

# Autosport

A Haymarket publication

June 30, 1983 70p

**EXTRA!**  
2 full colour  
superposters



## Palmer bids for F2 title



Full story from Donington

How Le Mans was won

New Zealand rally action

New Ferrari at Silverstone



# AUTOSPORT

**FRONT COVER**

Top: The European Formula 2 Championship moved to Donington last week and saw the Ralt-Honda team of Jonathan Palmer and Mike Thackwell take a convincing one-two. Palmer is now only five points behind Beppe Gabbiani in the points chase. Our picture shows Thackwell leading his English team-mate and Gabbiani in the early stages of the race. Report: page 19. Photo: Jeff Bloxham. Bottom: Most of the Formula 1 teams were at Silverstone last week for two days of tyre testing, but the star of the occasion was the elegant new Ferrari 126C3. News of this and the progress of the other teams appears in *Pit & Paddock*.

**NEXT WEEK**

Marlboro British F3 action from Snetterton: can Ayton Senna da Silva get back to winning form? — An interview with Tom Sneva, this year's Indy 500 winner — Driving two saloon car racing Opel Monzas — Looking back at the New Zealand Rally — Road car news, including details of the new Audi 200 — Another Porsche 956 walkover at Norisring? — Plus all our usual news and features.\*

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

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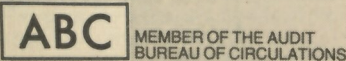
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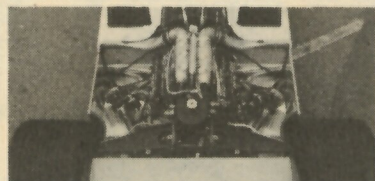
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**PIT & PADDOCK 4**



International motor racing news — McLaren unveil their Porsche-designed TAG Turbo car — New Ferrari debuts at Silverstone F1 tyre tests — Superb entry for Norisring DRM race — Thackwell's RAM-March F1 chance at Silverstone — Brands Hatch Sep 25 GP date certain — Daly splits with Wysard . . .

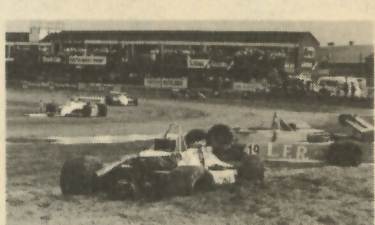
**COMMENT 12**

The opinion pages. Our views on one of the issues of the week appear in the editorial, we publish a selection of your letters, and the motor sport world 10 and 25 years ago this week is recalled in *Then as now?* *Catchpole* supplies the funny bits.

**NEW ZEALAND RALLY 15**

The World Rally Championship really lives up to its name. From the other side of the globe, Harry Milne sends news of an event which saw the Lancia Rally of Walter Rohrl take yet another victory as the Audi team suffered.

**DONINGTON F2 19**



Most of the audience at this major fixture were rooting for Jonathan Palmer, for whom the race was crucial in his bid to wrest the European Formula 2 Championship lead from Beppe Gabbiani. In the end he produced a winning performance to satisfy the partisan crowd as he led team-mate Mike Thackwell in the first ever Ralt-Honda one-two. Ian Phillips reports from Donington.

**DONINGTON GROUP A 24**

The plum race in a splendid supporting programme was for the Trimoco RAC British Saloon Car Championship, and once again a Rover won. Peter Lovett's car stayed the pace as his team-mates, Jeff Allam and Steve Soper, fell by the wayside, while Frank Sytner brought his BMW 635CSi home in second place. Jeremy Shaw describes an interesting race which saw seven different makes of car occupy the top seven places.

**FROM OUR CORRESPONDENT 27**

Bob Jennings, one of AUTOSPORT's far flung correspondents, reports on the state of motor racing in Australia, and in particular explains how the Touring Car Championship — local people call it the 'Taxi Movement' — has reached the top of the tree.

**SPECIAL STAGE 29**

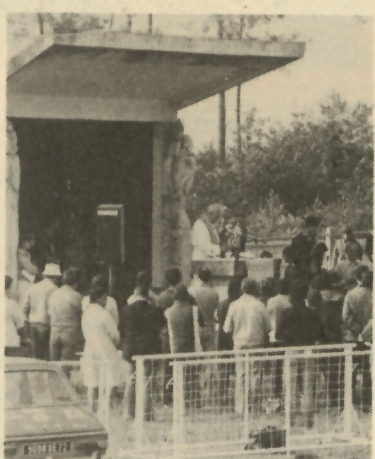


All the rallying news — Blomqvist excluded in New Zealand — Airikkala gets Lancia Rally for 1000 Lakes — McRae's Euro challenge warms up — Mehta joins Audi in Argentina — Demuth back in Group A Audi 80 Quattro — Bartelski's rally debut . . . at last — Latest national news . . .

