouncy ride encountered at the weekend.

VOLKSWAGEN

Chris Lord gave his ex-Kalle Grundel Golf GTI its first run in the Open series, the car being looked after on the rally by Paul Chopping of Pace Engineering. Having been collected just before the event, it remained in its RAC Rally specification but the lack of the correct wheels meant that a compromise had to be reached and for a time the wheels were fouling the bodywork.

CITROEN

The National Breakdown Rally was the last appearance of the Citroen Visa Chrono, which John Weatherley drove during the 1983 season.

Slight changes to the differential had been made to lessen the stresses imposed on the unit, something that caused retirements on many occasions last year. Chris Sclater Automotive had returned the car to the same settings as used on last year's Mintex Rally and began the event in confident mood.

FORD

With Malcolm Wilson now driving a Quattro, the newly named R-E-D (formerly MCD Services) had only one Escort RS1600i to look after on the event. As with many other teams, the RAC Rally specification was adopted on the ex-Malcolm Wilson car, now driven by Junior Team member, Louise Aitken.

Although not actually competing, R-E-D also supplied the Sierra-based course car, driven by Roger Clark. The full specification of this revolutionary machine appeared in our issue of February 16.



Brookes revelled in his new Opel Manta.

SKODA

A new Skoda 120LS appeared in Yorkshire for Norwegian star, John Haugland. There had been doubts that the car would be homologated in time for the event, but it was and Haugland was much happier with the new car.

A wider track gave the car greater stability and the new close ratio five-speed gearbox allowed Haugland to maintain speed for longer periods. The engine, however, produced only fractionally more power, all the improvements being noted in the handling of the car.



Walkinshaw presses on with the Rover.

ROVER

Tom Walkinshaw brought a single TWR-prepared Rover Vitesse to contest the Group A category. The engine remained the same as that on the Manx but changes to the suspension have been made since the car's debut event in Belgium last year. Walkinshaw was much happier with the way that the car reacted to the changes, far less understeer being experienced, and generally the car was more competitive. For most of the event, the car ran Michelin tyres as stocks of Dunlops — also supplied to Malcolm Wilson — were limited.

Special stage times

	1	2	3	4	5	6	7	8	9	10	11	12	13	16	17	18	19	20	21	22	23	24
Mikkola.....Quattro.....	1.57	2.45	2.06	4.02	4.07	2.17	3.03	2.57	2.40	2.01	4.04	1.48	1.19	3.01	3.38	6.09	9.41	4.05	8.00	10.02	4.21	8.15
McRae.....Manta 400.....	2.06	2.45	2.10	4.13	4.13	2.21	3.08	3.02	2.47	2.04	4.13	1.51	3.30	3.04	3.41	6.21	9.49	4.07	8.27	10.17	4.26	8.45
Brookes.....Manta 400.....	2.02	2.47	2.12	4.16	4.13	2.21	3.10	3.03	2.44	2.05	4.19	1.52	3.34	3.08	3.45	6.17	9.47	4.17	8.15	10.22	4.25	8.49
Eklund.....Corolla GT.....	2.07	2.58	2.19	4.31	4.24	2.30	3.22	3.15	2.50	2.14	4.31	1.54	3.39	3.31	3.58	6.29	10.24	4.18	8.46	10.34	4.35	9.00
Tilke.....Escort RS.....	2.10	2.53	2.14	4.27	4.38	2.32	3.13	3.07	2.49	2.10	4.30	1.59	3.56	3.25	4.02	6.39	10.48	4.35	9.03	11.34	5.15	10.08
Weatherley.....Visa.....	2.09	2.56	2.18	4.32	4.36	2.35	3.17	3.10	2.51	2.15	4.25	1.55	3.36	3.24	4.05	6.43	10.50	4.29	9.03	11.29	4.46	9.30
Brise.....Sunbeam Ti.....	2.09	3.01	2.20	4.36	4.33	2.34	3.28	3.22	2.51	2.17	4.36	1.59	3.52	3.35	4.05	6.49	10.50	4.41	9.12	11.27	5.07	11.00
Nicholson.....Escort RS.....	2.08	3.04	2.22	4.38	4.31	2.31	3.18	3.09	2.55	2.15	4.34	2.03	3.45	3.35	4.11	6.45	11.15	4.50	9.42	11.32	5.00	9.45
Jackson.....Corolla GT.....	2.12	3.14	2.26	4.43	4.45	2.35	3.21	3.12	2.56	2.17	4.42	2.01	4.01	4.06	4.13	7.08	11.38	4.59	9.59	12.26	5.30	11.00
Mann.....Corolla.....	2.13	3.07	2.22	4.47	4.44	2.42	3.20	3.14	3.03	2.23	4.46	2.08	3.57	3.51	4.19	7.04	11.05	4.35	9.34	12.06	5.30	10.09
Sundstrom.....Sunbeam Ti.....	2.06	2.59	2.18	4.31	4.34	2.34	3.40	3.19	2.54	2.15	4.29	1.56	3.37	3.24	4.10	6.36	11.01	4.30	9.15	11.21	4.51	9.17
Lord.....Golf GTI.....	2.23	3.13	2.31	4.59	4.56	2.49	3.33	3.25	3.03	2.25	4.55	2.08	4.08	3.43	4.22	7.17	11.34	4.49	9.56	12.09	5.16	10.19
Wilson.....Quattro.....	2.01	2.48	2.20	4.15	4.22	2.19	3.08	3.01	2.43	2.08	4.12	1.51	3.30	3.13	3.48	6.28	10.09	4.08	9.16	10.35	4.40	9.06
Fisher.....Manta 400.....	2.14	3.06	2.26	4.39	4.36	2.31	3.11	3.09	2.53	2.14	4.28	1.58	3.43	3.34	4.07	6.39	10.57	4.32	9.02	10.59	4.48	9.09
Aitken.....RS1600i.....	2.12	3.02	2.24	4.45	4.47	2.45	3.29	3.20	2.58	2.19	4.38	2.02	3.49	3.36	4.10	7.02	11.27	4.52	9.26	11.27	4.50	9.43
Walkinshaw.....Rover.....	2.07	3.07	2.19	4.39	4.37	2.33	3.15	3.09	2.53	2.14	4.45	1.58	3.53	3.43	4.08	7.03	11.11	4.51	9.47	11.43	5.15	10.10

	25	26	27	28	29	30	31	32	34	35	36	37	38	39	41	42	43	44	45	46	47
Mikkola.....Quattro.....	3.57	3.30	8.23	7.58	3.45	3.45	13.24	3.31	6.34	2.49	4.45	7.48	13.29	3.35	6.23	3.38	3.45	6.53	2.42	2.58	1.59
McRae.....Manta 400.....	3.31	3.16	8.21	8.08	3.46	3.46	14.00	3.41	6.39	2.52	4.54	8.05	13.41	3.39	6.29	3.42	3.57	7.06	2.43	3.02	2.01
Brookes.....Manta 400.....	3.38	3.23	8.34	8.17	3.52	3.54	13.49	3.43	6.40	2.55	4.51	8.00	13.42	3.43	6.32	3.53	3.59	7.05	2.44	3.02	2.02
Eklund.....Corolla GT.....	3.47	3.25	11.09	8.38	4.10	4.10	15.07	4.00	7.03	3.06	5.17	9.03	15.00	3.58	6.51	3.59	4.22	7.39	2.54	3.19	2.14
Tilke.....Escort RS.....	3.40	3.17	8.48	8.37	4.03	4.00	15.02	3.53	7.06	3.09	5.19	8.27	18.04	3.55	6.54	3.57	4.16	7.36	2.56	3.14	2.07
Weatherley.....Visa.....	3.44	3.28	8.59	8.51	4.19	4.19	15.48	4.27	7.15	3.09	5.24	8.50	15.52	4.17	7.12	4.08	4.29	7.47	2.57	3.26	2.18
Brise.....Sunbeam Ti.....	3.54	3.27	9.26	9.04	4.29	4.27	15.54	4.11	7.08	3.15	5.30	8.56	15.59	4.06	7.09	4.08	4.28	7.33	2.57	3.23	2.19
Nicholson.....Escort RS.....	4.01	3.24	9.04	10.55	4.14	4.06	16.08	4.11	7.43	3.21	5.37	9.01	16.09	4.12	7.01	4.13	4.30	7.59	2.59	3.26	2.14
Jackson.....Escort.....	4.06	3.43	9.47	9.21	4.15	4.16	16.03	4.04	7.10	3.15	5.22	8.43	15.31	4.00	7.12	4.06	4.22	7.53	2.55	3.20	2.12
Mann.....Corolla.....	4.01	3.38	9.44	1.18	4.30	4.30	16.28	4.27	7.24	3.23	5.43	9.06	16.04	4.15	7.14	4.17	4.44	8.07	3.07	3.29	2.19
Sundstrom.....Sunbeam Ti.....	4.02	3.40	9.35	9.05	4.30	4.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lord.....Golf GTI.....	4.28	3.48	9.56	9.37	4.16	4.13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wilson.....Quattro.....	3.44	3.18	8.45	8.16	3.51	3.48	16.41	3.39	6.31	2.53	4.56	8.00	—	—	—	—	—	—	—	—	—
Fisher.....Manta 400.....	3.59	3.27	8.56	8.38	3.58	4.00	14.39	3.55	8.00	3.08	5.18	8.35	15.00	3.58	6.57	4.06	4.37	7.55	2.58	3.20	2.06
Aitken.....RS1600i.....	3.57	3.39	9.47	9.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Walkinshaw.....Rover.....	3.53	3.36	9.27	9.05	4.32	4.42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

▶▶ was discovering that he has a lot to learn about front-wheel-drive. "This is a whole new ball game," he joked. "Compared to the Mazda, there is so much room in the car. I am fairly pleased with my performance so far but it is going to take time."

With the night stages approaching, details of the leading places were sought out by the crews, only to discover that the results' computer had failed and times were being added by hand while a new programme was written. In fact, the only time that official placings were discovered was when the final results were published! Luckily for all concerned, Brian and Liz Patterson had returned to the scene and their lively reports kept everyone cheerful and reasonably in touch with proceedings.

"I am about two wheels slower than Hannu," reflected McRae at the bleak service point following the Guisborough test. A vast patch of mud in the stage had caught out several crews and given the spectators some excitement as the Group A cars in particular slithered their way through the mire.

"We were going very well, but suddenly there was nothing at all," explained Eklund after an entertaining moment in the mud. "With Group A you need more power at that time. We also have had a throttle linkage problem and the new one was too long so we only have half power anyway!"

Half power for Eklund was better than the Swede had a few stages earlier. Having had to stop for a flock of sheep in Sproxtion, the Toyota had its throttle jam wide open for the next two stages and was being driven on the key. Despite these troubles the team admitted that they were pleased with the way the new car was going and that fifth place was quite satisfactory at this stage.

With plenty of service time at Guisborough, careful checks were made before the Pickering stages. The leading Quattro had harder brake pads fitted as Hannu had found the pedal rather spongy, while Malcolm Wilson's car had cracked a disc, the item replaced in the nick of time. Walkinshaw's lights needed re-alignment, while Ian Tilke — racing along in seventh spot — was regretting not fitting his earlier! The Citroen team were growing in confidence as the car continued to run faultlessly and there was a great deal of back-slapping as it was discovered that the little plastic machine was lying sixth. Another high placed driver was Piggy Thompson, but the Porsche would go no further as a broken drive shaft was about to see the team go home.

The Skoda of John Haugland was also missing at this point. Crews reported that the little white car had stopped on the Guisborough test and it was revealed that the Norwegian driver had been reduced to first gear only. With little power available to start with, there was no way that the car could continue, thus ending another steady run.

Bertie Fisher's Gold Card sponsored Manta 400 was off the pace, the genial Irishman admitting: "The only trouble is me. I am not really in the groove for some reason. There is plenty of time yet, however."

With the welcome rest halt approaching, no-one wanted to risk too much, but at the same time this was the moment for a grand attack. Wilson had eased up to equal Brookes for a while, but darkness slowed the Quattro and the chance was gone forever. The Manta was beginning to reveal a misfire that would take some time to sort out but his advantage over Wilson had quickly opened out again to allow a safe cushion.

Sundstrom was flying again despite earlier carburettor troubles although a dented driver's door bore testimony to the style being adopted. His team-mate, Brise, was beginning to remember his way around the stages and was fighting

Eklund encountered one or two problems but drove with his usual gusto to claim yet another Group A win for Toyota.





Former Open Rally Champion Jimmy McRae could not match the Quattro but charged on to a good second placing.



Mikkola — a class of his own.

Stage analysis

	1st	2nd	3rd	4th	5th	6th
Mikkola	39	2	—	—	—	—
McRae	4	23	13	2	—	—
Wilson	1	10	9	8	3	—
Brookes	—	13	18	12	—	—
Tilke	—	1	3	6	11	7
Eklund	—	—	—	7	11	10
Fisher	—	—	—	3	9	12
Weatherley	—	—	—	2	4	—
Brise	—	—	—	1	—	5
Jackson	—	—	—	—	6	1
Nicholson	—	—	—	—	2	2

the Rover of Walkinshaw for a place in the top 10.

The big Rover, however, was about to suffer a hiccup. Pressing on through the ruts in Gale Rigg, the sump shield was bent, knocking the radiator back onto the fan and Tom arrived at the Fox and Rabbit with steam pouring from beneath the bonnet. The crew, spectators and mechanics set about rectifying the problem and succeeded with seconds to spare before road penalties would be applied.

Two of the Group A contingent had already gone, George Marshall putting the Manta GT/E off just before and Ian Cathcart's similar car catching fire, but otherwise the entry list was still virtually complete at the rest halt back in York. Mikael Sundstrom's Talbot needed a new gearbox and Malcolm Wilson sought David Sutton's help to replace a broken pipe between the turbocharger waste gate and the manifold of his Quattro that had cost him some horsepower on the previous stages.

Saturday morning saw a thick blanket of fog settle over the moors as the crews — still no wiser about their positions — tackled the first stages. McRae saw his chance to close the 3mins gap between himself and Mikkola as the Finn got away to a slow start. "I am not really awake yet," confided the rally leader, "and I am not wanting to risk my place in the fog."

For three stages, Mikkola's domination of the event was shaken but, after a blistering drive through Wykeham, the Quattro was back on top. With two laps of Oliver's Mount coming, the crews switched to racers, Mikkola taking slicks in preference to the grooved Monte Carlo covers from Pirelli. The stage was fairly dry with patches of damp on the inside of the bends as Hannu was told to stay wide. Others chose soft Michelin rubber but the Quattro was untouchable.

McRae had chosen to use soft slicks all round saying: "If I'm going to do anything, I'll have to live dangerously!" while Brookes, who admitted to being prepared to follow the Scot's example until he was better acquainted with the car, fitted the same. Wilson's choice was limited to a single compound of Dunlop rubber but he was happier, "now that I can see where I'm going."

Eklund was struggling again with more throttle problems, this time deliberately jamming the throttle open to keep the car going, and Sundstrom was about to fit his third gearbox (borrowed from Brise) as the strain was beginning to tell in Group

A. A silly off during the previous night had cost Brise time, but now he was, "out to catch the Finn" and enjoying every minute of it.

Within moments of the cars leaving the service area and entering the race circuit, the R-E-D radios burst into life. Ellen Morgan's voice told the sad tale that they had blown a con-rod through the block and a fine run was over. The mechanics could now concentrate on getting the 'big red machine' round to the finish, but their apparent flippancy only hid their dissatisfaction. With Aitken out, Walkinshaw's Rover was promoted to 10th place and the Scotsman's smile grew ever wider.

With the result now almost certain, the rally moved into the Dalby Forest complex. Long, fast straights would favour the Quattro while Brookes had fitted new carburettor jets to cure the misfire and, hopefully, press McRae.

Everything seemed to be going according to plan as the Opels fought it out with Brookes closing slightly. Wilson lost time with a puncture but Fisher lost even more when he spun off. With no spectators to help, the Irishman lost around 40 mins getting out of the ditch. "It's bloody annoying," muttered Fisher at the following service area, "as I was up to fifth at the time." Now all Fisher could do was pack up and go home.

Mikael Sundstrom ended his rally in the vast complex with another broken gearbox while Weatherley had a moment when a tyre blew on a flat out straight.

But suddenly the whole face of the event changed. Icelandic driver, Haffstein Hauksson crashed on 'Mikkola's Bend' on the third Dalby stage. The event's massive safety and rescue operation swung into action and medical help was on the scene within minutes but Hauksson had died instantly from the force of the impact as the car hit a tree. Co-driver, Birgir Halldorsson, was rushed to hospital from where he discharged himself later.

Although rumours were rife, the full extent of the tragedy was not revealed to the crews until later in the day. No-one had much impetus to carry on with the rally but the organisers rescheduled the timing and sent the crews away for another lap of the forest. Malcolm Wilson, whose car Hauksson was driving, was devastated by the news but co-driver Harryman insisted that he continue. The Cumbrian driver eventually retired out of respect. The scru-

tiniers inspected the damaged Escort and the organisers were able, later, to view a film of the accident. It should be made clear that their feeling was that the accident was caused by driver error and that no blame of any sort could, or should, be attached to Wilson.

Eklund's Toyota needed a new gearbox for the second run, having finished the first jammed in third, but it was McRae who had the biggest scare of all. Approaching the end of the long Dalby stage, the back axle began whining. The noise got steadily worse and by the end of the test it was clear that the unit would go no further. With the mountings also hanging off, the car raced to service where, to gasps of astonishment from the gathering crowd, the mechanics changed the axle and welded the mountings in 20mins. That left McRae with 50secs road penalty and dropped him further into the clutches of Brookes, but the

former Open champion attacked the final tests to maintain his placings.

As the leaders neared the finish, the Group A prize was settled in Eklund's favour as first Chris Lord retired with a broken gearbox and then to everyone's disappointment, Walkinshaw's Rover pulled the centre out of the clutch, a result of having to maintain revs since the radiator problem.

"I am happy to be back in the Open Championship," commented Mikkola at the prizegiving but he, along with everyone else, felt hollow after the sadness of the day. Such things are, thankfully, rare, but serve to warn of the potential danger that surrounds the sport. The National Breakdown Rally was a shaky affair from the start and few seemed sorry to leave it behind. It did, however, set the scene for an intriguing year, particularly if the Group A challenge is maintained.

NATIONAL BREAKDOWN RALLY (GB)

Feb 16/18

Rothmans RAC Open Rally Championship, round 1

1	Hannu Mikkola/Arne Hertz	Audi Quattro	3h29m51s
2	Jimmy McRae/Mike Nicholson	Opel Manta 400	3h35m29s
3	Russell Brookes/Mike Broad	Opel Manta 400	3h35m51s
4	Per Eklund/Dave Whittock	Toyota Corolla GT	3h51m30s
5	Ian Tilke/Roger Freeman	Ford Escort RS	3h52m44s
6	John Weatherley/Ronan Morgan	Citroen Visa Chrono	3h55m53s
7	Tim Brise/Steve Bond	Talbot Sunbeam Ti	4h01m37s
8	Chuck Nicholson/John Millington	Ford Escort RS	4h02m46s
9	Mike Jackson/Michael Reed	Ford Escort RS	4h05m00s
10	David Mann/Jim Goodman	Toyota Corolla	4h08m17s

Starters/Finishers: 72/33.

Group B: Results as overall.

Group A: 1, Eklund/Whittock; 2, Brise/Bond; 3, Mann/Goodman.

Group N: Brian Wiggins/Tony Shepherd (Vauxhall Astra), 4h32m10s; 2, Bryan Shipp/Ernie Waldron (Fiat Strada), 4h39m55s.

Rally leaders: SS1 to SS47, Mikkola.

Leading retirements: Malcolm Wilson (Audi Quattro), withdrew on stage 38; Mikael Sundstrom (Talbot Sunbeam Ti), gearbox, SS31; Chris Lord (VW Golf GTI), gearbox, SS37; John Haugland (Skoda 120LS), Gearbox, SS18; Louise Aitken (Ford Escort RS1600), engine, SS29; Tom Walkinshaw (Rover Vitesse), clutch, SS37; Ian Cathcart (Opel Manta GT/E), fire, SS9; George Marshall (Opel Manta GT/E) accident, SS18.

Rally details: Start, finish and overnight halt in York. 47 stages planned but four cancelled. Mainly gravel road but some tarmac. Total mileage of 439 miles of which 240 was stage mileage.

Group A all capacities: 1, Wiggins/Shepherd; 2, Shipp/Waldron.

Group A up to 1300cc: 1, Robin Lyons/Ian Macfarland (Talbot Samba), 4h15m45s; 2, Steve Bamber/Wayne McKenna (Vauxhall Astra), 4h28m52s; 3, Phil Clayton/Richard Dunhill (Toyota Starlet), 4h30m37s.