**LAST HOUR AGONIES 32**

The last hour of Le Mans is a nerve-racking time for any driver left in the race, but for Derek Bell and Al Holbert there was even more tension than usual in the closing stages of this year's race. Unknown to every single spectator at the Sarthe circuit, the close finish — Holbert won the race by just over a minute — was in fact every bit as dramatic as the classic 1969 finale. With the benefit of a good night's sleep behind them, Bell and Holbert explained to Quentin Spurring what was really going on with those two works Porsche 956s.

**FILE UNDER Q 34**



Another Le Mans has once more been and gone, leaving behind another crop of anecdotes. Quentin Spurring recalls the unique atmosphere and some of the more unusual stories from this year's 24 Hours.

**ROAD TEST 39**



Now the sports cars have all but died as far as the modern motor industry is concerned, enthusiasts have to look towards the growing selection of small cars which combine practicality and performance. John Bolster reports that the latest arrival in this market, the 115bhp Vauxhall Astra GTE, is well up to scratch.

**SPORTS EXTRA 42**

National motor sporting news — Reid Argo breaks FF2000 stranglehold — Reynard on top in Canada — 'Fulmar' Taylor retires, then returns — Wilds in demand as a driver — Tech-Speed re-formed to run Baird's Chevrons — Sala strengthens FF1600 hopes — New Zender FF2000 from Germany . . .

**SPORTSCARD 44**



Motor sporting reports from across the world — Jaguars win again at the Osterreicherung ETC — Neilsen wins the Monza Lotteria F3, Byrne third — Forbes-Robinson wins Seattle TransAm — National reports from Donington, Oulton Park, Snetterton, Silverstone, Brands Hatch — Euro Rally Championship leader Biasion wins at Ypres — Griffiths wins Loton RAC hillclimb — Off-track and national rallying round-up . . .

**SUPERPOSTERS**

There are two superposters free with this issue! One depicts the beautiful new Ferrari C3, which began serious testing in Britain last week with Patrick Tambay behind the wheel, two days after its public unveiling in Maranello. Photo: John Townsend. The other poster has pictures on each side showing the successful involvement of Skoal Bandit in motor racing. On the one side is Italian Teo Fabi in the Forsythe Racing March 83C with which he took such a sensational pole position at Indianapolis a month ago, while the other shows the Porsche 956 which Guy Edwards, Rupert Keegan and John Fitzpatrick brought home in fifth place in the recent Le Mans 24 Hours. Photos: Art Flores and Jeff Bloxham.





Summing up the story of testing at Silverstone — the three days were all about tyre evaluation and Brabham supremacy.



The fastest time belonged to Patrese.

# Brabham and Ferrari steal limelight at Silverstone tests

Silverstone was really busy last Tuesday, Wednesday and Thursday, nearly all of the regular Grand Prix teams participating in the official tyre testing prior to the Marlboro British Grand Prix on July 16.

Although only Osella (completing a new car) and Theodore (no money) were absentees, the atmosphere was generally relaxed and described by one person as "the mid-season menopause".

The Brabham team were fastest on every day, Riccardo Patrese finally posting the quickest time of all with a 1m 10.86s on Thursday morning after the early mist and dampness had disappeared. This still leaves Nelson Piquet's 1:10.1 of three weeks ago as the quickest of the year. Piquet's best this time was 1:11.33.

Second fastest time was set by Patrick Tambay in the old Ferrari on Thursday afternoon, after the new car had been taken home. The C2 came within an ace of being destroyed late on Wednesday when a rear wheel parted company with the chassis as René Arnoux braked for Copse corner. "Luckily there was plenty of room for me to spin and lose speed before going off," said the cool Arnoux as the relatively lightly damaged car was pulled out of the catch fencing.



Above: De Cesaris got into the 1:11 bracket in the turbo Alfa. Below: Johansson's Spirit-Honda continued preparations for its British GP debut without two-tier wing.

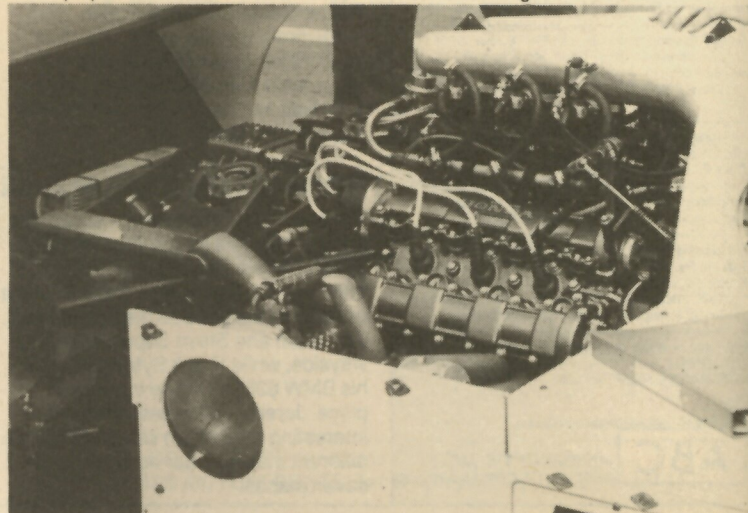
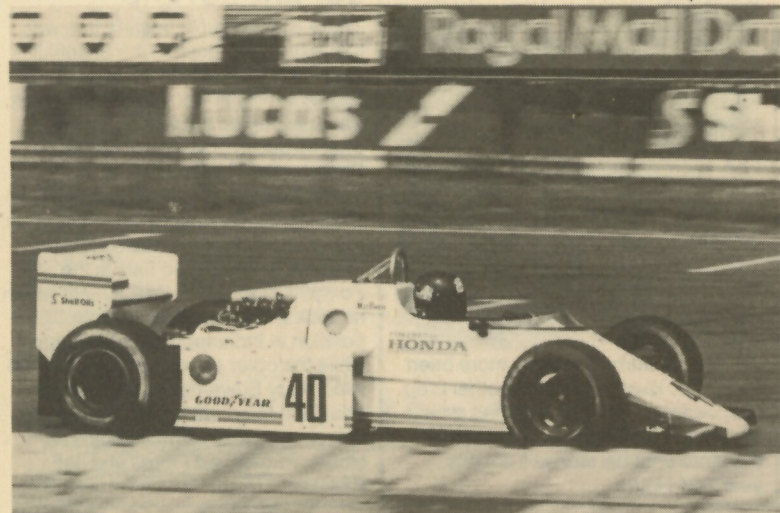
The following day, Arnoux drove the C3 and set his best time of 1:12.19. The car looked truly superb as it was wheeled from the transporter but, within half an hour of running, it had sprouted one of the large and ugly rear wings from the and taped on instruments. And it chewed a right rear tyre in just six laps.

Andrea de Cesaris was happy with the handling of the Alfa Romeo turbo and, after he had had a fresh engine fitted on Wednesday night, he posted his best of 1:11.60 on Thursday morning.

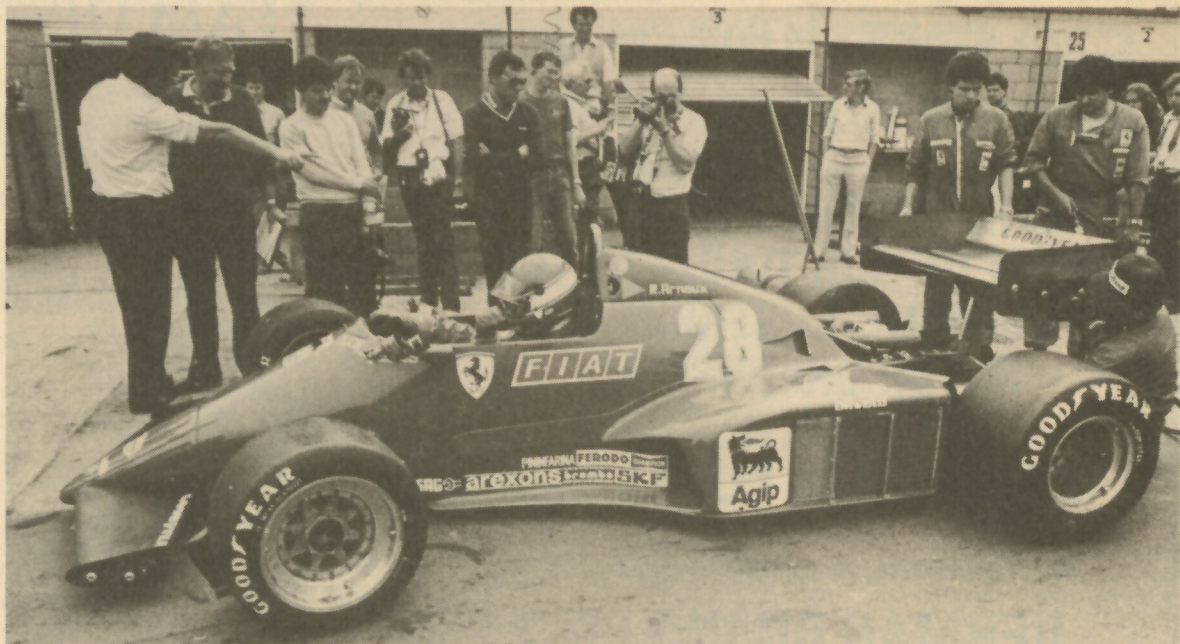
Eddie Cheever set the quickest Formula 1 time with 1:11.99 on Wednesday while Alain Prost concentrated on driving the normal test chassis equipped with electronic monitoring equipment. His best was 1:12.00.