Group A 1300cc to 1600cc: Results as Group A overall.

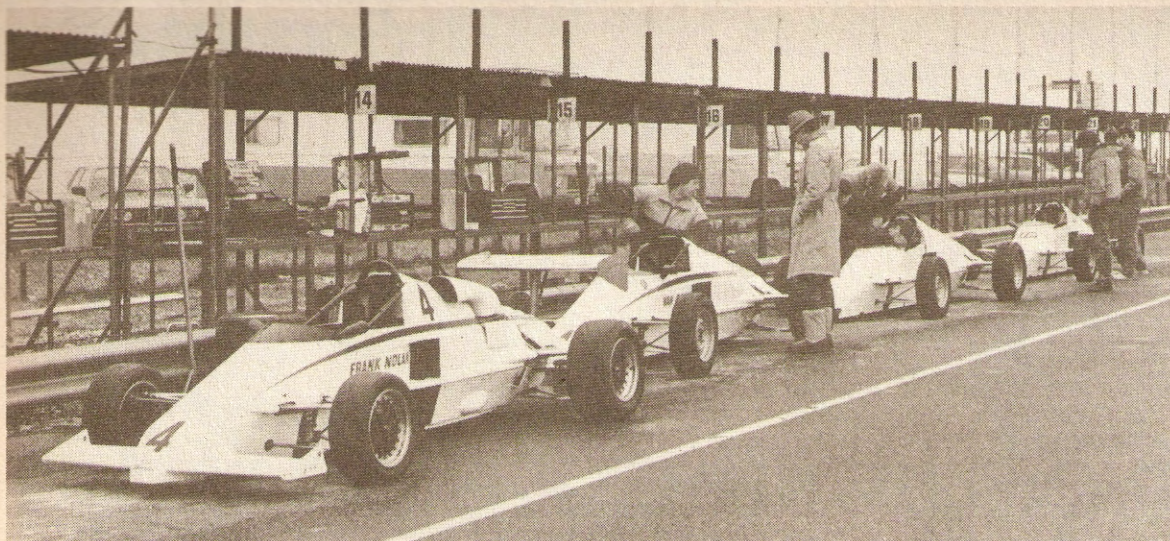
Group A 1600cc to 2000cc: 1, John Morton/John Meadows (Vauxhall Astra GT/E), 4h11m49s; 2, Robert Barry/Eric Dewhurst (Ford Escort RS), 4h12m40s; 3, Andrew James/Colin Child (Ford Escort RS), 4h23m51s.

Group A over 2000cc and Group B up to 1600cc: 1, Weatherley/Morgan; 2, David Maslen/Andrew Balfour (Mazda RX-7), 4h22m19s; 3, John Stevens/Malcolm McGhee (Mazda RX-7), 4h48m39s.

Group B 1600cc to 2000cc: 1, Tilke/Freeman; 2, Nicholson/Millington; 3, Ian Holt/Peter Bland (Ford Escort RS), 4h09m14s.

Group B over 2000cc: Results as overall classification.

Group 2/4 all capacities: 1, Jackson/Reed; 2, Warren Philliskirk/Christine Parling (Ford Escort RS), 4h09m04s; 3, Simon Stubbings/Gary Hicks (Ford Escort RS), 4h10m03s.



Works and factory assisted Van Diemens were much in evidence at Thruxton. Donnelly's 2-litre and the works FF1600 trio are seen.

750F still Reliant

The Reliant Motor Company PLC and Contact Developments Ltd, concessionaires for Dellorto carburettors and Facet fuel pumps, have announced their continued support of the 750 Motor Club's 750 Formula in 1984.

A busy championship schedule has been arranged for the Dellorto Reliant Challenge which starts at Brands Hatch GP circuit on March 31/April 1. Over 70 competitors are expected to take part in the 'low cost' series this year.

Royale join French fun

Royale Racing will be represented in the new French FF1600 promotion by expatriate Briton Malcolm Hill's *Framco equipe* in Roquemaure. As official French agent for Royale products, Framco will be running a two-car team of RP36 chassis in the well-sponsored series.

The announcement of this deal comes hot on the heels of Jean Rondeau's ambitious Reynard tie-up and the participation of the Van Diemen and Lola *marques* through the activities of distributors Heini Mader and the Ecole Avia La Chatre respectively.

New cars quick at damp Thruxton tests

The latest FF1600 and FF2000 challengers from the Reynard and Van Diemen *marques* proved very swift on their first visit to Thruxton, for pre-season testing on Monday this week. Despite damp and misty conditions — and an overnight frost — the leading contenders were able to get respectably close to their respective class records. When racing starts in earnest, in a fortnight's time, lap records

at most of the circuits in the country look set to tumble again if the current trend is continued.

Joint quickest of the FF2000 contenders present were Andy Wallace, in one of the smart new Swallow Reynards, and Ulster teenager Martin Donnelly in Frank Nolan's Mike Galter-run Van Diemen. In FF1600 circles, Dave Coyne (works Van Diemen) and Mark Newby

(Reynard) each threatened the record. Testing was due to continue at the Hampshire venue on Tuesday morning . . .



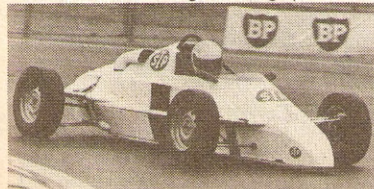
Mark Peters — STP bonus deal.

Mark first for STP

Part of the STP corporation's increased involvement with the FF1600 category this season is a contingency award scheme running within the RAC and Townsend Thoresen championships. Drivers who register for the 'bonus' system will receive an additional sponsorship payment each time they win, finish second, take pole position or set fastest race lap in the championship rounds.

Works Van Diemen driver Mark Peters has already enlisted. Other competitors can follow by calling Nigel Tubb on (021) 643 2924.

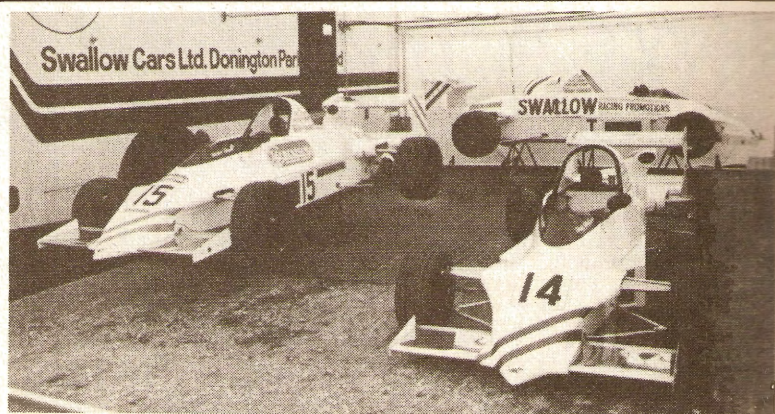
Peters — swift before gear linkage problems.



Who follows Bottoms?

By winning last year's inaugural Marlboro Challenge, Hertfordshire's Tony Bottoms has won himself a season of FF1600 racing in a Murray Taylor-run Van Diemen RF84. A similar valuable prize will be offered this season.

Prospective entrants will be able to register on forms to be published in the Press shortly and submitting them at selected race meetings early this year. No fewer than 1000 applicants will be invited to test an Escort XR3i at Silverstone in the summer and the best 20 will receive a course at the circuit's new racing school after which the winner will be selected.



The impressive Swallow *equipe* should be well to the fore in FF2000 this season.

Swallow organised

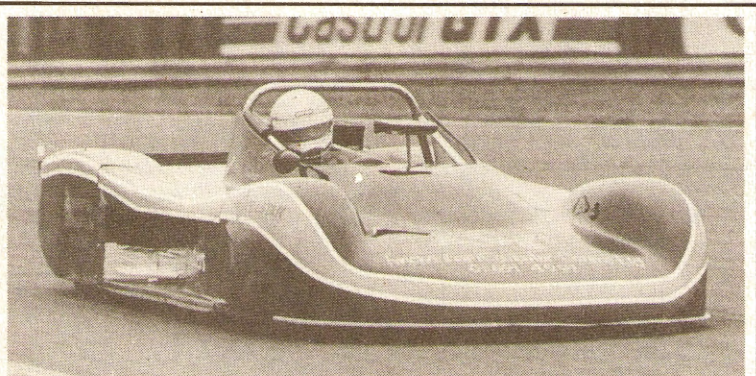
Tim Stakes's highly professional Swallow Racing organisation has taken on a new look this season with its Reynard 84SF cars decked out in a white livery rather than the familiar black colours of

1983. Briton Andy Wallace and Victor Rosso of Argentina are the Donington-based *equipe's* drivers for 1984 and their immaculate cars were debuted at Thruxton earlier this week.

Team mechanics Colin Essex and Andy Beckett have built the Reynard race chassis — and a fully functional 'spare' which doubles as the Swallow Racing Promotions show car — which were both on the pace 'straight from the box'.

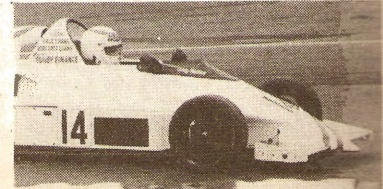
Wallace, who has yet to find a sponsor to share the financial burden with mentor Phil Flook of the Visual Art Group, was very impressive in his commitment on Monday when he lapped in the 1m 18sec bracket. Team-mate Rosso, with a budget from Agrometal (farm implements) and La Serenisima dairy products, will also fly if recent form is repeated.

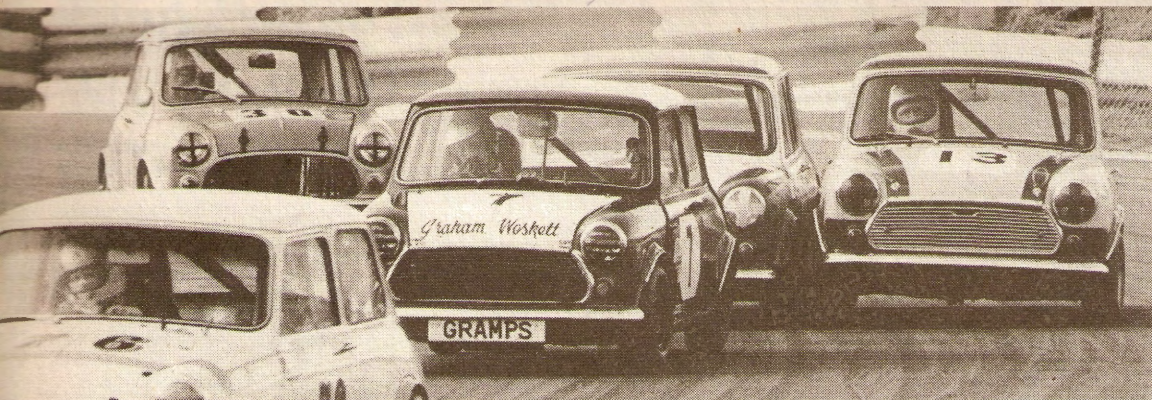
Wallace — very quick at Thruxton in damp.



Long updates to Aquila

Following a season learning the S2000 ropes with a Royale chassis, former special saloon man Richard 'Rupert' Long has bought Mike O'Brien's 1983 championship-winning Aquila R083S for the '84 GP1 series. He tested the car at Silverstone last Friday in its new Computer Consortium livery.





Mini racing has always provided fraught competition — for a quarter of a century!

Mini's Silver Jubilee celebrated by ARG

To celebrate the 25th Anniversary of the Mini this year, the Austin Rover Group has announced elaborate plans to sponsor both the Mini Se7en Club National Challenges in 1984. To be known as the Austin Mini Silver Jubilee Challenges, both the Mini 1000 and Mini 850 categories will be heavily promoted and

the winner of each will receive a brand new 'limited edition Silver Jubilee Mini' as his/her prize. A fund of £5000 will be divided among the next nine finishers in each of the championships, making this one of the richest one-make formulae.

The Mini Se7en Club's PR Officer, double National Mini 1000 champion

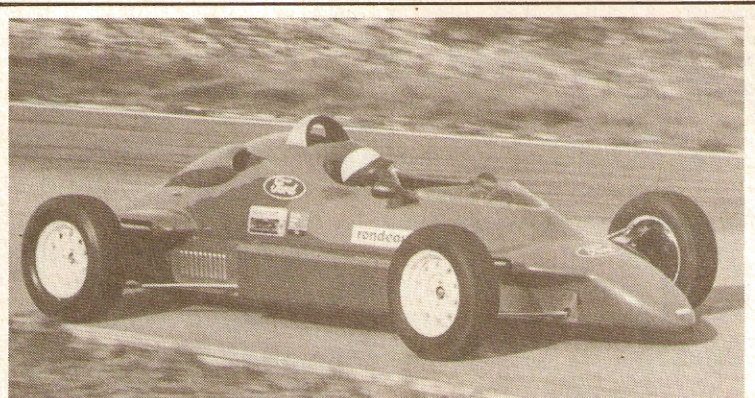
Chris Lewis, released news of the ARG deal this week, hailing it as a major coup. Among many special events will be a 'super round' of the Silver Jubilee Challenges to co-incide with a Mini 'extravaganza' at Donington in August. Lewis will be racing his Metro in Europe during '84.

B & G back Barry's 'B'

Long-time MGB expert Barry Sidery-Smith is again teaming up with Baldock MG preparation specialists Brown & Gammons Ltd, for an assault on both the MGCC B/C/V8 and MGOC/BARC marque series this year.

The Byfleet 'B' racer used Brown & Gammons's beautifully turned-out machine last season winning the MGCC road-going modified class and taking third place overall in the MGOC championship.

Gerry Brown and Ron Gammons, themselves enthusiasts competitors in MGs of various 'denominations' are currently preparing a similar MGB for reigning BARC Sprint champion, Michael Willis. Both B&G MGBs will feature 2-litre full race engines with cylinder head work by partner Brown.



Trintignant's Rondeau

Veteran French Grand Prix driver Maurice Trintignant recently took to the twisty Bugatti circuit at Le Mans in the new Reynard-based Rondeau M584 FF1600 chassis at the invitation of Jean Rondeau. 'Le Petoulet' enjoyed the experience tremendously, despite not having raced seriously for nearly 20 years, but is not contemplating a comeback, we hear!

Porsche power

The British Porsche dealer network is to sponsor the newly-announced Porsche Club Great Britain/BRSCC 'marque' racing series which is open to production based road going sports cars from the Stuttgart concern. The six-race series is designed to encourage the use of standard production cars (taxed and with current MOT documentation if applicable) by amateur owner/drivers.

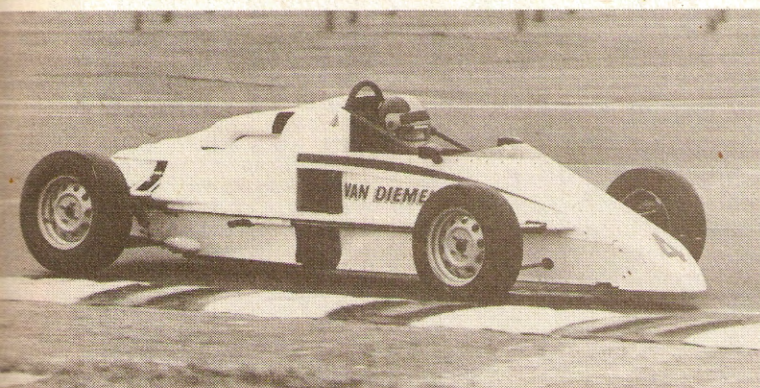
Four classes, determined by the manufacturer's power output figures, will be run at each round and regulations will be strictly policed from the 'spirit' and technical viewpoints.

Races will be at Snetterton, April 20; Brands Hatch, May 6; Silverstone, May 28; Mallory Park, August 12; Silverstone, September 2 and Castle Combe on September 15. Each event boasts sponsorship from its local 'Official Porsche Dealer'. Full details are available from the PCGB Competitions Secretary, John Farren on Arundel (0903) 883140, evenings/weekends please.

Expansion for Flint FF2000

Following its highly successful inaugural season last year, the Flint Engineers Lydden-centred FF2000 championship is venturing away from Kent a couple of times this season. Although still based at Lydden, the '84 series will start at Oulton Park (on March 17) and finish with a flourish at the popular Sevenoaks MC Brands Hatch meeting on November 11 with intervening rounds at Bill Chesson's Canterbury venue.

To attract the genuine club racing enthusiast (rather than the semi-professional 'pot-hunter' on weekends away from the big national series), the Flint championship will be open to cars built before December 31, 1981 only. Any tyre specified for FF2000 use since January 1, 1980 may be used and each competitor may count 10 (from the 11) possible scores towards his/her points total. Potential competitors must register with either the ASTRA MC or the BARC to be eligible. Nearly 20 drivers have applied to date!



Dave Coyne was spectacular in his works Van Diemen, lapping close to the class record.

Coyne pleased with RF84

Formula Ford 1600 returnee Dave Coyne wasted no time in finding the groove again, lapping the works Van Diemen RF84 extremely quickly within 20 laps at Snetterton last Thursday. Despite two years away from the formula, Coyne took nearly 2secs from his previous best

at the circuit first time out, and continued the good work at Thruxton this week. "I can't believe the progress they've made with the cars," said Dave on Monday. "The RF84 feels really good in all departments and is very quick in a straight line. I'm delighted with it".

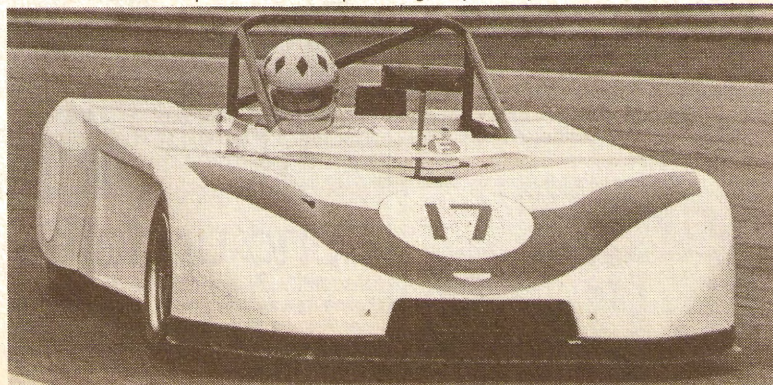
Chevron B60A trial

The first of Andreason Racing & Tuning's much-revised Chevron B60A Sports 2000 chassis ran for the first time at Goodwood last week with Roger Andreason himself in charge of shakedown tests. At Silverstone on Friday both the new owner of the

Chevron rights and Mike Wilds took encouraging stints at the wheel.

The biggest problem with the car — intriguingly painted with black 'chevrons' down its length — was balancing out excess oversteer, although Roger is confident about its future.

The Andreason-developed Chevron was put through its paces by Mike Wilds second time out.



Brands GP test day

The annual Grand Prix circuit test day at Brands Hatch takes place this Saturday with the BHRC in charge of final pre-season proceedings. Among the car/driver combinations booked in are John Robinson with the new Ray FF2000, a DB-Motorsport-built Gebhardt-BMW GC sports car, Chris Beauvoisin's newly-acquired Lola T212 and Brian Pollard's modsaloon Jaguar XJ6. Action starts at 9am and admission is £2 for adults.



Hathaway — but which one?

Whither Hathaway?

Amid rumours of his impending retirement from rallying, former RAC champion Graham Hathaway has now sold his 2-litre Ford Fiesta. With the start of the Lloyds Bowmaker British rallycross championship just two months away, it is looking more likely that Hathaway will turn his attentions to circuit events, as has been rumoured of late.

If Graham does, in fact, have a new rallycross machine up his sleeve (he did say recently that he did not wish to opt out of the sport completely), a four-wheel-drive Escort would seem to be his best bet. Watch this space!

BRIEFLY

- Young kartist Johnny Herbert, who made such an impression at the Festival last season in a works Sparco, will do a full season of FF1600 this year in a new Van Diemen run by Team Valour, John Upton's new set-up.