Fastest Pirelli runner was Nigel Mansell in the Lotus-Renault 93T, but a 1:13.09 was achieved as the result of qualifying tyres. The Italian race tyres were not performing well and the Lotus team went home on Wednesday to concentrate on getting two revised, based cars ready in time for the weekend.

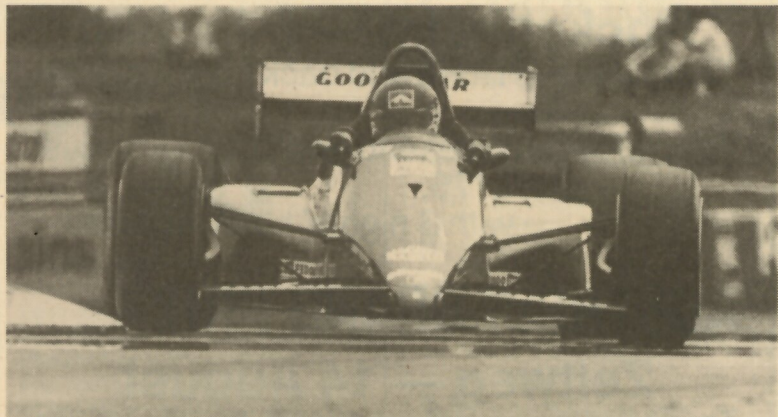
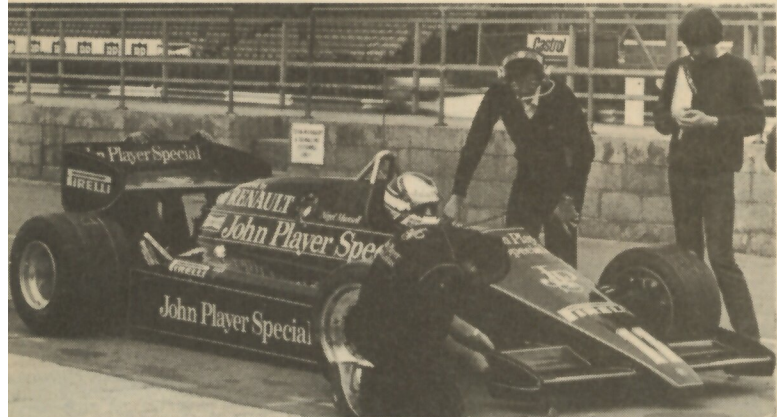
Quickest of the normally aspirated drivers was Keke Rosberg in the Williams FW08 (1:13.31) on which he







All eyes on Wednesday were on the new Ferrari 126C3, in which Tambay did most of the driving. Both he and Arnoux, however, set their best times in the old C2B.



Lotus, still using Pirellis, were represented by Nigel Mansell in a Renault-engined car.

Both Ferrari drivers should have C3 chassis in time for the British GP next month.

Patrick Head were trying "performance modifications". As ever, the World Champion was tremendous value for money at all the corners, and it is depressing to think that such efforts may only be to scratch a place in the first 12 come race week. Jacques Laffite was also there on all three days, doing the actual tyre testing with a best of 1:15.03.

testing in a standard Tyrrell 011 on the first two days with a best of 1:16.31, while Danny Sullivan appeared on Thursday and did 1:15.46.

The ATS team were in trouble with a succession of broken turbo units on their latest BMW powered car but, on Thursday, Manfred Winkelhock got down to a 1:13.52.

The Spirit-Honda team appeared on Wednesday with their new car and managed just 20 laps (best 1:17.22) before yet another engine problem curtailed the day early. In order to prevent any further disasters, Honda decided to check over the other fresh engines before they were used.

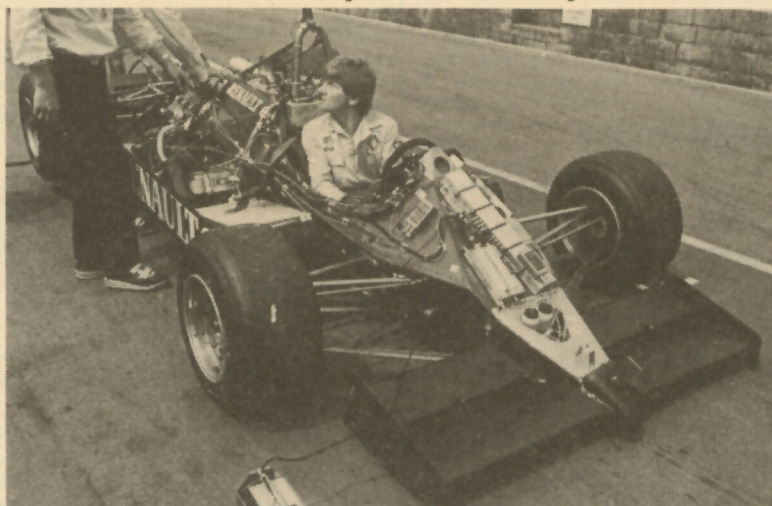
The Marlboro-McLarens both looked beautifully balanced on the quick corners and Niki Lauda and John Watson did 1:13.70 and 1:14.71 respectively. "A middling performance," said Watson on Wednesday. Derek Warwick split the McLaren pair in the tatty Toleman test car, which had gearbox problems during the first two days and did its best of 1:14.03 on Thursday morning.

Eliseo Salazar looked out of touch in the smart new RAM and was replaced by Chico Serra on Thursday morning. After the engine seized, John Macdonald sent up an old-style car with a stern warning to the Chilean to get on with the job, and Salazar responded by lopping 3secs off his previous best with a 1:19.95.

Jean-Pierre Jarier had two Ligiers to choose from, an original pneumatic suspension JS21 and a brand new car with conventional coil springs. "The pneumatic system appears to work well here," said the relaxed Frenchman. "I've only done 20 laps in the new car before coming here and it will be interesting to see how it compares." Judging by lap times, the pneumatic car was about 0.5sec quicker with a best of 1:15.40 on Wednesday afternoon.

Above: Like the other Cosworth teams, Ligier were well off the leading times. Below: Renault's mobile RE40 test bed carries all this gadgetry.

Thierry Boutsen again impressed in the Arrows, which will be sponsored by GPI at the race, and did a 1:14.93 on Thursday. Marc Surer did the tyre test programme on the two previous days, which was curtailed by an engine failure on Wednesday afternoon by which time he had got down to 1:15.77.

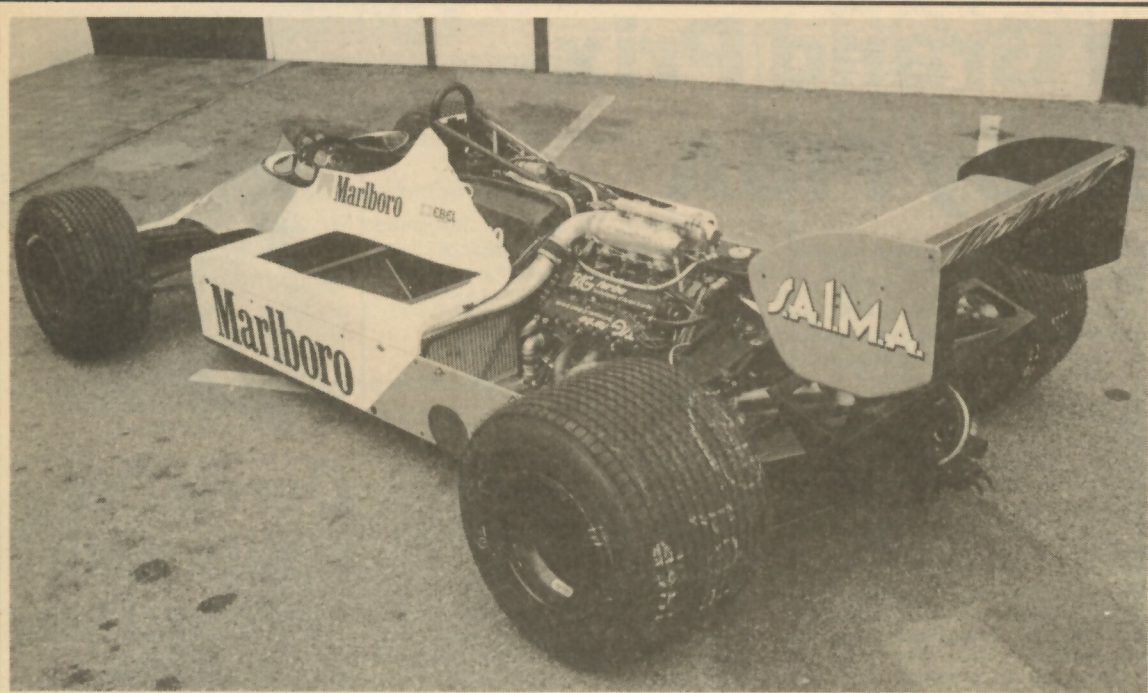


## Two new Ferraris at Silverstone

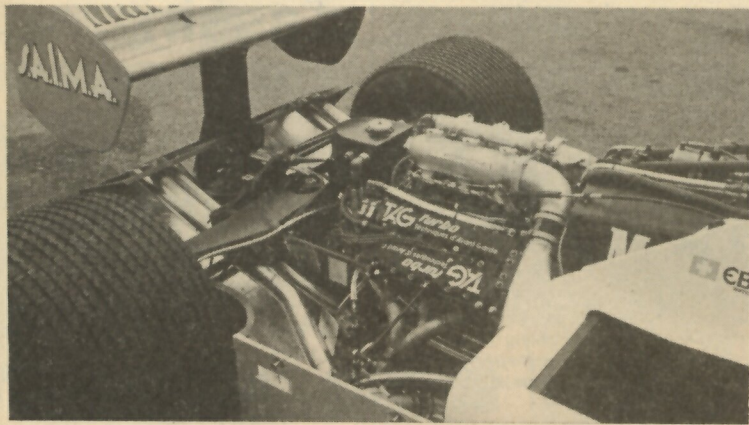
After the successful running of the new Formula 1 Ferrari 126C3 at Fiorano and Silverstone last week, the factory is working flat out to ensure that both Patrick Tambay and René Arnoux have new cars in time for the Marlboro British Grand Prix.

Both Tambay and Arnoux drove the car at Silverstone and found it a much stiffer and easier car to drive than the troublesome C2. In order to get the build programme completed, Ferrari have decided to forego this week's Hockenheim tyre tests.





## Weissach testing for new F1 McLaren-TAG



The development Marlboro McLaren-TAG turbo *mule* has now been completed and will be tested later this week by John Watson on the Porsche test facility at Weissach, near Stuttgart. The Porsche developed power unit, an 80deg V6 1½-litre engine with twin KKK turbos, is used as a fully stressed chassis member, and is secured to the back of the carbonfibre monocoque (one of the ground effect 1982 team cars) by a four-point fixing. The first shakedown testing will concentrate on the new engine's management systems, which include fully electronic fuel injection and ignition, managed by two microprocessors.

## Tobacco problems in Italy

The fanatical Italian motor racing press were stunned last week when many newspapers were fined between \$4000 and \$30,000 for carrying pictures of racing cars featuring cigarette advertising!

A law prohibiting the publication of such pictures was introduced a year ago but, in the words of our Italian correspondent, "like all new laws in Italy, nobody took any notice."

However, in what appeared to be a curious piece of politicking prior to last Sunday's election, the fines were slapped down.

The newspapers find it curious that the law does not apply to television, and are awaiting a ministerial clarification before daring to print further pictures.