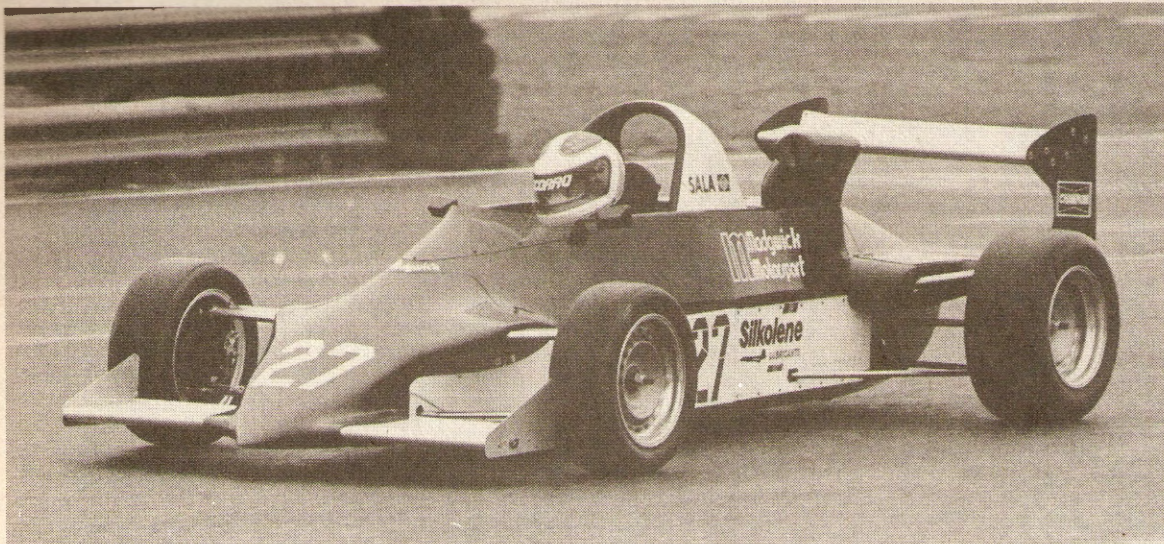
- Canadian FF2000 champion John Jones (18) will contest the first few rounds of the British FF2000 championship in a Rushen Green Reynard.

- Mini Se7en driver Barbara Cowell has been named BWRDC Champion Driver of 1983 in recognition of her runner-up position in the National Mini 850 Challenge last season.

- Northerner Phil Barak has acquired George Potter's Chevrolet-powered Lotus Esprit for the forthcoming GT racing season.

- John Llewellyn shook down his new GM Dealer Sport Vauxhall Astra GTE prodsaloon at Silverstone last week having switched from the Golf GTI.

Llewellyn — new Astra with GM.



Despite the restrictions of a tight budget, Maurizio Sandro Sala will be an FF2000 pacesetter in his Silkolene/Madgwick Reynard.

Silkolene oil Sala's two-litre challenge

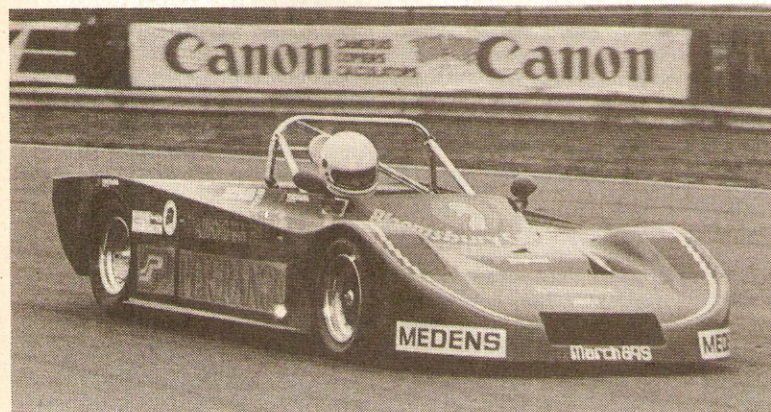
Reigning Esso FF1600 champion Maurizio Sandro Sala ran in his new Madgwick Motorsport Reynard-Nelson 84SF at Thruxton on Monday in preparation for an assault on the Racing Displays British FF2000 series this season.

As last year, Madgwick boss Robert Syngé is having to subsidise the brilliant

Brazilian's drive as a representative sponsorship budget is, at present, unavailable to the ambitious Silverstone team. It is heartening to report, however, that Silkolene Lubricants of Belper, Derbyshire, are to increase their involvement with Sala which started so successfully last season. Silkolene's distinctive

logo, therefore, is the major design on the beautifully turned out Reynard.

Paul Haigh will again prepare Maurizio's steed which carries the number 27 (to match the ex-Gilles Villeneuve Ferrari steering wheel of which Sala is so proud) in the national title race, which begins at Brands Hatch on March 4.



Richard Morgan and the Plygrange March 84S look to be a promising combination.

March of the mods

Two of Dave Benbow's super-looking new March 84S Sports 2000 chassis were out at Silverstone last Friday and lapping quickly in cold conditions. In addition to the Plygrange car of Richard Morgan, the Bridge brothers, Nick and Tony, ran their yellow version from the DB Motorsport pit.

Although similar in concept to the rapid 1983 Marches, the new cars feature all-new rear suspension geometry and sleeker bodywork which makes the 84S a very neat package indeed. Continued development should ensure full competitiveness this year.

At Thruxton on Monday, Morgan and his Thundersports co-driver Ian Taylor

The sleek customer 84S of the Bridge boys.



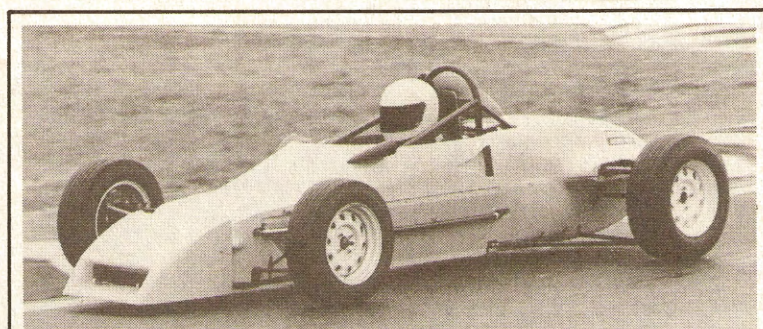
teamed up in the Plygrange machine which will run alongside Ken Gough's updated 83S in the national GPI sprint series.

Big bangers in the Open

Keith Norris's F5000 Association initiative is to run a six-race mini-series, mainly within the MacLean Hunter British Open *Formule Libre* Championship. Backing has been forthcoming from John Brannigan's Motor Racing Supply concern in Fleetwood, Lancashire.

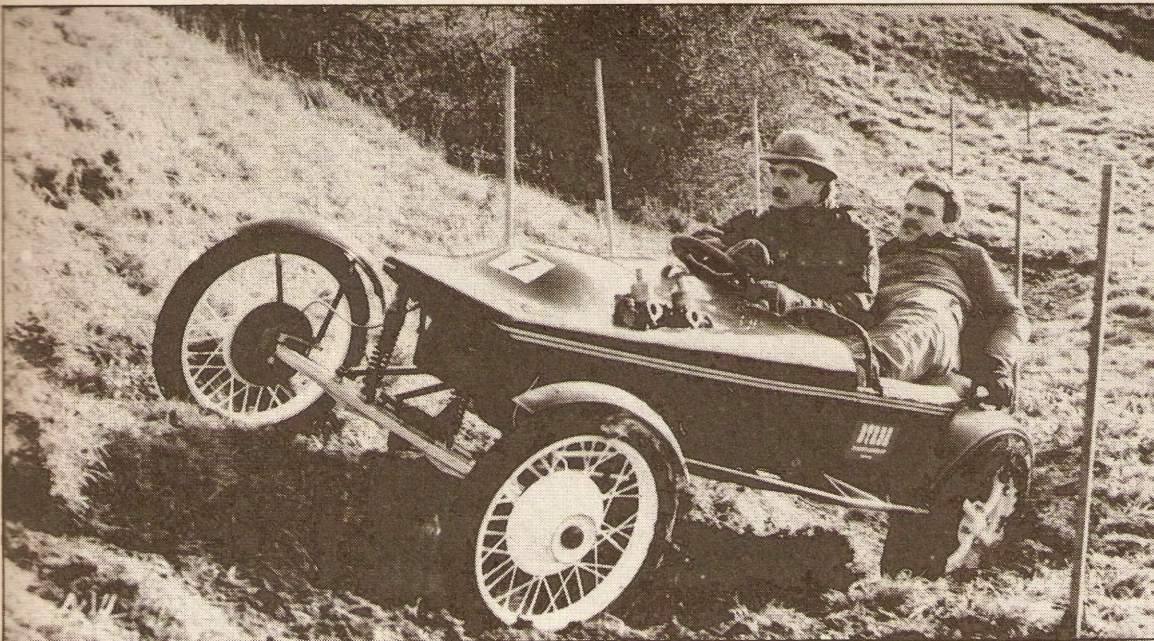
To date, 10 drivers of F5000 cars have registered with Susan Norris (on Hatfield 72008) with assorted Chevron, March, Lola, McLaren and Trojan machinery, plus Alistair Thompson's ex-F1 Iso.

Keith Norris's thunderous Chevron B24.



Van Kouwen's works Lola

Townsend Thoresen FF1600 Euroseries champion Gerrit van Kouwen is contesting the major British FF1600 championships this season in a works Lola-Minister T644E. The Dutchman is being run by Steuart Veitch of Jubilee Racing alongside Peter Townsend's similar car. Both tested at Thruxton.



Chris Highwood simply dominated the trialling world during the past season, taking the National as well as Southern championships.

Highwood's season

Following last week's review of the rallycross season, the off-track round up is concluded this week with a look at the many different categories by our various reporters.

The various championships covered in this survey — trials, production car trials, autotests, and hot rods — receive little attention from the national press, but are, all the same, well-supported and organised by the enthusiastic clubs that do so much to promote their own sphere of motor sport. Our reporters sum up the best performances in the various championships.

Despite the economic situation, sporting trials showed continued steady growth during 1983, reflecting the relative cheapness of a sport which does not rely at all on sponsorship. The only problem indeed is to satisfy the needs of all the people wanting to enter the sport. There is a lack of available cheap cars for newcomers to test the water and a lack of new cars for improving drivers to buy to increase their chances. But at least this means that virtually no-one ever loses money on a trials car that they own.

Sporting trials is a winter sport with a close season from May to September, although both the major championships run from January to December.

British Sporting Trials Championship

The major championship, which is run under the benevolent eye of the RAC MSA, comprises something over 20 rounds with a driver's best 10 scores to count. About 10 drivers do all the rounds with many others doing the majority so that the champion at the end of the year can truly be said to have earned his laurels. At the start of the season, it looked to be a battle between reigning champion from Cornwall, Roger Bricknell, Chris Highwood and Robin Alexander with Tom Stevenson and Stuart Butterfield as outsiders. Highwood took an early lead but missed a couple of trials in the first half of the season so that at the break, Robin Alexander led in his BMC-engined Jabs, an older car which steers very well and has a very special engine. Roger Bricknell was never seriously in contention and was led at the halfway stage by Tom Stevenson. Stuart Butterfield did not do enough rounds to offer a serious challenge.

Perhaps the most surprising thing was the almost total absence of Jack Pearce and Julian Fack, who dominated trials throughout the '70s and through into the early '80s. Fack was taking an age over finishing his new machine while Jack

Pearce had some health problems, now hopefully behind him. When it appeared, Fack's new X-Factor was quite a departure from standard practise with a transaxle and radius arm rear suspension.

After the break, Chris Highwood put together a marvellous set of results with wins in the David Ayers, Harold Biggs and Johnson Trials to set the seal on a fabulous year which saw him win two other championships as well. Robin

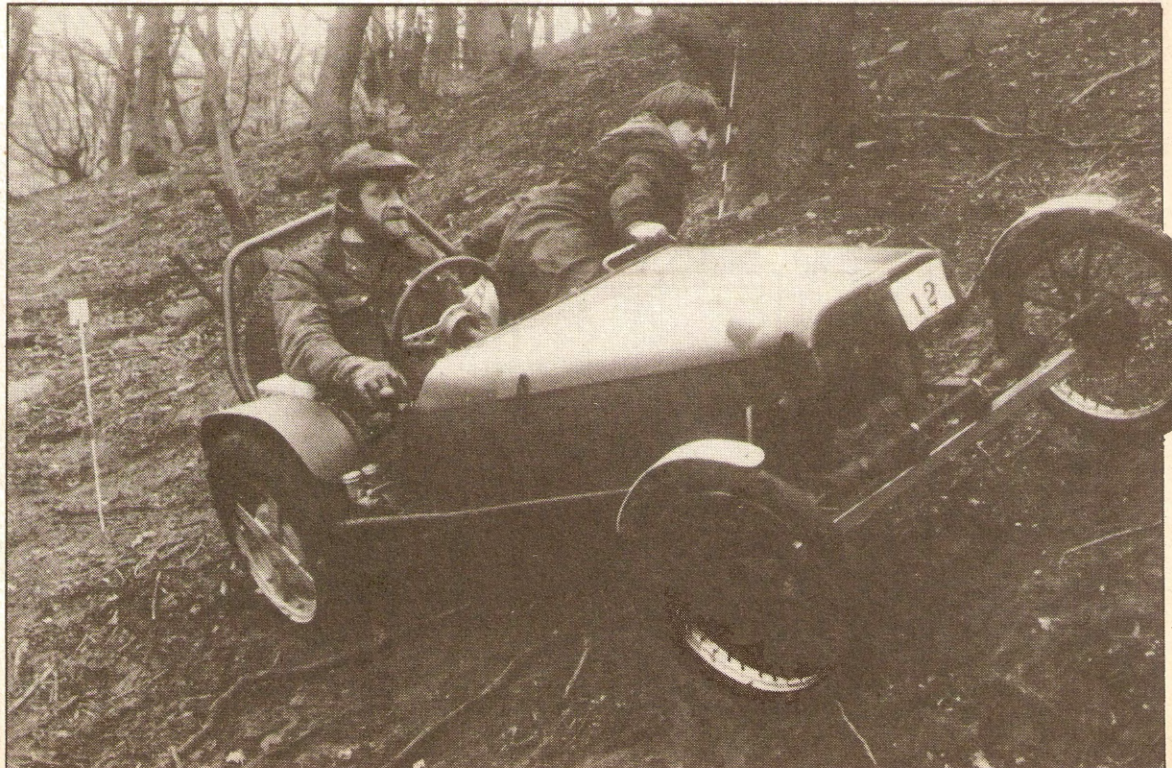
dropped back behind Roger Bricknell, while Julian Fack's brother, John Fack, managed fourth place after doing a full season for the first time in several years.

Perhaps the emerging stars to watch are the Rawson brothers, Geoff and Alan from the north, who made a major impact on the championship for the first time grabbing 11th and 12th places. Richard Allen is also a potential threat although he never does more than a dozen or so events in a season.

Fiveways Tyres/BTRDA Championship

The BTRDA series, as a championship, is a bit of a non-event as the points gathered only entitle the drivers to enter the British Experts Gold and Silver Star

Stuart Butterfield, partnered by wife Margaret, claimed the Northern championship in their SRB.



Trials on the second Saturday in December. There is no award for the points leader. The first 25 in the series go for Gold, while the next 25 go for Silver. Of the 24 qualifying rounds, drivers may count their best eight scores, a number which is increased to 12 for this year.

For the first time, the Experts Trial was organised for the BTRDA by the Midland AC, perhaps better known for their exploits at Shelsley Walsh, but they put on a splendid event at their Ham Bridge site where several new sections were so bumpy and steep that they favoured the brave. No fewer than three cars turned over, but of these Gerald Hepplewhite was the only one injured, and then only slightly. As this was the first injury of any sort for a number of years, it caused some understandable concern.

In the past, on a day near to the shortest of the year, previous trials have finished in the dark, or have had to be shortened. So this year the experiment was made of running two rounds of 15 hills and this worked like a charm so that all was concluded well before nightfall. As in the British series, the story was of one man, Chris Highwood, who beat a hard-charging Richard Allen by just three points. The only hiccup came in the afternoon when a throttle cable broke, but this was soon repaired as the car's constructor, Ian Wright, was acting as passenger for Chris, whose usual passenger, wife Denise, was expecting an addition and Chris's cup was complete when this section was cleaned early in the New Year in the shape of a bouncing baby boy.

The Silver Star proved an emphatic triumph for the popular west country driver, Hugh Pollard, who headed off a strong challenge from the south-east in the shape of Tony Bristow, Les Phillips and Norman Flury. Two of the big Kincrafts made an appearance in this class but the best was Keith Butterfield in fifth spot.

Other Championships

All the other championships run from September through to April. In the Northern series, Stuart Butterfield scored a massive win with a maximum score which put him a long way ahead of David Morris and Betty Sheldon, with Stuart's wife, Margaret, winning the 'Bouncer's Cushion' — the only cham-



The Fack twins, John and Jeremy, took their Impunity trial car to fourth in the National championship.

championship for passengers. Trials were held in Yorkshire, Cheshire and Cumbria, the explosion of interest in Cumbria having been quite remarkable after the formation of the first club on the mainland devoted solely to sporting trials. Allover Lakeland, garages are full of men brandishing welding torches as new cars take shape and the club already boasts over 80 members.

The Southern championship gave an almost equally emphatic win to **Chris Highwood**, who headed **Simon Durling** and **Robin Alexander** with a long gap to the rest. For the first time, a round was held outside the south-east when an event was organised in Cornwall, but the south-east remains a very strong area of the sport and the existence of a regional championship is one of the reasons for this. In May, the leading drivers from both regions met in a very wet North v South Trial at Woldingham. The result was a narrow win for the South.

The final regional championship is in Northern Ireland, where the locally built Concord car is totally dominant. With the virtual retirement of **Nelson Todd**, and **Liam Scott** having a poor season, the way was open for **Clive Gracey** to take the award and this he did by a small margin from **Mark Vaughan** and **Brian Edgar**. In southern Ireland the cars are quite different with a shorter wheelbase, knobbly tyres and free engine location, but this relative freedom has resulted in large fields and a wide spread of honours, although no championship as such is held.

Trials drivers are normally placid folk Geoff and Alan Rawson negotiate their Facksimile down a hill. Stars of the future?



The 750MC organise one of their many championships for trials cars. It is sponsored by Lamps Ltd and is the only one that contains several classes. This year it was won by a 1300cc class car driven by **Jerry Walters**, a long time supporter of the sport. He was followed by **Allan Brunning**, who constructs the neat Trialmaster cars, and the cheery **Stan Randall** and his Condor car which is a violent shade of green.

All these championships are well under way at this stage. In the Southern, **Chris Highwood** looks to have things well under control, as does **Jerry Walters** in the 750 series. In the Northern there is a hectic battle between **Stuart Butterfield** and **Alan Rawson** which looks like being resolved in favour of the latter. In the 750 series, **Jerry Walters** holds a slight lead over **Tony Bristow**, while in the Northern Ireland, **Mark Vaughan** has a 10 point lead over **Clive Gracey**. Finally, the New Cumbrian Championship is led by **Gerald Hepplewhite**, some consolation for his bump in the Silver Star.

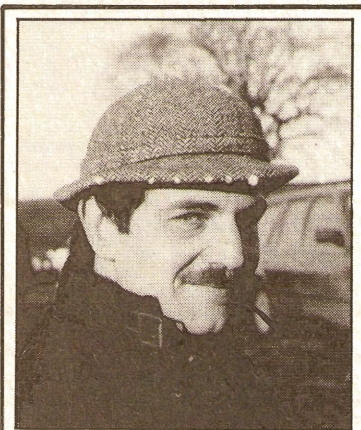
The position in trialling is very healthy. Apart from the shortage of cars, there are only a few ripples to ruffle the surface. The tyres used on the driving wheels are from a list supplied by the RAC, although those used by almost everybody — the Semperit M401 and the Michelin XZX — have both ceased production. A successor has not yet been named but hopefully an announcement will be made soon to be incorporated in the Blue Book.

Trials drivers are normally placid folk Geoff and Alan Rawson negotiate their Facksimile down a hill. Stars of the future?

but in recent weeks, the regretful pastime of arguing with the marshals by one or two drivers has raised its ugly head again, while even more worrying has been the tendency of marker poles to move when a marshal has been looking elsewhere! Trialling can do without both these phenomena, particularly as the sport could not function without marshals.

But let not these things cloud the main picture, which is one of steady growth of a friendly, competitive, yet cheap motor sport. Anyone looking for a gateway into motor sport could do far worse than consider trialling, while a glance round the field at an average event will show that it is a sport for all the family — not just one person.

PAUL SHELDON



Highwood — trials master.