## Charlotte's face lift

The circuit known as the 'Indianapolis of the South', Charlotte Motor Speedway, has announced a plan for investment on a massive scale.

An improvement programme designed to extend the seating capacity at the one and a half mile oval by 30,000 to 96,000 will cost \$30 million. Hospitality suites and other improvements will also be carried out at the track, which is regarded as the most switched on in America in terms of promotion.

## Moreno's F2 hopes

Roberto Moreno was back in Britain last weekend to discuss the possibilities of doing the British Grand Prix F3 race and maybe a couple of the final F2 races.

Brazilian Moreno has been busy in America this year, winning two of the Formula Mondial Atlantic races and starring in the IMSA GTO series.

Moreno's future programme depends on sponsorship being found for his Gregg Siddle Mondial car. If nothing is forthcoming for the Road Atlanta round on July 17, he will drive Dave Price's spare Ralt-VW at Silverstone.

Price said that he expected a final decision sometime this week on the plan, but was taking Moreno testing at Silverstone on Tuesday alongside his usual runners, Calvin Fish and Francois Hesnault. Hesnault will also do the Silverstone race.

Moreno — looking for F2 ride.



## F2: flat bottom compromise in '84

The second FISA Round Table meeting for all interested F2 and F3 chassis constructors, engine-builders and tyre manufacturers was held at Donington Park last Sunday.

Representatives of Ralt, March, AGS, Minardi, Martini, Bridgestone, Avon, Michelin, Reynard, BMW and Heini Mader were there, plus Sidney Offord and Pierre Aumonier from the British organising clubs, MRC's Barry Bland and five FISA members.

According to Bland, it again proved to be a useful meeting at which FISA were able to listen to many proposals covering all aspects of the two formulae. It was not, of course, a decision-making meeting, although many of the proposals should be put into the system and announced and implemented in the statutory time period.

On the F2 front, it was agreed that a 13-race calendar was acceptable, if only to ensure that a 12-round series would be guaranteed should any organiser drop out mid-season.

The worrying factor of escalating engine costs was given a good airing, but

the proposal of an F3-type air restrictor did not get total support. The idea of introducing the restrictor is to get more mileage from the currently stretched engines, but those engine builders and F3 constructors who were familiar with the detonation problems experienced in the past couple of years opposed the idea.

The engine builders themselves were left to produce their own proposals to solve the problem.

Naturally, the current unsatisfactory ground-clearance regulation and flat bottoms were discussed. FISA said that they would be in favour of introducing flat bottoms for 1984, but two manufacturers pointed out the important two-year stability rule, and said that they had built and sold cars this year to customers on the understanding that they would not be changed until 1985.