1982/3 RAC BRITISH SPORTING CAR TRIAL CHAMPIONSHIP

1 Chris Highwood (Sherpa)	146
2 Roger Bricknell (Facksimile)	141
3 Robin Alexander (Jabs)	141
4 John Fack (Impunity)	124
5 Tom Stevenson (Kincraft)	118
6 John Sheldrick (Facksimile)	114

1982/3 NORTHERN TRIALS CHAMPIONSHIP

1 Stuart Butterfield (SRB)	140
2 David Morris (SRB)	94
3 Betty Sheldon (SRB)	88
4 Alan Rawson (Facksimile)	72
5 Geoff Rawson (Facksimile)	48
6 Tony Butterfield (SRB)	46

1982/3 SOUTHERN TRIALS CHAMPIONSHIP

1 Chris Highwood (Sherpa)	136
2 Simon Durling (SRB)	115
3 Robin Alexander (Jabs)	108
4 Ken Harrison (Ibex)	80
5 Robert Oliver (Wrightone)	52
6 Allan Brunning (Trialmaster)	51

Production Car Trials

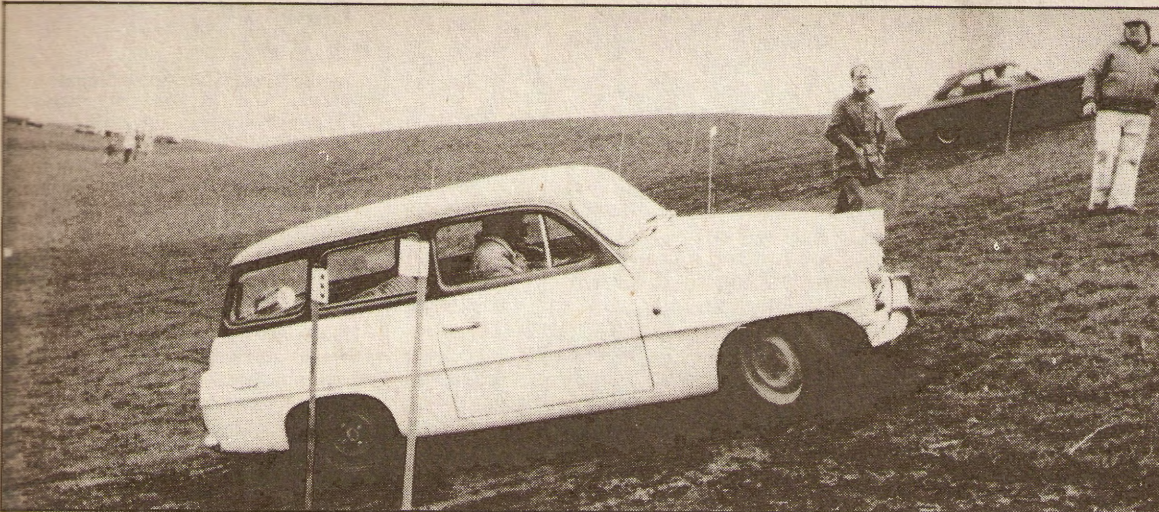
Over the hills and far away is the aim of all triallists, and in the two national championships during 1983, competition was particularly fierce. There was, however, one car which for the second time in its illustrious history did indeed get far away on more than one occasion. The venerable Skoda Combi of trialling stalwart **Mike Stephens** came good whenever it mattered, its peculiarly low gearing paying dividends more often than not and it was guided to outright victory with great precision in both championships. It would be interesting to see how **Steve Courts**, the previous pilot, would fare against Stephens if only they could compete in the same car.

The majority of qualifying events in both series are common and it is logical, therefore, to take the classes in order as the basis for this review.

Class 1 (front-wheel-drive non-Minis) has, since its inception in 1979, become the most competitive of all, with a vast array of differing makes — not surprising with the trend of small and medium sized front-wheel-drive cars in the '80s — although in '83 it was the VW Golf in one form or another which had the edge. Liverpool's **Barrie Parker** began the year with his usual Peugeot 104, and despite two class wins he changed to a 1500 Golf by September so that when the BTRDA final came along, he had learned how to get the best from it and took the all important win. **Nick Pollitt** used his 1800 GTI to take four wins during the year, but had to give best to Parker at the final after an immensely close battle, right to the last hill. **Graham Hoare**, also in a 1500 Golf, had a quieter '83 (he had been the '82 BTRDA champion) and on two occasions he was beaten by his father. **Ken Hoare** using the same car. These two were part of a very strong and increasing southern contingent of triallists. Walsall's **Phil Shaw** had a mixed year with his Colt GLX. After a mediocre start, perhaps sorting out which of the eight gears to use, he enjoyed a brilliant mid-season with four successive victories, but then a disappointing final. Fellow midlander, **Alan Skelton**, faithful to Subaru, had a similar tale, including a masterly win in the Tocky Bonk event in June. Nottingham's **Neil McKay** and northerner **Bob Needham** (Citroen Visa and VW Polo) also had varied results, both drivers wishing for more power on more than one occasion. Other regular competitors included **Jan Merrick** and **Conrad Norris**, Jan finding her Renault 5 a handful on the tighter sections, but nevertheless winning the Midland Ladies' title, while Conrad's little Datsun Cherry revved nicely but definitely lacked grip.

While Class 1 increased enormously in popularity, Class 2, for the Minis, went the opposite way with only three regular contenders. **George Harrison** came out in the 1275 GT early on but then retired from the scene. **Peter** and **Chris Dewsnap** stuck to the southern events in their Mini, despite some excellent performances. So it was down to midlander **Dave Allitt** in his 1275 GT to fight off the **Spencers**, **Geoff** and son **Ian**. Although he had a class win at the Clywd Vale event in mid season, Allitt had to give best to the **Spencer Cooper S**, with Ian more often than not just pipping his experienced father, including a marvellous performance at the BTRDA final.

Class 3 (conventional, front-engined rear-wheel-drive cars) was better supported than for many a year, but as expected from the outset, it was the low gearing of the Skoda and the big torquey power of the two Panther Limas which were to dominate. **Roger Burn** and wife **Joyce** shared their Panther and while



probably his best performance since then.

Dave Allitt pedalled his way round the scene again this year and has put in the best performance for a driver using only one car. He had to contend with the Spencer family in production car trials, which kept him down on points, but gathered two fourth places in autotests as well as a sixth in class on the RL Brown Rally. Next up were the **Beaumont** brothers from Shaftesbury in Dorset with their hard worked Chevette. They have also qualified using the same car but could not quite catch Dave Allitt. They both scored well on autocross and autotests and are now becoming rather slick on gearbox changes.

The 1984 season offers an award for the highest placed contender who uses the same car for all six qualifying events, and should prove an interesting challenge. To the person who likes a championship with a challenge, then the BTRDA All-Rounders Championship must be the one, the registration fee offering participation in 100 events during the year.

GRAHAM HOARE



Russ Swift uncharacteristically hits a marker — a minor fault in a superb season.

RAC Autotests

The 1983 season has been a most interesting one for autotesting. **Russ Swift** has retained the two National titles he first won in 1982 and most of the regulars consolidated their positions in the classes. However, on the international scene, after a lengthy lean spell, England have thoroughly dominated the big events, pushing long-standing champions Northern Ireland into second place.

Their first success came in Dublin in March, when Swift, **Steve Stringer** and **Jona Livingston** took the International Trophy for the first time ever. Then in Larne, back in September, Swift, Livingston, **Dick Squire** and **Arthur Robinson** romped to an easy win, while the climax to the season came just a few weeks later at the Ken Wharton Tests when England piped Northern Ireland by less than 3secs to record a clean sweep and round off a really good year.

Russ Swift had the BTRDA and RAC championships sewn up from a very early stage. As the season progressed, **John Underwood**, at first in a Cooper then in his Sealink Mini Special, had some good wins but could not quite catch Swift. Underwood, who has been competing in Ireland to gain further experience, could

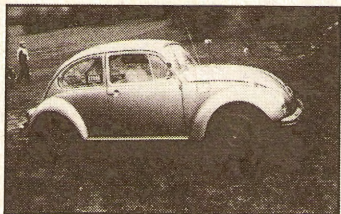
The same four classes will be operated for the 1984 season, with a few car changes on the cards, with the first event to be run by the Cirencester CC on February 19. (see *Sportscard*).

NICK POLLITT

1983 RAC BRITISH PRODUCTION CAR TRIAL CHAMPIONSHIP

Final positions:

- 1 Mike Stephens (Skoda Combi)..... 113
- 2 Jim Loveday (Panther Lima)..... 110
- 3 Steve Courts (Hillman Imp)..... 108
- 4 David Hanley (Volkswagen 'Beetle')..... 82
- 5 Graham Hoare (Volkswagen Golf 1500)..... 70



David Hanley's Beetle.

BTRDA PRODUCTION CAR TRIAL CHAMPIONSHIP

- 1 Mike Stephens (Skoda Combi);
 - 2 David Hanley (Volkswagen 'Beetle').
- Class winners: Barrie Parker (Volkswagen Golf); Ian Spencer (Mini Cooper S); Jim Loveday (Panther Lima); Steve Courts (Hillman Imp).

BTRDA All-Rounders Championship

For the fourth consecutive year, **Graham Hoare**, from Ferndown in Dorset, has won the BTRDA All-Rounders Championship and scored a maximum 120 points. Graham has had another very good year, winning regularly in production car trials, despite not doing so well in the BTRDA final. The VW Golf he has used, which is his father's, has proved reliable and, until the end of this year, had dominated the class. Graham also gained an autotest class win with his

road-going 1600cc Beetle, while in Autocross his black 2080cc Beetle raced its way to five class wins during the season and also easily won its class at the final.

Of the nine years that it has run, 1983 must be regarded as the most closely contested All-Rounders Championship so far, the first four places being covered by just 10 points.

Nick Pollitt had probably his best year in competition and finished in the runner-up spot with 115 points. Nick opened his score with a second in class on the Crymson Dynamo Autotest and another second at the Welsh Border, both in July, while in August he had a win on the Val Shaw PCT and took two more wins, on the Jack Sivey and the Ernest Owen in September. The do-or-die event for him was the JJ Brown Rally in December on which he gained a fourth in class and consolidated his second spot in the championship.

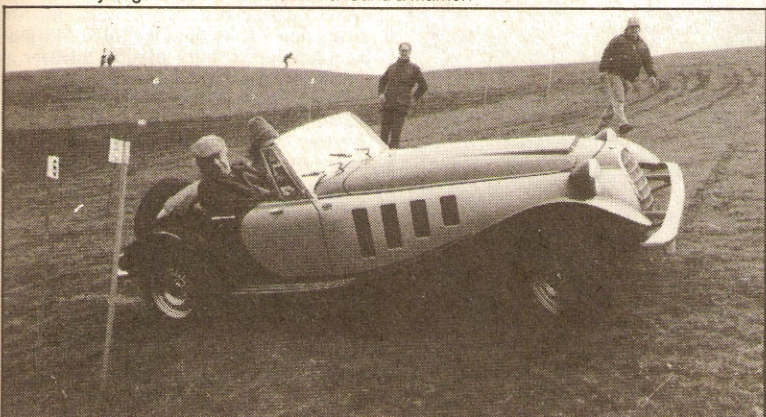
Charles Eveson was thus relegated to third spot, but has had a good year and had many wins in autocross, also winning his class at the final. Charles almost had BTD in the bag until John Bevan put in a tremendously quick last run to secure the award. He procured the use of a Ford for the Crymson Dynamo Autotest, which netted a second place, the same car being used for a production car trial in June, netting a fifth in class. A Sprite has since been acquired between himself and **Trevor Smith** with which Charles collected a fifth in class award at the Salisbury and Shaftesbury's Dorset Fuels Trial and which they both intend to use for autotesting in the 1984 season. Charles's score was 111 points, just one ahead of **Phil Darbyshire**, who had three seconds in class from two autotests and a production car trial, a third at Kidderminster's PCT, a win at the Welsh Border Autotest in July and a sporting sixth in class at the autocross final. Phil was the BTRDA All-Rounders champion for the first three years that it was run and this represents

Joyce walked off with the BTRDA Ladies' award. Roger threatened to win on several occasions but couldn't quite seem to overhaul the Skoda or **Jim Loveday's** Panther. Past champion Loveday did in fact beat Mike Stephens on two occasions, but not at the final despite a quite brilliant afternoon performance. Behind the battling trio, father and son team **John and Andy Yates** always tried hard in their Midget and really did look threatening at times, Andy in fact winning the BTRDA young driver award for his efforts. The Spitfire of **Jeff Buchanan** and the nice sounding Midget of **Peter Manning** usually had a good little battle, while **Dave Carr** brought out his BMW 320 for a competent cruise round the smoother sites. **Malcolm Brown** guided his immaculate Mk1 Sprite with his usual verve and determination, but lack of power didn't help, just as lack of traction always hampered **John Ludford** and his high revving Escort Sport.

Normally the sole domain of the Imp, Class 4 was upset in '83 by the ever improving **David Hanley**, the southerner gradually getting better and better. After a series of narrow defeats by the ever consistent **Steve Courts** and his Imp, Hanley's Beetle at last took a class win on the excellent but dreadfully wet Jack Sivey Trial up in the Derbyshire dales. From that point on, he was the man to beat and so nearly won the BTRDA final outright, Courts now playing second fiddle; a complete reversal of roles. **Mac Hazlewood** had rather a lean year in his impeccably prepared Imp, as did **Ian Palmer**, whose Fiat 850 just couldn't find the form of the previous year.

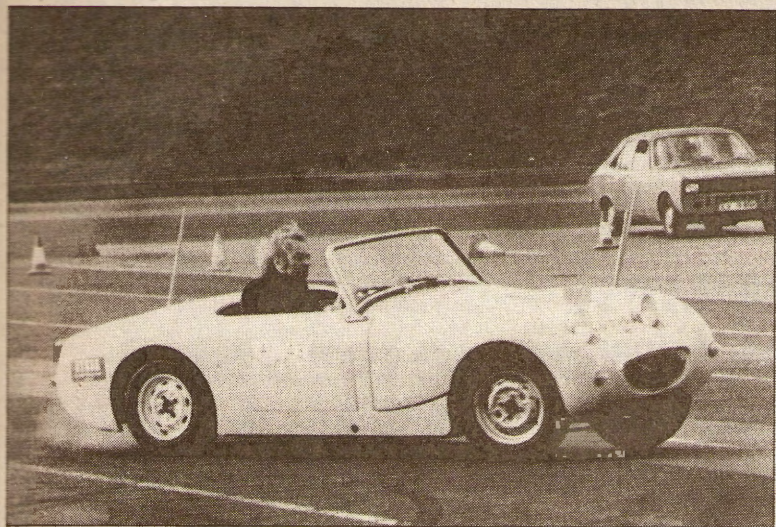
Andy Clarke, in yet another ultra-smart Imp, appeared irregularly but with some success, as did **Richard Jones**, who took his Imp to some excellent mid-season performances, sharing the drive with **Jean Cox**, another very competent and welcome lady driver.

Jim Loveday negotiates his Panther Lima round a marker.



AUTOSPORT reporter, Graham Hoare, had a successful season in his Golf.





Dick Squire proved to be the best sports car driver yet again in autotests.

well take the title in 1984, especially if Swift decides to turn his hand to rallying which at the time of going to print was a distinct possibility.

The BTRDA and RAC championships are run concurrently, with most of the qualifying events being the same. It is no surprise, therefore, that the top three places in each championship were filled by the same three drivers — Swift, Underwood and Squire. Swift started the defence of his titles back in January at the Eastern Counties event in a Mini Moke, a vehicle new to autotesting but not too dissimilar from the Mini Specials which are now becoming more popular. Apart from an off day at the Lancashire and Cheshire Car Club round in March when he only managed third place, Swift won every round of the championship he contested. However, in mid-season he decided to revert to his all conquering Cooper S of the previous year. Once the championships were in his pocket, Swift sold the car and did not contest the last few rounds.

The classes of both championships produced no surprises. David Everett was the best Mini driver in the up to 1100cc class. The bigger capacity Minis had Swift (RAC) and Underwood (BTRDA) coming out on top, although John Wilson finished second in both championships and won the BTRDA Silver Star as the best newcomer to the series. In the saloons, Jonathan Livingston (Aldon Metro) and Arthur Robinson (Escort) both had easy wins in their respective classes. Dick Squire retained the sports car class after yet more spirited driving in his 'Frogeye' Sprite, but John Last had a first time win in the Specials class of the BTRDA series. Beverly Squire won the BTRDA ladies' prize, sharing her father's car.

GRAHAM OLDFIELD

1983 RAC AUTOTEST CHAMPIONSHIP

- 1 Russ Swift (Mini Moke/Cooper S) 63
- 2 John Underwood (Mini/Mini Special) 56
- 3 Dick Squire (Austin Healey Sprite) 55
- 4 Jonathan Livingston (Mini metro) 54
- 5 Arthur Robinson (Ford Escort) 48
- 6 David Everett (Mini) 48

Welsh Autotests

The 1983 Welsh Association of Motor Clubs Autotest Championship was won by Steve Powell in his 1600cc Ford-powered Midget. With support from PJM Motors (Market Drayton) and Swiftfree Engines, the first year out for this car proved successful, scoring six wins from the nine rounds to beat Kevin Harmon (Wyvern Tyres Mini) and Steve Powell's brother, Graham, who also won the large saloon class in his Ford

Escort RS2000 from Mike York in another RS2000.

Behind the winning Midget in the sports car class came Graham Clay and Keith Northall, while Linda MacDonell received the Rose Bowl for Best Lady and the Club Award was won by Telford Autoclub.

Nine events were run in all, with the best six counting towards the final positions, although an expanded series of 14 events are scheduled for next year along with the annual team events; Dublin, Larne and the Ken Wharton.

STEPHEN POWELL

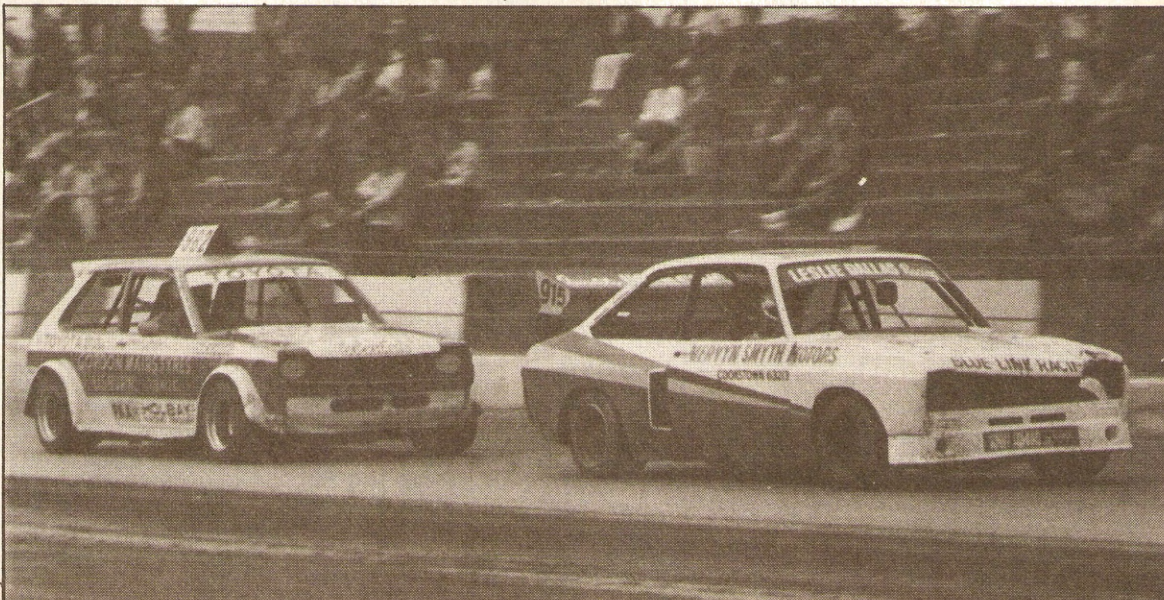


Powell — Welsh champion.

WELSH AMC AUTOTEST CHAMPIONSHIP

- 1 Steve Powell (MG Midget-Ford) 90
- 2 Kevin Harmon (Mini) 73
- 3 Ken Evans (Mini) 63
- 4 Graham Powell (Ford Escort RS2000) 63
- 5 John Wilson (Mini) 59
- 6 Mike York (Ford Escort RS2000) 42

Leslie Dallas (Escort) leads the Toyota Starlet of fellow countryman Ormond Christie.



Hot Rods

After just eight years in a sport originated by the English some 20-odd years ago, the Ulster Hot Rod drivers once again emerged as the men to beat in 1983. Following up their success in both the '81 and '82 World Championships, the drivers from the small province continued their amazing run and for the third successive year took the sport's most coveted title back to Northern Ireland.

In 1983 there were eight major championships up for grabs and while the Irish only managed to claim four outright wins, their overall performance in the remaining races served as ample proof of their outstanding ability.

The man setting the pace was of course, an Irishman — Ormond Christie — winner of the '81 World title. After a disastrous '82 season, the Toyota-man from Crumlin came back with a vengeance and arrived for the World Championship at Ipswich in July hungry for another win. Three superbly quick lap times sounded Christie's intentions and by the end of a rather uneventful 75 laps, the Ulsterman had landed his second World title in dominating style. A second place in the British at Newton Abbot towards the end of the month continued Christie's pleasing return to form, and in August he won on home soil when he netted his second Irish Open title.

Despite the Irish stranglehold, Christie's main rival for much of the year was an Englishman — Birmingham's Pete Stevens. Success after success had gone Stevens' way the previous year and it was hard to imagine just how Pete intended to go any faster in '83. Having missed the early part of the season through a racing tour of South Africa, Stevens never looked really happy until the latter part of the year. He won the Scottish Open for the first time at Cowdenbeath in August, while by the end of September he had retained both his National and European titles. Just how the World crown has eluded this popular Midlander is beyond comprehension. Maybe it will be a different story in 1984!

Two other Englishmen — but this time southern-based drivers — helped Stevens prevent an Irish whitewash. And, not for the first time, it was the responsibility of those veteran Hot Rod heroes, Mick Collard and George Polley.

Having watched with growing disbelief the rapid progress of the Irish, both Collard and Polley decided it was high time that English honour was restored and after discarding their conventional Ford-powered Escorts, they settled for far lighter Japanese hybrids — seemingly the secret behind the Irish success. True



Ormond Christie — setting the pace.

or not, the move paid off! Collard, installed in a Mazda 323, took the car to a highly satisfying victory in the British Championship while Polley tasted success of his own when he won the UK Challenge Cup in a Toyota Starlet.

Back in Northern Ireland, Davy Evans and Leslie Dallas did a marvellous job in complementing Christie's outstanding achievements. Evans, winner of the '82 World Championship, enjoyed a very consistent year and added the 1983 Irish Grand Prix to his long list of victories. Dallas though, emerged as a real man to watch in '84 when he won the end-of-season NHRPA Championship at Ipswich despite going against the trend and winning the race in an obsolete (but extremely rapid) Mk2 Escort!

Apart from the big 'open invitation' events, England, Scotland and Northern Championships. The English, held at a rain-soaked Wisbech, deservedly went to Lincolnshire's wet-track expert Peter Grimer, while in Scotland, Malcolm Cheshier finally took the Scottish title. Across in Northern Ireland, Norman Woolsey proved himself a probable successor to the likes of Christie and Evans when he won the Irish Closed. Evans when he won the Irish Closed.

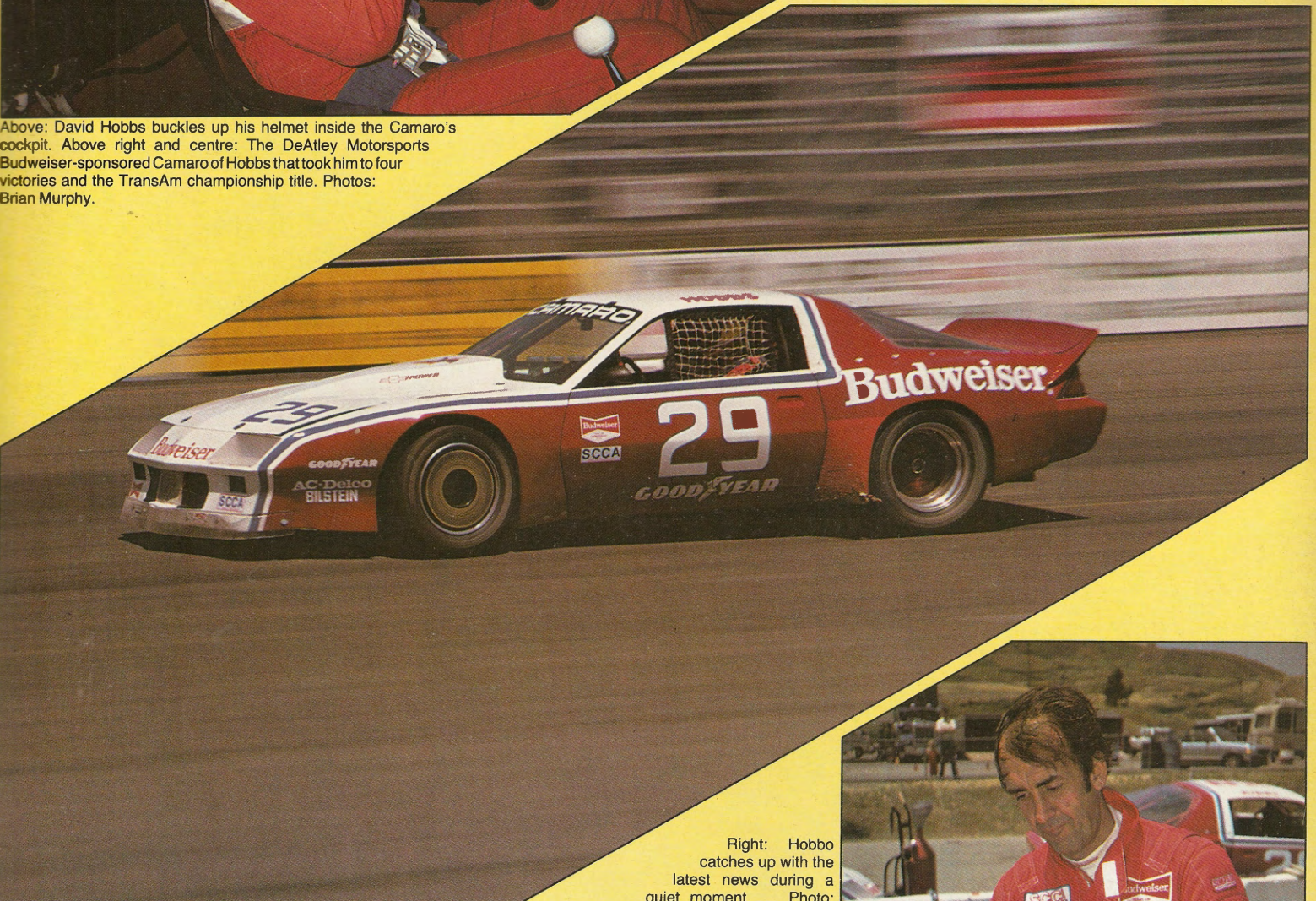
Overall, the competition during the season from all the various promotions was extremely tough. The Irish, of course, proved themselves the masters of the sport, but certainly the end of the season saw the start of the English fightback. Just whether the switch to hybrids is the answer remains to be seen but with Polley and Collard showing the way, perhaps the English will be able to salvage some of their badly-dented pride in 1984.

ANN NEAL

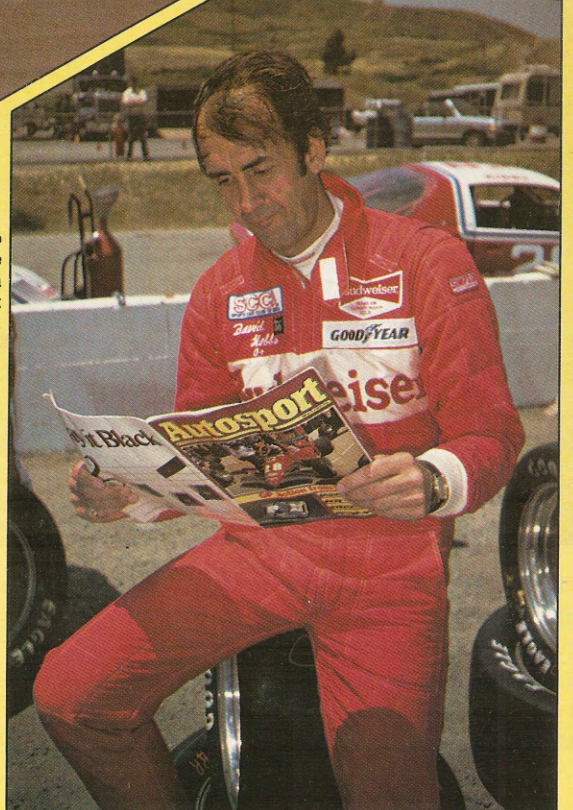
INTERVIEW



Above: David Hobbs buckles up his helmet inside the Camaro's cockpit. Above right and centre: The DeAtley Motorsports Budweiser-sponsored Camaro of Hobbs that took him to four victories and the TransAm championship title. Photos: Brian Murphy.



Right: Hobbo catches up with the latest news during a quiet moment . . . Photo: Brian Murphy.



This Bud's for you . . .

DAVID HOBBS achieved his first championship success since 1971 when he took the 1983 TransAm series by storm in his Budweiser-sponsored Camaro. GORDON KIRBY talks to the Englishman about his American success.

David Hobbs has raced all kinds of cars the world over for more than 20 years. A particular aspect to his career has been the success he has enjoyed, starting in the late '60s when he crossed the Atlantic to race Formula 5000 cars for John Surtees. He was the SCCA's F5000 (it was called Formula A at the time) Champion in 1970 and since then he has raced in the CanAm, Indycars, NASCAR Grand National, IMSA GT and most recently of course the TransAm, winning last year's championship with Neil DeAtley's Budweiser Chevrolet Camaro.

At 44, Hobbs is enjoying a busy life, partnering John Fitzpatrick in WEC races in Fitz's 956s and doing some IMSA races with Fitzpatrick and also Bob Tullius' Jaguar team. In the middle of all this Hobbs will be defending his TransAm title this year aboard a new DeAtley Camaro and will also be working as a commentator for CBS TV at major races, like last weekend's Daytona 500.

Like last year, Hobbs' team-mate in the TransAm will be Willy T. Ribbs, while 21-year-old up-and-comer Darrin Brassfield, will drive a third car in some races. Hobbs says his move into the DeAtley team at the end of 1982 came without the slightest warning.

"It began for me in October of '82," says Hobbs. "I was sitting at home watching the telly when the 'phone rang and over the long distance echo from the USA there was a guy saying, 'Hi, my name's John Dick and I'm calling from Portland, Oregon, and I'm asking you to drive the DeAtley Motorsports Budweiser Chevrolet Camaro in the TransAm series.'

"And being very clever I said, huh?"

"So that's how it started," Hobbs goes on. "They rang me up right out of the blue. I sort of thought they were kidding to start with but then Allan McCall rang me up a few days later and told me John Dick was a friend of his. He said Dick was a bona fide guy, a good engineer and so on. I guess John Dick had told Allan that he had spoken to me on the 'phone and that I sounded very doubtful about the whole thing."

On McCall's recommendation, Hobbs agreed to sign with Neil DeAtley's new team. Originally Brian Redman was going to be Hobbs' team-mate, but Budweiser's interests decreed that Willy T. Ribbs got the seat. In late February the stock car-chassis DeAtley Camaros were finished with Ribbs doing the first test and Hobbs flying to the Pacific coast in early March for his first run in his new car.

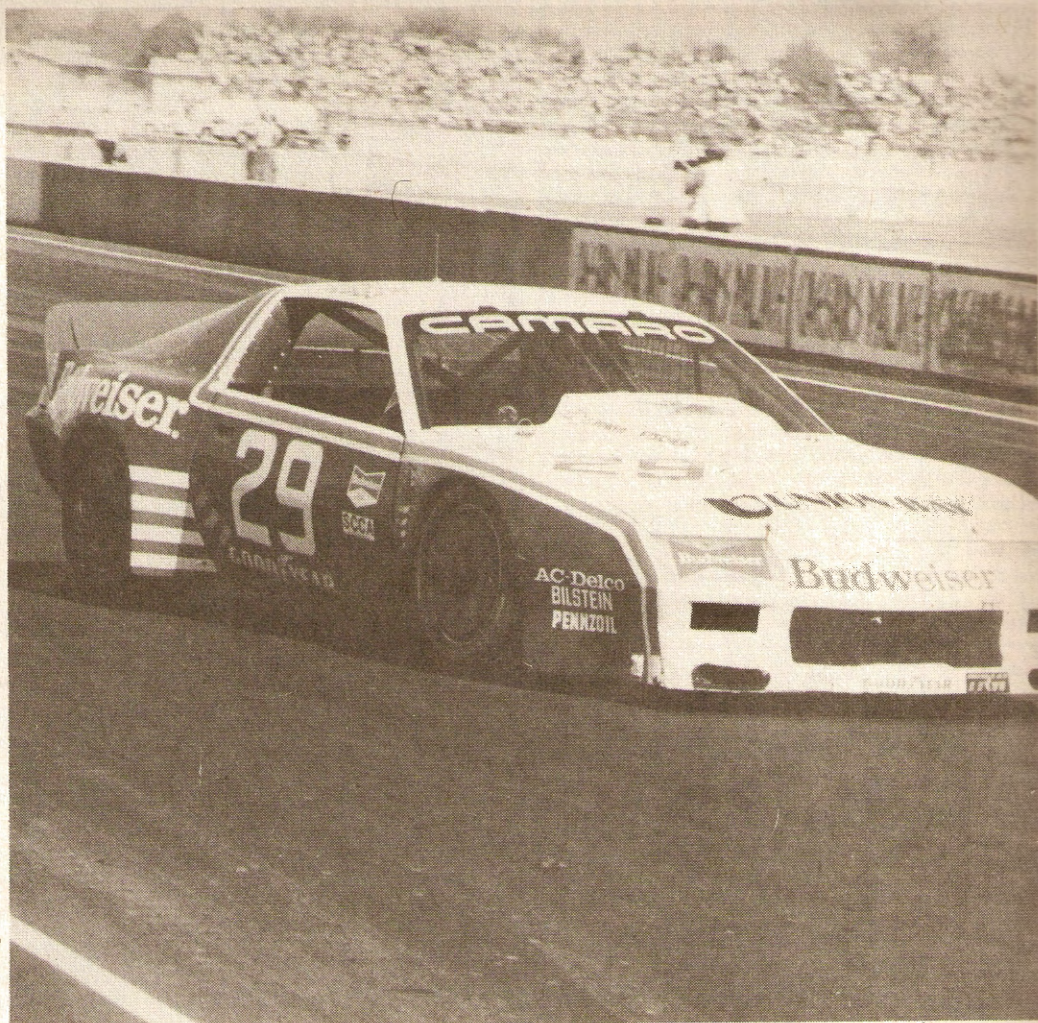
"I was absolutely staggered by that first test," says Hobbs. "The standard of preparation of the car was tremendous. The team obviously knew what they were doing. All the mechanics had come through by way of Roy Woods and Joe Huffaker's team of the year before, which had won the championship. John Dick had worked with Tom Gloy for a couple of years.

"Straight away we were turning lap times that would've got us on the pole the previous year. So the team was very happy and I was pretty happy and we went from there."

"The DeAtley cars were the cream of the crop in last year's TransAm. The main credit for that has got to go to John Dick, the team manager, who is a very bright young guy."

Hobbs lays all credit for his success at the foot of Dick and his mechanics. "The DeAtley cars were the cream of the crop in last year's TransAm," says Hobbs. "The main credit for that has got to go to John Dick, the team manager, who is a very bright young guy. Neil DeAtley has some short-track oval racing experience and supplied the finance and the support but it was John Dick and his crew that did the job. They all really understood those type of cars which, I must admit, I didn't.

"The two guys that worked on my car really came from short-track oval racing. The cars of course were built on short-track stock car chassis and they were



"The standard of the preparation of the car was tremendous. The team obviously knew what they were doing." Hobbs in the Camaro. beautifully put together.

"You know," notes Hobbs, "the TransAm is a very good, cheap form of racing. Our chassis cost about \$8000 apiece and the engines are maybe \$16,500. The whole package, ready to go, is about \$55,000 and we're racing for \$10-11,000 for a win. It can make sense.

"It's much cheaper to build a spaceframe chassis and hang on some fibreglass bodywork that looks like a Camaro or a Corvette than it is by the European saloon car method, which is to buy a Rover for example, and tear it apart and start again."

"It's much cheaper to build a spaceframe chassis and hang on some fibreglass bodywork that looks like a Camaro or a Corvette than it is by the European saloon car method, which is to buy a Rover for example, and tear it apart and start again. It requires a hell of a lot more work, time and money to have to build the cars that way.

"You know," concludes Hobbs, "the TransAm is much more like American stock car racing than European saloon racing. That's part of the strength of it. Our cars were for sale over the winter at \$60,000 and there isn't a racing series in the world where you could buy a proven, winning car for that kind of money."

The team also enjoyed very good engine reliability with their well-proven Chevrolet V8. Hobbs and Ribbs each had two engine failures apiece in a combined total of 24 starts. After trying to run their engines to 9,500 rpm in the first few races, the team settled on a more common rev limit of 7,800 rpm.

"Dennis Fischer does the engines," notes Hobbs, "and he does a beautiful job. The engines just run and run and run and they have lots of horsepower. You've

got all the power you ever really need at 7,800. You spent most of your time around 6,000 rpm. That's where you're really on the horsepower. And, of course, they'll pull well from as low as 3,000, no problems."

Hobbs says the reliability of the DeAtley engines and chassis gave him a fresh outlook on racing last year. "I've never run a series," he says, "where after two or three races I was so confident of getting in the car and knowing I was going to be running at the end."

"I've had some very dodgy years over the past decade or so, where I've been on the pole and everyone was saying, this is it, but I knew that I was going to be damn lucky just to make it to the finish of the race. It was a great thing to lose that feeling because if you always feel inside that you're not even going to finish, it really wears you down. For me, being with the DeAtley team really built some spirit and enthusiasm I hadn't had in years."

Hobbs says the DeAtley team is the equal of any competing in European saloon car racing. "I'm sure you would find Tim Walkinshaw's cars are prepared to that kind of standard and of course the Schnitzer BMWs are to a very high standard of preparation. But there wouldn't be many teams in Europe that could out-engineer or out-perform the DeAtley group.

"And you have to remember," adds Hobbs, "that last year was the team's first year together. It was a learning year and just as long as they don't get too ambitious, they're only going to do better."

Hobbs also sees the TransAm series as a whole getting steadily better. "The TransAm has gone through a very quiet spell for the last 10 years or so and I like to think that maybe last year was a renaissance for the TransAm. Obviously when one is involved in a series, you start thinking of it as a good series but it really does have a lot going for it.

"I suppose from our results, the way we cleaned up, it in fact didn't say a hell of a lot for the other teams. But I think the poorer years of the TransAm led to a certain amount of complacency and I don't think any other team thought for a moment we would go as well as we did. I think in 1984 it won't happen again. I'm sure the field will make a greater effort."

Hobbs sees competition in the coming season not only from Tom Gloy's Ford Mustangs and other Camaros and Corvettes but also from Porsche 924Ts and Datsun SXs. "There's a great deal of potential in the TransAm rules for the 924 turbo and the Datsun SX," says Hobbs. "Paul Miller's 924 is very, very quick and Paul Newman's Datsun is also quick. The Porsche was incredibly quick at Seattle and the Datsun was very quick at Portland."

Hobbs notes that three or four teams put together strong efforts last year. "I guess Tom Gloy's was the best other team, but I think there was a lot of overkill there," suggests Hobbs. "There were a lot of people, two cars and I don't think their cars were ever a patch on ours in terms of preparation, cleanliness and maintenance."

"Joe Huffaker's cars were pretty nicely turned out although he was trying to do some things that I think even he knew would never work. I think the best other car has got to be Frank Leary's Pontiac Firebird. Leary and his wife and one friend did an absolutely incredible job. Their car always looked immaculate and it went very well. He had some good strong finishes and considering that he was on a very thin shoestring he did a very, very good job. Towards the end of the year, Dave Watson, the short-tracker, started to come on."

"Saloon car racing in Europe is on the upswing right now because it's got so much factory involvement that it can stand on its own. In America these days racing becomes more and more dependent on the amount of TV time you can get and the TransAm gets little or no TV coverage. Therefore the sponsors aren't that interested in putting money into it."

Hobbs notes that one of the biggest problems with the TransAm is getting TV coverage to attract sponsors. "Saloon car racing in Europe is on the upswing right now because it's got so much factory involvement that it can stand on its own. In America these days racing becomes more and more dependent on the amount of TV time you can get and the TransAm gets little or no TV coverage. Therefore the sponsors aren't that interested in putting any money into it."

There were times during the '83 season when Hobbs and team-mate Ribbs found themselves at odds and the Englishman has some interesting comments to make about the black American's climb toward the top. "Willy is obviously incredibly quick," Hobbs begins. "He's got great reflexes and he's incredibly fit. His biggest weakness is that he has an inferiority complex."

"He says things," continues Hobbs, "that he can't really mean, like recently in *National Speed Sport News*. He was quoted in Chris Economaki's column saying that 'if he does go to Indianapolis this year as he hoped, it's going to be colossal. It will be one of the biggest happenings in 1984 as far as sports history is concerned.' Now, I would think that would be overstating things just a little. . . ."

"Willy is obviously good and obviously in motor racing, just like in everything else, you've got to think positively. But on the other hand there's no point in being completely ridiculous about it. For him, last year's TransAm was really pretty easy. He had a 44-year-old geriatric to beat: me. And I think he found that very hard. He did beat me a couple of times but I beat him more often."