FISA indicated that a Judge of Fact would be appointed to attend the remainder of this year's races, to ensure that competitors were complying to the spirit as well as the letter of the law concerning ground clearance.

An agreed modification to rules for 1984 is to be drafted in the near future (and hopefully approved by FISA's October Executive meetings) whereby the ground clearance rule is resolved in a manner which will relate to the flat-bottomed cars of 1985. This will call for the bottom of the monocoque to be flat, and no part of the bodywork between the front and rear wheels to be below the monocoque. It was agreed that, rather than insisting on a full flat-bottom, variation from the plane would be permitted providing this is in an upward direction.

The restriction of 14 tyres per meeting (introduced for this season as a result of last year's Round Table) came up for review. No firm alteration was decided upon, although it was generally agreed that, if the untimed and timed sessions were made 45 mins each, a stricter limit (eight or 10 tyres per car) would be acceptable as long as race day choice was unrestricted.

No major changes were called for in Formula 3 at all — just a tidying up of one or two obvious grey areas.



# European Grand Prix confirmed by FISA

Confirmation was issued by FISA to the RAC MSA on Monday that the application to hold a second Grand Prix in Britain had been favourably received. Accordingly, Brands Hatch will host the Grand Prix of Europe on September 25.

The granting of a second GP to Britain comes as a result of the cancellation of the Swiss and Las Vegas GPs and the postponement until 1984 of New York.

This, of course, is the first time ever that Britain has been granted two World Championship F1 races in a season. In organising the event, the RAC will create a record, the first ASN ever to organise two GPs in one year. All other countries which have two or more GPs use more than one organising club.

Brands Hatch Managing Director John Webb was naturally delighted by the confirmation: "Obviously I am very

pleased to get the race. It has been a long, hard sweat. Independently, both the RAC and ourselves started work on a second Grand Prix for Britain in April. Although this is very much a one-off at the moment, Brands Hatch would like to see it become an annual event."

The RAC's Press & PR Executive, Ann Bradshaw told us on Monday that as far as she knew no circuit in Britain had requested the RAC to apply for a second date in 1984. However, our Paris correspondent reports that last week's meeting of the FISA Calendar Commission, under the Chairmanship of the now-holidaying Chris Belton, approved a 16-race calendar of "cast-iron" dates, one of which was a Grand Prix of Europe for October 7. We gather that no venue was allocated.

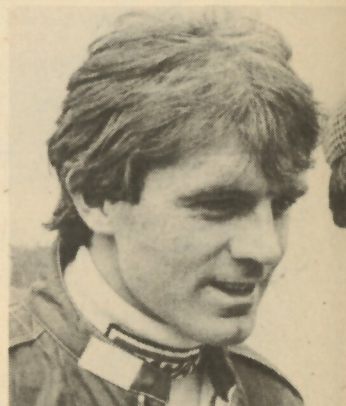
Full details of the Brands Hatch race,

rumoured to be sponsored by John Player, will be announced at the Marlboro British Grand Prix next month.

## Donington GP

Tom Wheatcroft let it be known to anyone who cared to ask at Donington last weekend that "the first bullets had been fired" in his attempt to get a Grand Prix to his circuit earlier than the 1988 date he has been offered.

"Work starts on the extension on Monday, and we will have everything done by the time we were asked so that we could have a race in 1986," said Wheatcroft. "Then there can be no excuses why I can't have a race."



Daly — looking for a new ride.

## Derek Daly splits with Wysard tear

Derek Daly announced at Donington the weekend that he had split with Wysard CART team.

"It is all very amicable," said Daly whose first three races were ruined by fewer than nine engine failures.

"I've made some good contacts while I've been in America, and I'm hopefully being able to secure another good drive in time for Michigan on July 17."

## Tassin secures sponsorship

Thierry Tassin was a disappointed spectator at Donington: "I found a sponsor for me though until the end of the year Wednesday, but it was too late for the meeting. I missed Jarama to fight for this money and obviously I want to get back into my car in the Onyx team. At the moment I just don't know what the future is, except that I know from Formula 1 that I can beat Jonathan Palmer, and I'm desperate to get in a car and do it."



The Donington Collection's magnificent V16 BRM Mk2 was given its first public outing at the circuit's 50th Anniversary Meeting last weekend. Immediately after the European Formula 2 race on Saturday, the Hon Patrick Lindsay whirled the car round for several awe-inspiring laps, the engine sounding and running at least as smoothly and crisply as ever it did. Lindsay, incidentally, was also seen in different pose later during the day, whirling his Supermarine Spitfire around the skies with equal verve.

## Needell off to Japan

Tiff Needell, AUTOSPORT's Track Tester, leaves the country this weekend for three months in Japan to develop and race a new Cosworth DFL engine Dome Group C car. He will be driving the car in two national sports car races before the World Endurance Championship race at

Fuji in October, when he will be teamed with fellow emigré Eje Elgh.