"I first tested the DeAtley Camaro the week after he had his first test in the car and I was as quick as him and apparently he was incredibly surprised to hear that. Now to me that is a weakness, because if he would be surprised that I would be as quick as him after 20-odd years of experience and winning a lot of races, well, you know, I was the one who was surprised that he was as quick as me. If he thinks like that in the TransAm then he's in for a hell of an awakening when he gets to a place like Indianapolis."



Competition in this year's TransAm will come, according to Hobbs, from Gloy's Mustang, the Porsche 924Ts and Datsun SXs.

"Willy (T Ribbs) is obviously incredibly quick. He's got great reflexes and he's incredibly fit. His biggest weakness is that he has an inferiority complex."

"So his strengths are that he's as enthusiastic as hell, he's very competitive and is very fit and strong. Against him is his whole attitude which is that he's so up that if it goes wrong, he could have a problem coming to grips with it."

"You also have to remember that he's not that young. He'll be 30 this year and for the experience he has, which is 12 TransAm races last year and 20 races overall Hobbs — 45 soon, but what else to do apart from racing?"



before that, it means he is very short on experience."

For his own part Hobbs and his family have just moved into a new house in Priors Hardwick and he seems happy to continue racing for the foreseeable future. "Having just built a large new house with another mortgage, I guess I shall have to continue to race. I don't know. I started to give up in about 1976 and then ever since things seem to have been on a steady and sure upward swing."

"Having just built a large new house with another mortgage, I guess I shall have to continue to race. I don't know. I started to give up in about 1976 and then ever since things seem to have been on a steady and sure upward swing . . . I shall be 45 this summer so I suppose I should really start seriously considering doing something else. But like Brian Redman, what?"

"Probably, 1983 was one of my best-ever years. In fact it was my best year and 1984 shows no signs of being any different. I've had to turn down a chance to do the new IROC series because it clashes with Le Mans and Brands Hatch and John (Fitzpatrick) wants to do all the WEC races. Of course I drove one of Bob Tullius' Jaguars in the Daytona 24 Hours and I'll be doing Miami and Sebring with John, probably in a 935. Then it's to Monza to start the WEC and then it's practically every weekend right through 'til November. And if it keeps coming on like that, I guess I'll keep racing."

"I shall be 45 this summer so I suppose I should really start seriously considering doing something else. But like Brian Redman, the question is, what?"



Willy T. Ribbs (DeAtley Camaro) leads Tom Gloy (Mercury Capri) and team mate David Hobbs at Moroso Motorsports Park in the TransAm season opener.

The Fair Advantage

BILL MITCHELL reviews a TransAm season that was dominated by the DeAtley Motorsports Team, bringing David Hobbs the championship, with Willy T. Ribbs runner-up.

The SCCA TransAm, in its 17th season, is North America's oldest road racing series, but the 1983 version had a very English flavour. David Hobbs, the pride of Upper Boddington, won the series championship in a DeAtley Motorsports Chevrolet Camaro. It was Hobbs's first title in 12 years (since winning Formula 5000 in the USA in 1971) and part of an overwhelming domination of the series by the Budweiser-sponsored team which won 10 of the 12 races on the schedule. David's team mate, Rookie-of-the-Year Willy T. Ribbs, who finished second in the championship with five wins, is American-born and raised. But he began his racing career in England, having won the Dunlop 'Star of Tomorrow' Formula Ford Championship in 1977. 'Tomorrow' has been a long time coming for Ribbs, as he had only about a dozen races in the five years between FF and the 1983 TransAm. But his first dozen TransAm races allowed the highly-promotable black driver to demonstrate his skills, and in 1984 he hopes to combine TransAm with CART racing, including Indy.

Mark Donohue and Penske Racing coined the phrase 'The Unfair Advantage' to describe their constant search for new techniques and technology which would give them an edge over the competition. Whether it was a tall TransAm refuelling rig, use of Chevrolet R&D's instrumentation equipment, or a Porsche 917-30K, the unfair advantage made them regular visitors to Victory Circle. In 1968, this approach gave them a 10-3 TransAm season. Ten wins and three losses is a good record in a football team, but remarkable in road racing where there may be as many as 50 losers

for every winner, or where a record of 1-15 can give Keke Rosberg a World Championship. The Donohue/Penske unfair advantage frustrated the competition, but at least it left them the ego-saving device of, "If only we'd had such-and-such, we would have blown their doors off."

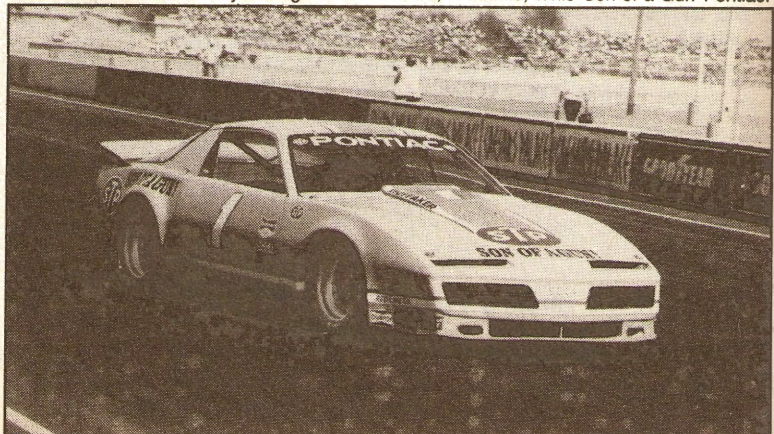
In 1983, the DeAtley Motorsports team of Budweiser Camaros unveiled 'The Fair Advantage'. This approach calls for taking what is widely available and turning it into a nearly unbeatable programme. In the SCCA Budweiser TransAm, it led to a 10-2 record. The

TransAm was totally dominated by the DeAtley team of David Hobbs, Willy T. Ribbs and John Paul Jr. They didn't even leave the opposition with the if-only face saver: the opposition was left muttering, "But we had such-and-such just like they did, and they still blew our doors off." Cruel.

Neil DeAtley seems too nice a man to be inflicting such pain and suffering upon the TransAm field. He is a construction contractor from Idaho, who came to

racing in 1981 with a Mercedes 450SL. But his search for the unfair advantage (4.5-litre OHC V8 in a small body with independent rear suspension) failed. Neil was regarded as a nice man who liked to watch his Mercedes race. In 1982 he acquired Michelob sponsorship and became known as the very nice man who kept the TransAm paddock awash in Anheuser-Busch's premier brand. But he was not regarded as a factor in the series.

Elliott Forbes-Robinson only managed one win in '83, at Seattle, in his 'Son-of-a-Gun' Pontiac.



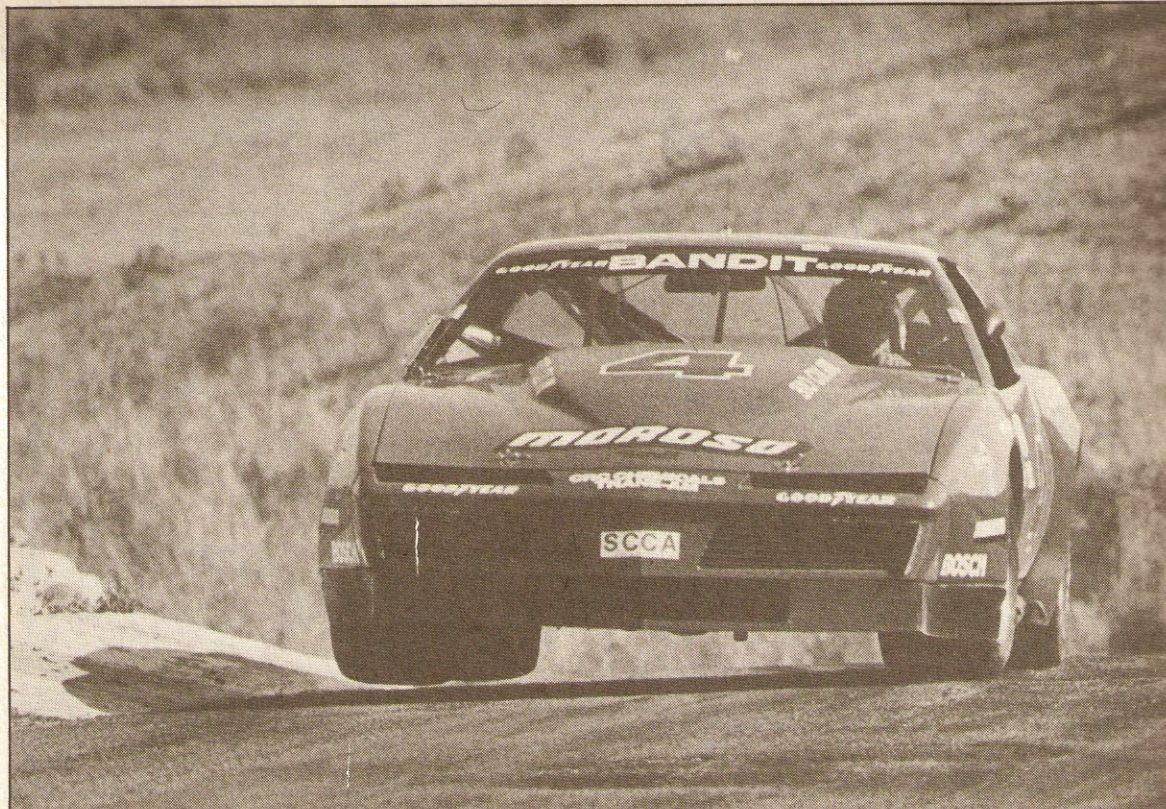
But while everyone thought he was contentedly watching his Mercedes lose, he was learning. By 1983 he had absorbed the racing philosophies everyone preaches but so rarely practices. He parked the Mercedes, fired the crew, and hired John Dick as his team manager.

Dick had known the frustration of seeking and failing to find the unfair advantage. As a mechanic on Dennis Mechem's Ford Mustang in 1981, he had suffered the frustration of developing a car while everyone else was racing. Hiring Tom Gloy as driver mid-season brought them their only win. In 1982 the search continued at Gloy's Lane Sports shop, but again brought only one win. Then he joined DeAtley and switched to tried-and-proven Chevrolet. Rather than a chassis, they ordered three "straight-up", coil-over, short-track oval chassis" from Speedway Engineering. Rather than a motor development programme, they purchased well-developed 5-litre Chevrolet V8s from Fischer Engineering.

Now, you have to understand that buying a tube-frame chassis for a large American touring car in the USA is as easy and reasonable as buying a monocoque tub in England. There is a short-track oval industry in the USA which operates similarly to the formula car industry in England. The concentration of builders in each situation assures the supply of competitive, reasonably priced racing equipment. A Camaro chassis with suspension costs about \$8,500, a finished car with 500bhp V8 and transmission will cost under \$40,000. A March 84C for Indy racing costs three times that amount.

In March, the newest TransAm team was the first to put a new car on the test track. Days saved from the search for the unfair advantage were translated into hours on the test track. The DeAtley team took what was available to anyone and built a package no one could touch. Too many road racing teams try to reinvent the wheel and end up with a hexagon: it's close but it's not a wheel.

Tom Gloy's Mercury Capri could not match the horsepower of the Camaros and Pontiac TransAm, but still finished third.



Gene Felton won the season opener, passing Hobbs on the last lap, but his season was hampered by lack of sponsorship.

David Hobbs took the risk of signing with a team which had never won a race and was rewarded with his first championship season since his 1971 F5000 title. The racing grapevine convinced him DeAtley had proven ingredients and he turned that into the drivers championship, four wins, three seconds, two fourths, and three poles. Between the opening race (when he was troubled by a broken valve) and the finale (when he was cruising for a title-clinching finish),

David Hobbs was never passed on the race track.

Hiring Will T. Ribbs was probably the biggest risk DeAtley took, but it helped to sign Budweiser. Ribbs won five races, claimed four poles, won Rookie-of-the-Year, and finished second in the season points.

John Paul Jr is also a TransAm rookie, and currently boasts an undefeated record! When Hobbs had to miss the Trois Rivières round to race a Porsche

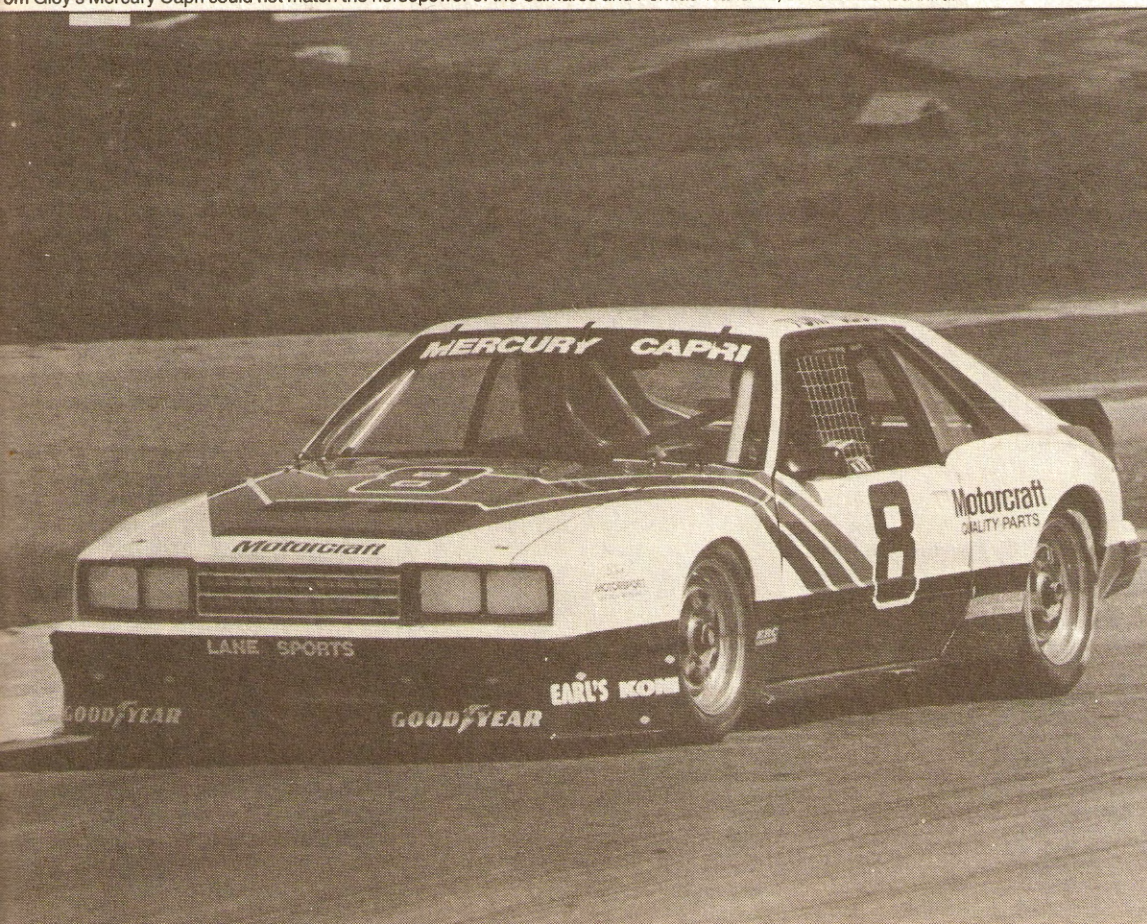
956 at Spa, Paul was his replacement. It had been a long time since the former IMSA GT Champion and CART rookie winner had sat *behind* a motor. But class tells, and Paul won his TransAm debut on the same street circuit where his father won in 1979 in a Porsche 935.

A DeAtley Camaro led every lap of the last half of the season.

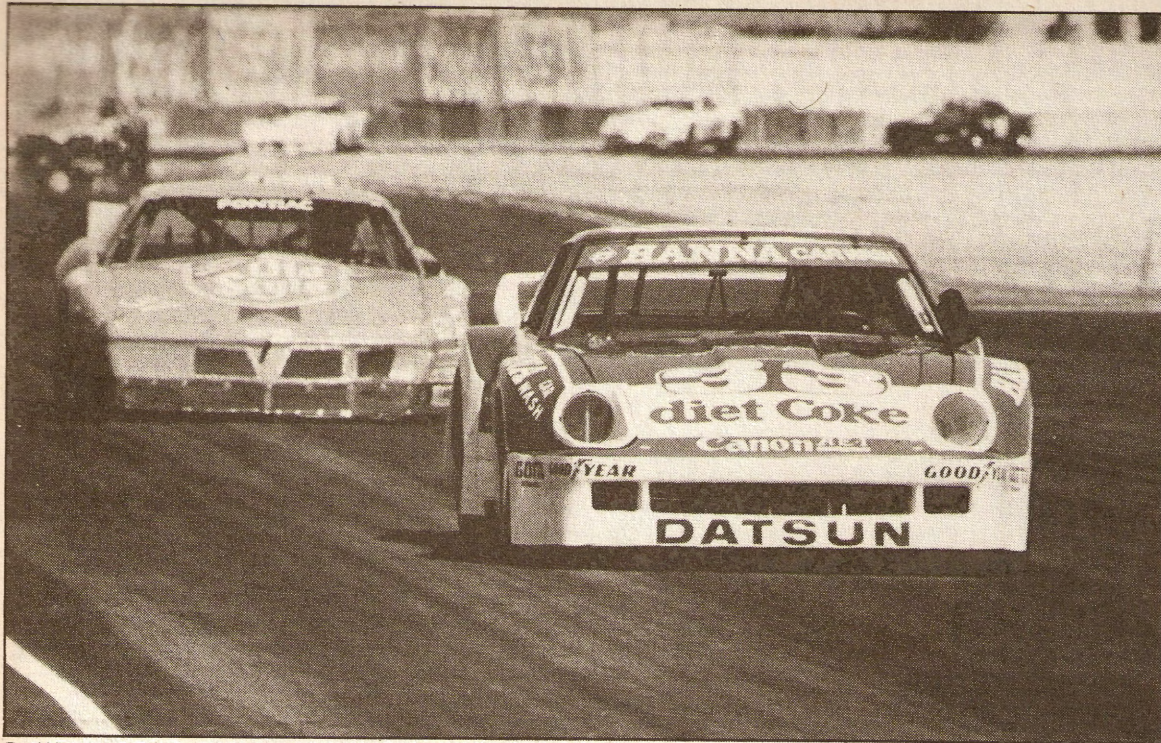
Tom Gloy would love the opportunity to cease development of his Mercury Capri and concentrate on racing. But Ford's absence from road racing for nearly a decade cost them as surely as it did Mercedes. Gloy's 1981 win was Ford's first TransAm win in nine years. His 5-litre Ford V8s built by Tony Oddo proved reliable (the only engine failure of the year was the loss of a different unit built for the long straights of Riverside), but could not match the horsepower and/or aerodynamic advantage of the Camaros and Pontiac TransAms. Gloy unveiled his stressed-skin, tube-frame Capri at Moroso and captured the pole. He led the first portion of the race but a mistake gave the DeAtley duo the lead, and then a hub failure sidelined Gloy. It would be the last pole and the last time Gloy would lead a race all season.

But a pair of seconds and a remarkable string of six consecutive third place finishes gave Gloy the lead in the series after the second Sears Point race. Consistency and reliable preparation by Gloy's Lane Sports crew had put them atop the points chase. But the DeAtley team regrouped at Riverside and Caesars Palace and relegated Gloy to third in the championship.

The team everyone expected to have the proven product at the beginning of the season was the Huffaker Engineering Pontiac TransAm of 1982 champion Elliott Forbes-Robinson. But sometimes an absence from the test track of mere months can prove decisive. EFR won the 1982 title on Firestone tyres and tested them over the winter. A lack of sponsorship caused them to miss three of the first four races where everyone was adapting to new Goodyear tyres. When EFR and Huffaker appeared at Seattle in the bright yellow colours of STP's 'Son-of-a-Gun' cleanser/conditioner,



SEASONAL SURVEY



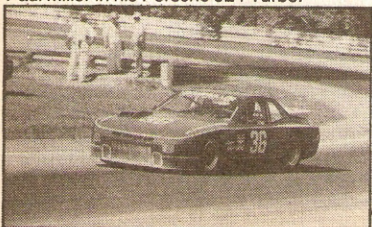
Paul Newman's Datsun 280ZX Turbo leads "Most Improved Driver" Dave Watson's Old Style Pontiac at Las Vegas.

▶▶ they were also on Goodyears. They won that race (Hobbs blew a motor while leading, and Ribbs crashed on the resulting oil), but they were behind in the tyre game.

At Riverside they had caught up and proved it by turning the DeAtley duo into a GM F-body trio running at the front. But a broken rear end cost them a shot at the win. EFR finished fourth in the championship with one each first, second and third and pairs of fourths and fifths. Huffaker Engineering has now emerged as the leading Pontiac road racing team. They were chosen to build the first Fieros for the race track. Huffaker is no stranger to working with manufacturers, having represented British manufacturers on the West Coast for years.

Frank Leary also chose GM to mount his first full-season pro effort. The long-time Datsun driver/car builder/motor developer abandoned his search for the unfair advantage in the 280ZX Turbo. Instead he purchased a Pontiac TransAm built by Huffaker Engineering. But he also chose Firestone tyres and experienced durability problems. He was one of the last to switch to Goodyear, but was rewarded with a third at Sears Point for his first race on the Eagles. Leary mounted an impressive effort with minimal backing. The four drivers who finished above him in the points all had national sponsors. Leary had Peterson Tractor, the local Caterpillar tractor distributor.

Gene Felton, like John Paul Jr, won his TransAm debut. At Moroso he overcame a mid-race spin to run down and pass Hobbs on the last lap for an amazing win and a great start to the series. Hobbs was slowed by a broken valve, but it was an impressive start. The win convinced Bondo to continue their sponsorship, but the money could only be stretched so far (eight races). Felton Paul Miller in his Porsche 924 Turbo.



was second at the first Sears Point and had the Portland pole, but the Oftedah team was then reduced to renting the car.

Dave Watson is another of the low-bucks brigade, and the only one with an open trailer. He spent much of the season learning road racing. Moroso taught him you need more than one motor, Sears Point taught him you can't turn a fast qualifying lap all at once (he crashed but cleverly evaded the outhouse). The midwestern races convinced him TransAm racing is just like the Daytona 500: you need top-line motors. But the final

exam at Caesars Palace took place where no driver had classroom notes and the oval configuration was similar to Watson's hundreds of short track wins. He finished second only a couple of seconds behind Ribbs, and closing on tyres he had carefully preserved. Another few miles, and Watson would have had a win in his first year, rather than just the "Most Improved Driver" award.

Paul Newman had won his only TransAm in 1982, but a nearly full season in 1983 left him with only a pair of thirds. The Diet Coke/Hanna Car Wash Datsun

280ZX Turbo built by Bob Sharp Racing suffered from development problems. The impressive horsepower from the turbo places quite a strain on the transmission. Newman also had to combine a busy movie production schedule with 10 TransAms and several GT-1 races. It was not a pleasant season for him, and it ended on a sour note when he was knocked out of the GT-1 national championship while leading.

Jerry Hansen won the GT-1 title but his TransAm race at Brainerd was a marvel. It was the third of four consecutive races he ran on a day of record-setting 97deg heat. He qualified a disappointing ninth (but ahead of the 1982 pole) and put on an impressive charge through the field. He passed Leary, Gloy and Forbes-Robinson and was closing on Hobbs in second place on the last lap. But he tried too hard, and spun.

Paul Miller was the leading Porsche competitor in his Herman+Miller Carrera (924 Turbo) built by Holbert Racing. They earned a surprising pole at Seattle (not considered a 2-litre turbo track) and finished second to EFR. But Miller's season was troubled by assorted problems and he ended up 11th in the final points.

Lyn St James, Vern Smith, and Rob McFarlin rounded out the FoMoCo regulars. St James took a fourth at Seattle (equalling the best TransAm finish for a woman) and ended up 10th in the points. Smith took a fifth at Sears Point and was 14th in points. McFarlin's best result was a seventh at Trois Rivières in his News-Link Mustang.

Gordy Oftedah had a variety of drivers in his pair of Pontiacs. Gene Felton was most successful, but Richard Spenard finished second at Trois Rivières. Wally Dallenback Jr, son of CART's Competitions Director, took consecutive fifths in the last two races. ■



Hobbs — First championship since '71.



Ribbs — Promotable commodity.



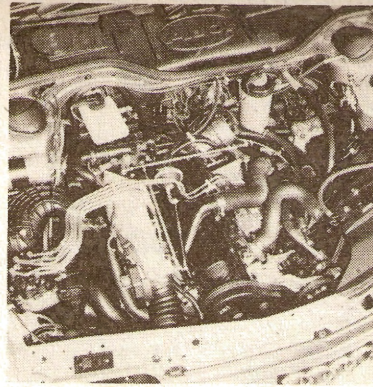
Gloy — Frustrating development period.

1983 SCCA Budweiser TransAm Championship

	May 01	Moroso Motorsports Park	May 15	Summit Point	Jun 05	Sears Point	Jun 12	Portland	Jun 26	Seattle	Jul 17	Mid-Ohio	Jul 31	Road America	Aug 07	Brainerd	Sep 04	Trois Rivières	Sep 18	Sears Point	Sep 25	Riverside	Oct 08	Las Vegas	Total Points
1 David Hobbs (GB)	16	20	20	12	—	16	22*	16	—	22*	16	—	22*	16	—	22*	6*	22*	22*	16	22*	12	—	—	158
2 Willy T Ribbs (USA)	11	2*	9	20	—	20	—	20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	148
3 Tom Gloy (USA)	2*	16	14	14	14	14	14	14	14	14	11	16	—	—	—	—	—	—	—	—	—	—	—	—	143
4 Elliott Forbes-Robinson (USA)	—	—	12	—	20	13*	16	12	14	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	102
5 Frank Leary (USA)	12	—	—	10	11	—	5	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	79
6 Jim Derhaag (USA)	3	4	5	6	7	7	—	8	8	9	10	9	—	—	—	—	—	—	—	—	—	—	—	—	76
7 Gene Felton (USA)	20	—	16	13*	—	—	—	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	59
Dave Watson (USA)	—	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	59
9 Paul Newman (USA)	6	14	—	—	—	—	—	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51
10 Lyn St James (USA)	—	8	—	5	12	—	—	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	45
11 Paul Miller (USA)	—	11	—	—	18*	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	43
12 Greg Pickett (USA)	14	9	2*	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	41
13 Paul de Pirro (USA)	8	—	—	—	—	—	8	10	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37
14 Jerry Brassfield (USA)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29
Vern Smith (USA)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	29
* Includes two points for pole position																									



Audi's sleek executive saloon — style with 143mph performance.



The 'third generation' turbo engine.

Executive 200 Turbo

The latest executive Audi goes on sale in Britain next month, offering high standards in luxury, performance and economy. The Audi 200 Turbo uses a 'third generation' turbocharged five-cylinder engine, producing some 182bhp at 5700rpm, and will form a formidable flagship to the extensive Audi range.

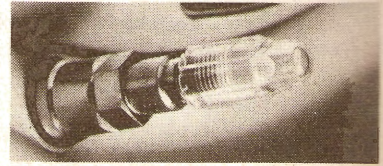
The comprehensively equipped car includes as standard the very latest anti-lock braking system (ABS), which can be manually disconnected by the driver in adverse conditions, such as provided by snow, ice and loose gravel, when ABS might actually prove to be

detrimental in terms of safety. A sophisticated air conditioning system, cruise control, central locking and electronically-operated windows are also included in the price of £17,013 (automatic transmission is available for an extra £780), while a couple of nice little subtleties are provided by the driver's window opening all the way at a single touch (particularly useful in car parks and at toll booths) and in that the windows remain operative even when the ignition key is removed. Audi are the first and, so far, the only manufacturer to have mastered this technique.

A low drag coefficient of 0.33Cd allows fuel consumption to be kept at a thrifty 31mpg overall, according to the manufacturer's figures, despite an impressive performance that includes a top speed of 143mph, with 0-60mph attainable in just 8.2s. The Audi 200 is also available with a fuel injected, non-turbo engine at £13,411 (or £14,191 in automatic form), while a four-wheel-drive model is anticipated later in the year.

Fuller details of the Audi 200 Turbo were given in our July 7 issue last year, although we hope to conduct a full road test in due course.

■ Toyota's 1800cc market contender, the Camry, has been improved for 1984, featuring power steering, laminated windscreen and improved upholstery trim. The power steering is of Toyota's own design, incorporated into the rack and pinion housing without external rams, the speed-sensitive system giving maximum assistance at parking speeds while dwindling to a minimum at high velocities. Price of the 1.8GL Camry saloon is £6587.96 — automatic version £7067.61 — both prices inclusive of car tax and VAT.



'Red Alert' — gimmicky or useful?

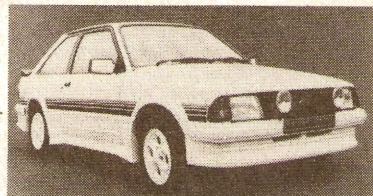
■ A neat little gimmick from the light alloy wheels specialists, Wolfrace Wheels (who made the wheels for Richard Noble's successful attempt on the Land Speed Record title in Thrust II, incidentally), that can prevent dangerously low tyre pressures and also prevent tyre tread wear at a glance, has just been put on the market. Called 'Red Alert', the device looks like an ordinary tyre valve, except for a bright red tell-tale pin that bobs up inside the transparent dust cap if the air pressure within the tyre drops below a pre-set limit, so enabling owners to check for underinflation. Two types are available, set at trigger pressures of 23lbs/sq in and 30lbs/sq in respectively, so as to cover the majority of cars, and are easily fitted to any tubeless-tyred wheel in place of the standard valve.

Grant-styled Escort

Richard Grant Motor Accessories, of Dunstable, Bedfordshire, are now offering a conversion kit — in four simple stages — for the Escort Mk 3.

However, the dramatic-looking Richard Grant Escort will not only look impressive, but will also improve performance, economy and handling, claim the manufacturers, after independent wind tunnel testing. Claimed results show that the complete kit will reduce drag by no less than 3 per cent while overall lift is cut by 40 per cent.

The kit contains a flexible rear spoiler made of durable semi-rigid polyurethane foam — reducing rear lift by a claimed 39 per cent — while the rest of the parts, such as flared side skirts and front



Ford Escort à la Richard Grant.

spoiler, are made of impact-resistant ABS plastic.

Further details of the kit — which can be purchased outright for £260 or built up gradually — are obtainable from Richard Grant Motor Accessories Ltd, Eaton Bray, Dunstable, Bedfordshire.

BRIEFLY



Albar 'Jet' — Cosworth motivation?

■ A road car with a detuned Cosworth DFV? One-Six-Two, making use of the redundant 3-litre Cosworths around at the moment, are building a car, based on the Albar 'Jet', to take Keith Duckworth's engine for a (presumably, very rich) Malaysian property owner. The present Swiss-designed 'Jet' car is rear engine but the proposed car will be mid-engined, using Hewland or ZF transaxle, and geared to over 150mph.

■ The 1982/3 financial year for Porsche proved profitable, turnover rising by 43 per cent. A substantial reason for this was the increase in car sales, from a record 32,000 units to a new level of 44,800 in 1982/3, or 39 per cent. One of the major areas of development was in the USA, where vehicle sales increased by the hefty figure of 76 per cent.



MX-02 — Mazda's concept car.

■ Mazda's concept car — the MX-02 — first unveiled at the 25th Tokyo Motor Show, is being used by the company to develop new areas in car technology. For example, although the overall size of the MX-02 is similar to contemporary road cars, the wheelbase is much longer to give increased interior space; the body panels are made from carbon fibre reinforced plastic, making it lighter (and hence more economical) without suffering the penalties of rust, as well as being flush-fitted to produce the best possible drag coefficient. Inside, there are more convenient driver controls — the speedometer, for example, is shown on a liquid crystal display — while switch clusters control the automatic transmission, suspension control, automatic parking brake and the four-wheel steering mode, increasing the room around the front of the car (no gear lever, hand brake and so on). One of the innovations is a four-wheel-steering system that allows the rear wheels to be steered in either the same direction as the front wheels or in the opposite direction (so improving low speed manoeuvrability). Finally, the engine is a 1.3-litre four-cylinder 16 valve dohc unit with electronic fuel injection and variable valve timing and dual induction system to prevent valve overlap and improve economy and performance. It is quite likely that we will see many of these designs on future cars of the '80s — variable valve timing is already with us — and not only from Mazda...



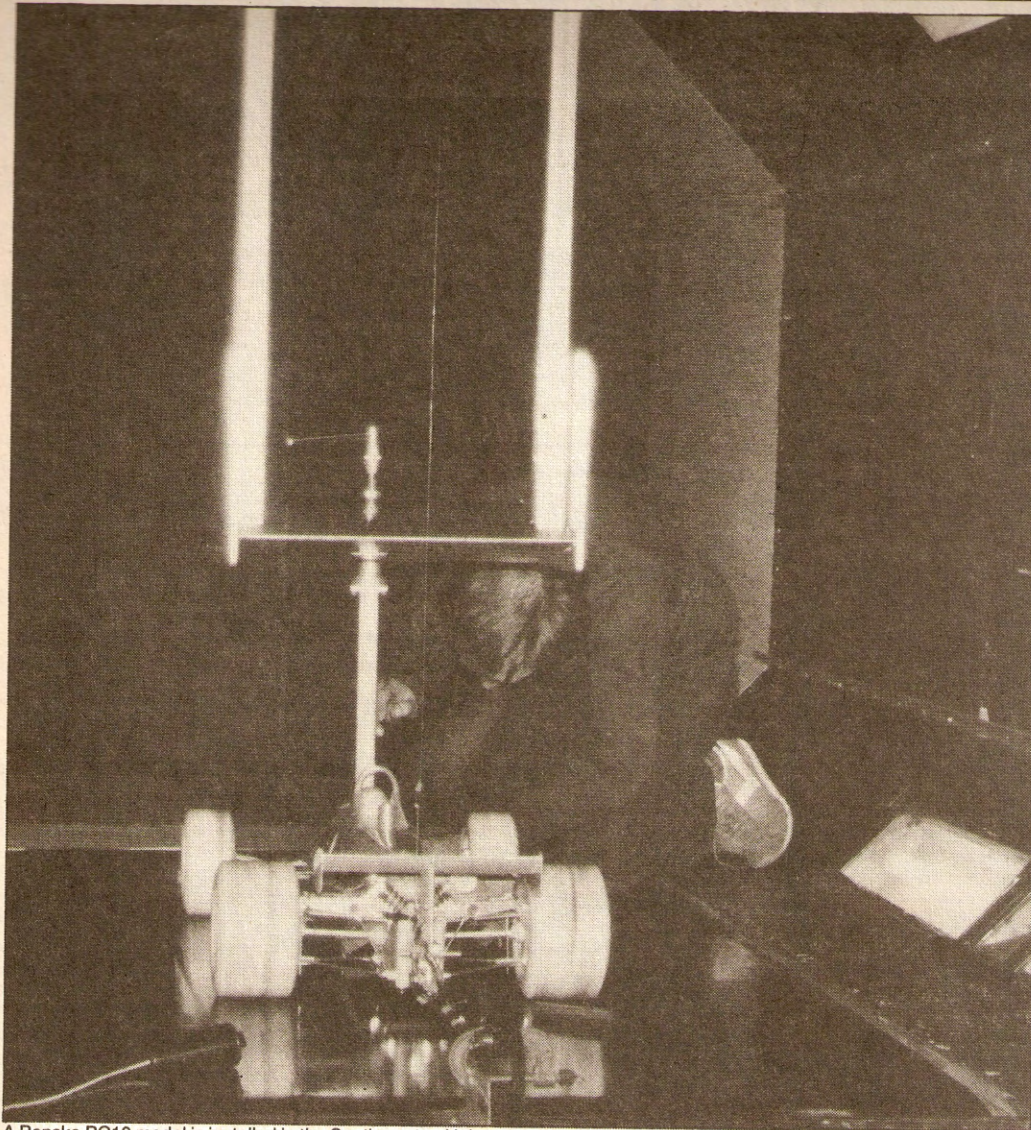
The Kat 2.8i Capri

Following Kat Designs' conversion of the Ford Escort and Rover, there comes the Kat Capri, fitted with GRP panels to give the Capri a more aggressive stance. To complement the outward conversion, the interior can be retrimmed too, either partially or wholly, in Connolly leather. Kat Designs offer a complete fitting service — although the conversion is not difficult — for £895. The full interior retrim costs rather more, however, at £2295, both these prices exclusive of VAT. A turbocharged version of the 2.8i Capri is currently undergoing final testing meanwhile and will be available at the end of this month, complete with uprated suspension and braking systems. Further details from Kat Designs, Hanslope, Bucks.



Eyecatching Talbot Samba Roller.

■ A newcomer to Talbot's practical and economical range of Samba hatchbacks is the Roller. It will, if nothing else, stand out from the rest of the Samba range with its distinctive paintwork — metallic silver with yellow and black body pinstripes and yellow wheels — plus rear spoiler and tinted glass sunroof. The interior trim matches the exterior, with grey velour upholstery and yellow piping. The price of the Roller — powered by the 1124cc engine — is £4195.



A Penske PC10 model is installed in the Southampton University wind tunnel prior to testing.

With all racing cars, the starting point for all the configurations used is, essentially, the wing. It will be recalled that, in its usual aeroplane mode, the wing lifts mainly because the air flowing over its curved upper surface causes a reduction in pressure, so that flying is sustained literally by a suction force on the wing. If the wing is inverted, the force is downwards, and it is perfectly feasible to use a curved wing surface as the underside of a car.

The large open spaces between the vehicle sides and the road reduce the effectiveness of this method of producing downforce, since they allow the surrounding air to flow into the low-pressure region. A fairly obvious way of reducing this inflow is to use a skirt. This is, of course, directly analogous to the hovercraft, where a skirt is used to retain pressurised air from a fan which supports the vehicle.

The nature of wings is such that they tend to concentrate their lift fairly near the leading edge, which on a car usually brings the downforce due to suction on the underside too far forward. Hence the addition of an inverted rear wing, whose purpose is to move the total downforce further back. While this is usually fitted above the car body behind the driver, some attempts have been made to fit it beneath.

F1 rule changes

Changes in the Formula 1 rules to eliminate skirts and to keep the underbody flat have more recently forced the designer to place emphasis on inverted wings above the body. Since these must be placed where they do not interfere with the driver's vision, the general tendency has been to place the principal one behind the driver, and to control the longitudinal position of the downforce with a smaller wing at the front of the car.

Roughly speaking, the figure of merit for the efficiency of any aerodynamic device is the ratio of the useful force to the penalty paid for it. On an aeroplane, this is naturally the ratio of lift and drag. With the racing car, it might be expected to be the ratio of downforce to drag. However, the importance of downforce is so overriding in its implications that the drag penalty is not normally found to be a problem worthy of special attention.

With saloon cars, the emphasis is more often on drag reduction and, aerodynamically, there are fairly well defined areas of attention. Taking first the basic body

Getting the wind up

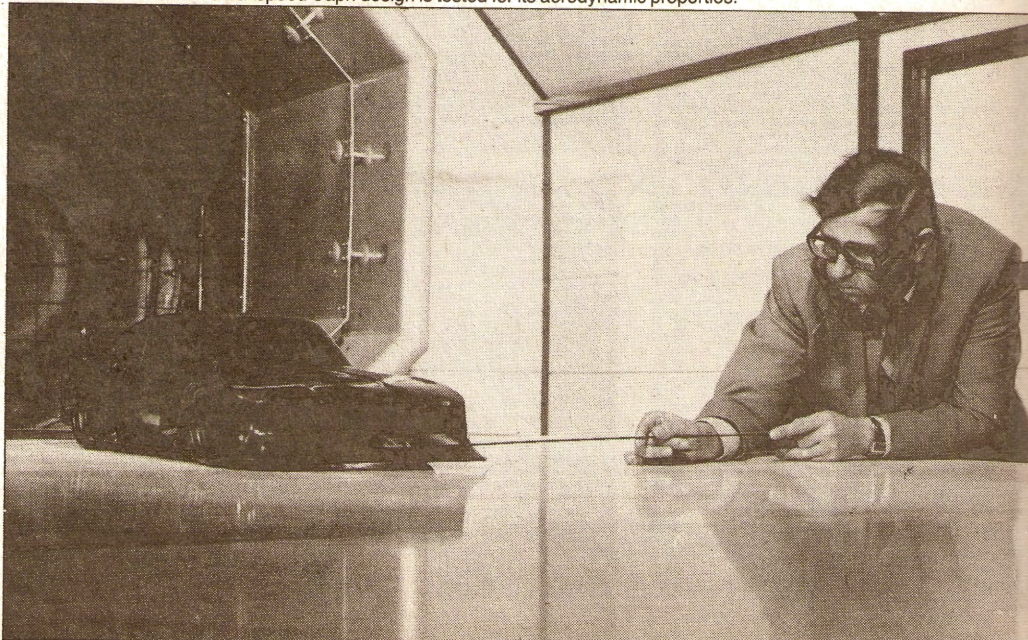
JOHN FLEWITT, Manager of the Wolfson Unit at Southampton University, talks about their involvement with road and racing car aerodynamics.

The aerodynamic properties of new road car models have become a feature of recent advertising campaigns and, in consequence, this aspect of design has been the subject of renewed interest by the domestic buyer. In addition, the shape of modern racing cars has made it clear to even the uninitiated that these are highly influenced by aerodynamic considerations.

Serious consideration of the aerodynamic aspects of car design is not new. In the 1930s, wind tunnel tests seeking drag reduction, even on domestic vehicles, was fairly common and produced such well known configurations as the VW Beetle. Only relatively recently, however, has the significance of aerodynamically derived down-force, particularly for racing cars, been realised. This has culminated in the proliferation of such sophistication as skirts, specially shaped under-bodies, and wings.

Not too surprisingly, in the development process, the detailed features of individual cars are jealously guarded secrets, which I am not at liberty to reveal. However, certain underlying principles are common to them all and involve fairly basic aerodynamics.

At Ford's Aachen tunnel a Zakspeed Capri design is tested for its aerodynamic properties.





Technicians at the controls of the Southampton unit.

shape, so called stagnation areas must be minimised. These are the frontal surfaces where the air is brought to rest rather than flowing over them. Then, at the rear of the car, separated flow areas must be kept as small as possible. These are bounded by positions at which the air flowing smoothly over the body surface becomes detached and subsequently enclose a volume of eddying flow. Such areas are the rear window and vertical surface behind the boot in many cars. It is a difficult compromise between volumetric practicality and aerodynamic requirements in most cases. Flow control devices such as rear wings are an attempt to reduce this separated area to a minimum. Beading, guttering and, in fact, any discontinuity can contribute to unwanted separation and, in addition, have a drag

penalty in their own right.

The basic design tool in the aerodynamic refinement of cars is undoubtedly the wind tunnel and, while measurement of the wind forces is important, visualisation of the flow direction and smoothness is more often the first step in showing where improvement is most likely to be found. Various techniques are used for this, varying from wet paint to the use of knitting wool tufts which align themselves with the flow direction, or oscillate wildly to show separated or turbulent areas.

Because the car operates so close to the ground, specially adapted wind tunnels must be used. The floor of the working section consists of an endless moving belt, rather like a conveyor, where the belt speed is the same as the wind speed. This provides the correct representation of the car moving over the ground. Perhaps, not surprisingly, the number of tunnels designed to accommodate car tests is small. Typical examples are those at Imperial College, London and at the University of Southampton, the latter being a prominent centre for tests on Formula 1 and CART Indycars.

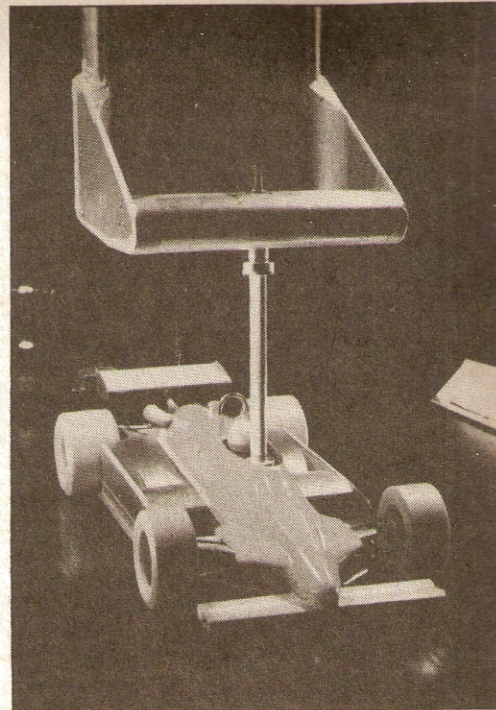
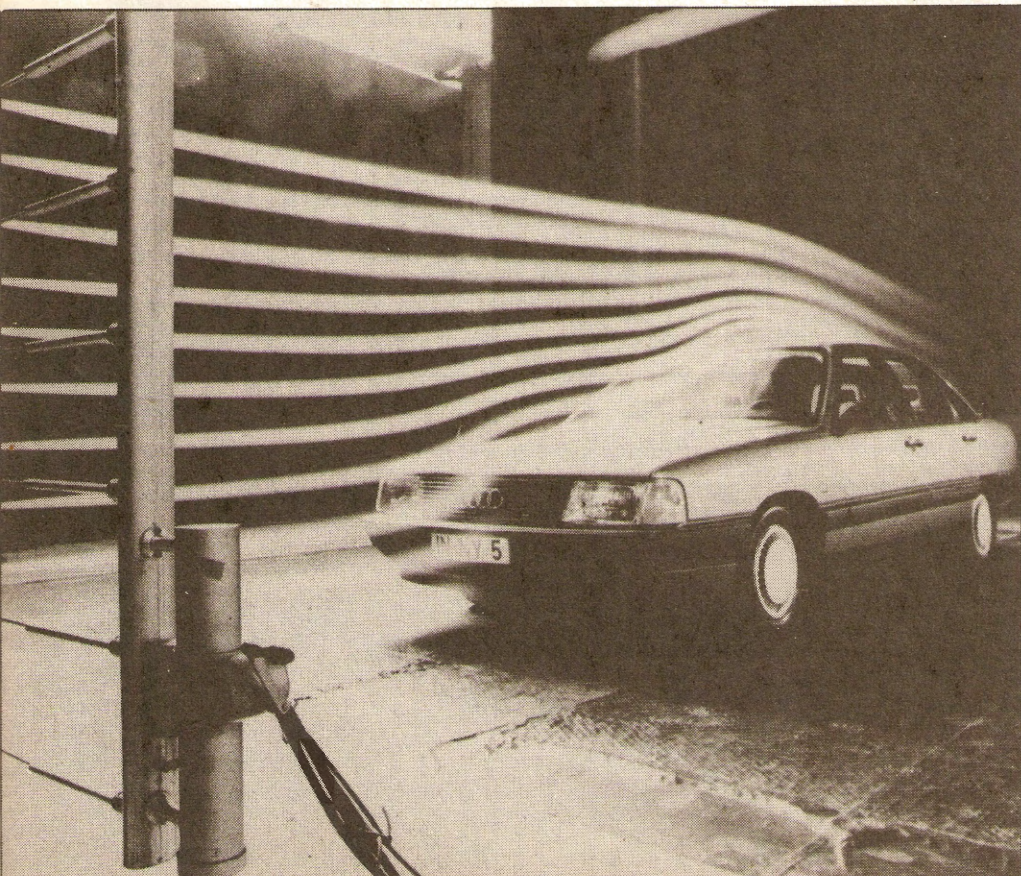
Formula 1 racing has provided perhaps the greatest incentive for testing and six teams use the Southampton facilities, where two tunnels are available. The smaller accommodates models up to 1/3 scale while a full-size car can be fitted into the larger. Other users are designers of Group C sports cars and commercial vehicles.

It is useful to compare one shape with another in a way which is independent of speed and size, and for this reason the coefficients which are currently popular in manufacturers' advertising are used. The forces are proportional to some characteristic area of the car and the square of the speed. Thus by dividing the measured force by, say, frontal area, air density, which changes with barometric pressure and temperature, and speed, a number is obtained which provides a useful yardstick for comparison.

Remember, however, that two cars of different size but having the same drag coefficient will, at the same speed, have different drags. The coefficient does not therefore characterise a car, only its shape. Furthermore, the drag coefficient of a basic smooth shape with no trim, bumpers, mirrors, gutters etc, will be a good deal less than that of a realistic vehicle.

Finally, the wind tunnel provides a tool for investigating several aspects of vehicle design besides

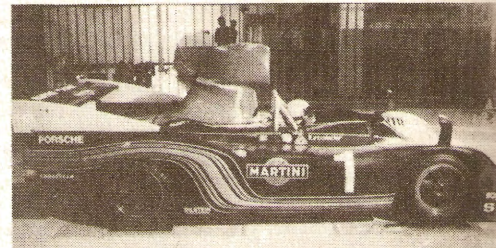
Audi have made full publicity use of the fact that the Audi is the most aerodynamic production car in the world.



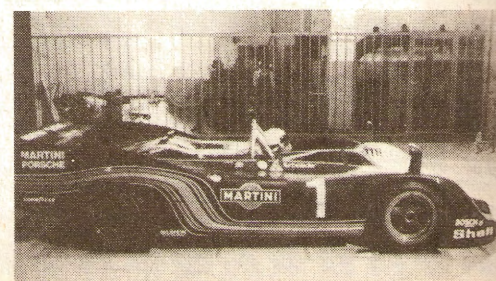
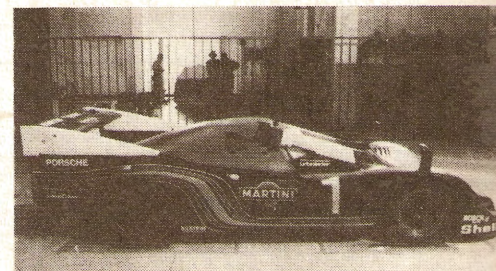
The Penske PC10 sits on the tunnel's rolling road.

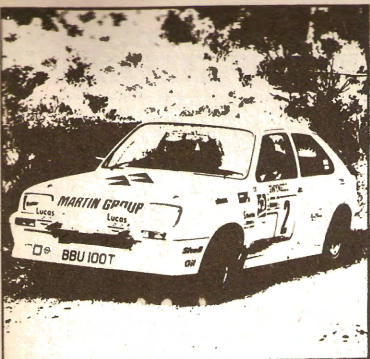
the basic aerodynamic forces. Typical examples are radiator designs, wind noise and, perhaps surprisingly, wheel generated spray in wet conditions. This is now the subject of much concern by those responsible for the legislative control of road users and the permissible level of spray is likely to be controlled in the near future. It is interesting to discover that the same researchers who have done this important background work concerned with the safety of all road users are equally at home in considering how the next Grand Prix might be won.

Indeed, the staff of the Southampton wind tunnel have been privileged to be associated with both the Formula 1 and CART Indycar champions of 1983 which must be fairly rare accomplishment.



Three stages in the development of the Porsche 936 sports car body shape through wind tunnel testing.





NATIONAL RALLIES

CAMBRIAN RALLY

Cool Chilman

Driving the Collins Escort as a shakedown for more serious activities on the National Championship, Roger Chilman and Bryan Thomas duly won the Red Garages Cambrian Rally last Saturday in the North Wales area without problem. With the late, non-appearance (due to an incomplete engine) of three times winner, Nigel Worswick, the battle for the nine stage event was always going to be between the main contenders in the Nicolet Stages Championship and John Green/Lyn Jenkins duly picked up another class win and second overall with a calm, confident performance.

Chilman, fastest on eight of the nine stages, set the pace all day, while young Ian Hughes made an excellent start by being quickest first time around the Great Orme. He would have finished second on time, for the Talbot Samba had proved its worth, but the blushing Brian Rainbow had checked his man out early at the start of the day and was duly penalised 1min.

Alistair Sutherland threw away an almost certain second spot when he went off at 'Brookes Bend' on Penmachno on the penultimate stage and was followed by two other cars. His departure allowed Phil Jones/Bill Fellows to move to fourth place and to keep up their challenge for Welsh honours.

DEREK HILL

RED GARAGES CAMBRIAN RALLY (GB)

Feb 18

Nicolet Welsh Stage Championship, round 2

- 1, Roger Chilman/Bryan Thomas (Ford Escort RS), 50m46s;
- 2, John Green/Lyn Jenkins (Ford Escort RS), 53m08s;
- 3, Ian Hughes/Brian Rainbow (Talbot Samba), 53m27s;
- 4, Phil Jones/Bill Fellows (Talbot Sunbeam), 53m58s;
- 5, Les Hurdley/Dave Owen (Ford Escort), 54m28s;
- 6, Mike Edmunds/Neil Henderson (Opel Ascona), 55m39s.

ILLUMINATIONS RALLY

Over the Hill

The 1984 *Motoring News*/BTRDA Championship got off to a somewhat controversial start at the weekend with the Midac Illuminations Rally organised by Morecambe CC. From a field of some 70 runners only 25 crews made the finish after 190 miles of Cumbrian rallying which included a fair selection of roads, varying from fast open moorland to unsurfaced tracks, some of which would not have disgraced a four-wheel-drive rally.

The controversy surrounded scrutineering, but that matter was shelved for the RAC MSA to sort out (see *Special Stage*) and the field was headed away from the Kendal start by Mike Pattinson/David Taylor (EARS RS2000). As in previous Illuminations the top seeds were decimated by the toughness of the event, early leaders Tony Saddington/Chris Pringle getting stuck in a muddy lane and retiring; this section was later deleted. Victory finally went to Steve Hill/Dave Kirkham, driving the RS2000 used by Mick Briant last season and retaining his company's sponsorship. Runner up was perhaps the unluckiest man in the 1983 series, Peter Vaughan, now teamed with the current champion co-driver, Paul Watkins, whose enthusiasm seems to have returned over the winter.

Despite an early wrong slot during the first leg, Gwyndaf Evans drove brilliantly in his Peter Maiden Cars Chevette to take third spot, over 8mins ahead of Roger Moran/Derek Fryer who teamed up in a virtually standard RS2000 when Fryer's planned ride for the event fell through.

Current ANCC leader Mick Watkins (RS2000) took fifth, and maximum points in the Northern series, while a rising star, Mike Tucker from Kendal, completed the top six in his Opel Kadett which had led the event last year in the hands of Geoff Birkett.

A tough rally with few finishers, the Illuminations maintained its reputation for being one of the most demanding events in the series. Some of the retired crews, such as Hutchinson, Pattinson, Beecroft and Quinn can only hope that their luck improves on round 2, the Duckhams Festiva. Rally in two weeks time.

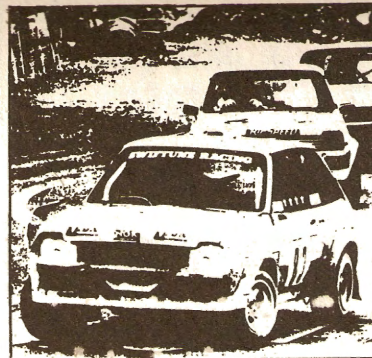
DAVE ORPICK

MIDAC ILLUMINATIONS RALLY (GB)

Feb 18/19

Motoring News/BTRDA Rally Championship, round 1

- 1, Steve Hill/Dave Kirkham (Ford Escort RS2000), 31m26s;
- 2, Peter Vaughan/Paul Watkins (Ford Escort RS2000), 34m12s;
- 3, Gwyndaf Evans/Edwyn Evans (Vauxhall Chevette), 35m10s;
- 4, Roger Moran/Derek Fryer (Ford Escort RS2000), 43m54s;
- 5, Mick Watkins/Nick Leuchars (Ford Escort RS2000), 45m06s;
- 6, Mike Tucker/John Mercer (Opel Kadett GT/E), 47m40s.



OFF-TRACK SPORT

BRANDS RALLYCROSS

Schanche's superfinal

Despite problems with the front differential on his Xtrac Escort, Martin Schanche still managed to win the Superfinal at Brands Hatch last Sunday to retain his lead in the Shell Oils Brands Hatch Rallycross Championship. Hard on his heels, literally, came Keith Ripp, who was piped to the chequered flag by the Norwegian by just 0.3sec.

During qualifying, Mk1 Escort driver Mark Rennison again headed the formula 3 clubman class despite Terry Sowdon and Ivan Gill being very much in contention. All three qualified for the Div 2 'A' final but only Gill's Mini was eventually able to take up its position on the grid.

The entry was well supported, especially by the Formula 3 drivers, but some retirements and non starters in the over 1600cc class left Div 1 somewhat thin. Colin Richards debuted his new 3.5 litre Porsche but was forced to retire on his second run due to carburettor problems. Colin Slaughter was one of the non-starters, his car suffering from a severe lack of sparks during practice. Mini driver Chris Greenhow completed the whole meeting with only second gear at his disposal, hence he was well out of contention. Dimi Mavropoulos must have been the most unhappy person in the paddock when his freshly rebuilt engine, which had run perfectly on the dyno, absolutely refused to run cleanly once installed in the Quattro. Rather than risk another blown motor, Dimi sadly elected not to run.

Lucky to make the qualifying races was Terry Briggs. His Chevette broke a half shaft and after trying spare shafts borrowed from other drivers, a suitable one was eventually found in a local scrap yard. A Ford wheel borrowed from Terry Panrucker completed the repair (the replacement shaft had the wrong centres) and Briggs sped away to an eventual sixth in the 'A' final, Panrucker himself taking fifth.

The Division 2 'B' final saw Tony Bibb (Alfasud) non-starting, Des Wheatley (Mini) retiring after being hit by another competitor and Ross Browning, who'd won both his qualifying heats in fine style, out before a lap had been completed. Up front, Mike Marchant was going well but Victor Moyce was keeping his Mini right on the tail of the leading Escort. That was the order at the finish, with Ron Wright and a very on-form Gerald Dyer completing the top four.

The 'A' final saw few changes in the order as Barry Hathaway led all the way, chased hard by Tony Brant. Continuing his good showing, Peter Brown managed to hold third place after having successfully resisted the challenges of Paul

Bailey and Geoff Reynolds, the latter working his way up through the field into an eventual fifth spot.

The Division one 'B' final saw rallycross debutant Geoff Thomas suffer the ignominy of being excluded for tapping leader George Warren into a spin on the first corner. Meanwhile, Colin Howard had got well clear and took an easy win from Warwick Barnes. Missing from the Division one 'A' final was Ivan Moakes, while Howard was the first retirement, with steering problems. Lloyd was the next to go, with a puncture, and up front, Schanche was also debating how long he could hold the lead as his front differential began to tighten up, making steering almost impossible. He won the race, but Ripp and Welch were far too close for the Norwegian to retain his lead once the 5 per cent penalty had been added.

Electing to continue into the superfinal, Schanche just managed to hold it to the flag as first Welch, then Ripp gave chase, but at the end of the day, the Norwegian had done it yet again.

BILL MANTOVANI

BRANDS HATCH (GB)

Feb 19

Shell Oils Brands Hatch Rallycross Championship, round 2

Superfinal:

- 1, M Schanche (Escort Mk3), 3m 52.3s; 2, K Ripp (Fiesta), 3m 52.6s; 3, M Lloyd (Escort), 4m 00.9s;
- 4, B Hathaway (Fiesta), 4m 01.3s; 5, P Bailey (Escort Mk3), 4m 06.2s; 6, T Brant (Escort), 4m 07.4s.

Division 2 (up to 1600cc) 'A' Final:

- 1, B Hathaway (Fiesta), 4m 00.1s; 2, T Brant (Escort), 4m 05.6s; 3, P Brown (Fiesta), 4m 11.2s;
- 4, P Bailey (Escort Mk3), 4m 12.1s; 5, G Reynolds (Fiesta), 4m 12.6s; 6, C Page (Escort), 4m 13.2s.

Division 1 (over 1600cc) 'A' Final:

- 1, K Ripp (Fiesta), 3m 51.1s; 2, J Welch (Escort), 3m 52.3s; 3, M Schanche (Escort Mk3), 4m 00.8s;
- 4, D Wallis (Porsche), 4m 03.8s; 5, T Panrucker (Escort), 4m 05.9s; 6, T Briggs (Chevette), 4m 14.0s.

SNOWY MOUNTAIN PCT

Midland Mac

Trialling stalwart, Mac Hazlewood, ended a spell of almost three years without a major award when he won Owen Motoring Club's popular Snowy Mountain Production Car Trial on February 12, eventually getting the better of previous winner Steve Courts on the final section.

This opening round of the Sercal Securities Midland PCT Championship was well-supported, particularly in classes 1 and 4. Nick Pollitt took class 1 in his VW Golf GTI, sharing the car with Dave Allitt, who was second, with more GTIs next in the capable hands of newcomers Kevin Moore and Adrian Leonard. Steve Courts won the class 4 spoils from the well-driven Skoda of Mark Lucas.

No less than four Mini 1000s took turns to lead class 2, with Chip Griffiths pipping Garry Preston by just one mark on the last of the 36 sections, leaving Mike Holder and Peter Saunders to fill third and fourth places. The father and son Yates team, John and Andrew, took class 3 in their Midget, Andy coming out on top this time, while Rob Dukes took the novice award in his Mini.

NICK POLLITT

SNOWY MOUNTAIN PCT (GB)

Feb 12

Sercal Securities Midland PCT Championship, round 1

- Overall: Mac Hazlewood (Hillman Imp), 35.
Class winners: Nick Pollitt (Volkswagen Golf GTI), 78; Chris Griffiths (Mini), 152; Andrew Yates (MG Midget), 81; Steve Courts (Hillman Imp), 38.

John Green and Lyn Jenkins took second overall and a class win on the Cambrian Rally.



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