Tiff has promised us that his departure from Europe will only be temporary, and he hopes to return to race the Emka Group C car at Spa-Francorchamps and Brands Hatch.

## Scott's works F2 drive

A last-minute deal before practice at Donington Park saw Dave Scott taking over the third of Mike Earle's works Onyx Formula 2 Marches.

Other than his debut pole position at Silverstone, it had been a season of almost continual frustration for Scott, running privately with Glenn Water's Intersport team. Endless unreliability, particularly on the engine side, meant that the team were unable to give themselves a fair chance to compete on level terms.

Both Scott and his father Dave Senior were at pains to point out that there was no quarrel with Intersports, in fact quite the reverse, as part of the agreement with March was that the team would be considered to handle one-off drives.

"Basically we were nearly broke," said Scott Senior, "and Robin Herd and Mike Earle arrived on my doorstep to offer their help. March have bent over backwards to help, and we have struck a deal for David to do the remaining races this year and to be in the team next season."

Although Scott only had the Thursday and Friday practice sessions to get used to the Onyx chassis and the Michelin tyres, he drove a good, hard race and was rewarded with his first championship point and the Howitt Driver of the Day Award.

Glenn Waters was at Donington and confirmed that his team was very much still in business and expected to be at the remaining races.

## Ralt-Hondas and AGS excluded from Jarama

FISA sent a posse of representatives to Donington Park last weekend, and their first task on Thursday evening was to deliver the verdict on the Jarama Formula 2 protest.

Curiously, it appears that their decision, which was to exclude the first and third place Ralt-Honda and the fourth place AGS, was based on the initial protest which was placed after the first practice, rather than the post-race protest which included the Maurer cars as well.

Both Ralt and AGS have appealed against the decision, basically on the grounds that they consider that they were misled into believing that the first protest had been rejected, and that their cars had been cleared to race in their practice specification.

The stewards of the meeting are claiming that they said they were unable to rule on the protest until they had a clarification from FISA, and that at no time did they say whether either of the two cars were legal or illegal. Their judgement was made after the clarification

was issued, using photographic evidence of the springing systems, and the cars on the circuit.

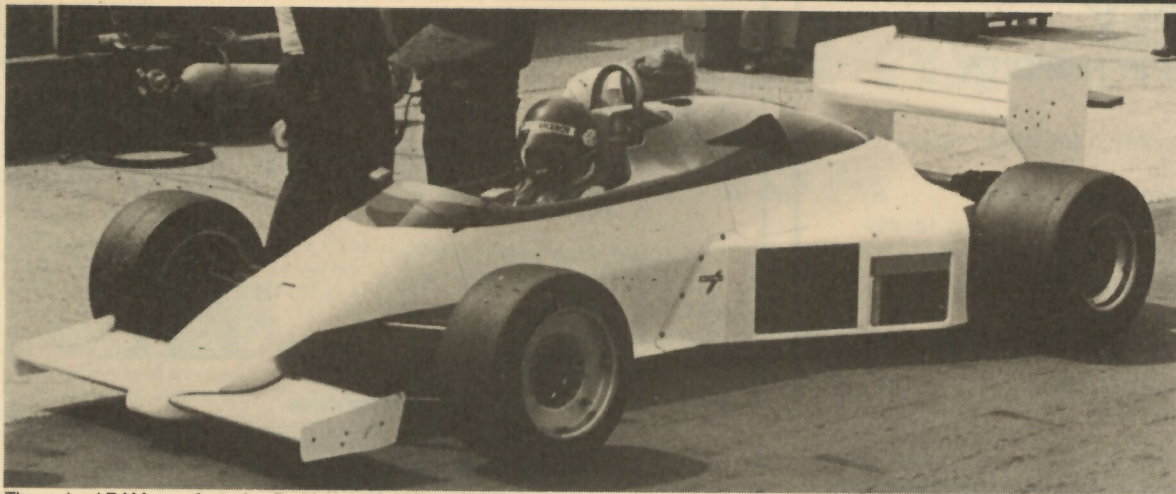
The appeal is due to be held at the beginning of July. Meanwhile, Mike Thackwell, Jonathan Palmer and Philippe Streiff lose their points.

Thus Stefan Bellof is promoted to first place ahead of his Maurer team-mate Alain Ferté, Quique Mansilla, Bep Gabbiani, Richard Dalles and Christian Danner.

## More F2 protests

The Formula 2 'silly-season' of protesting continued during practice at Donington, when the Maurer team accused the Onyx March and Jo Gartner Spirit teams of running their cars underweight in practice. All the cars passed the weigh-in with at least 3 kilos to spare. Hopefully, that will be the end of all this nonsense...





The revised RAM, now featuring Brabham style side pods, was tested last week at Silverstone by both Eliseo Salazar and Chico Serra.

# RAM give Thackwell another F1 chance

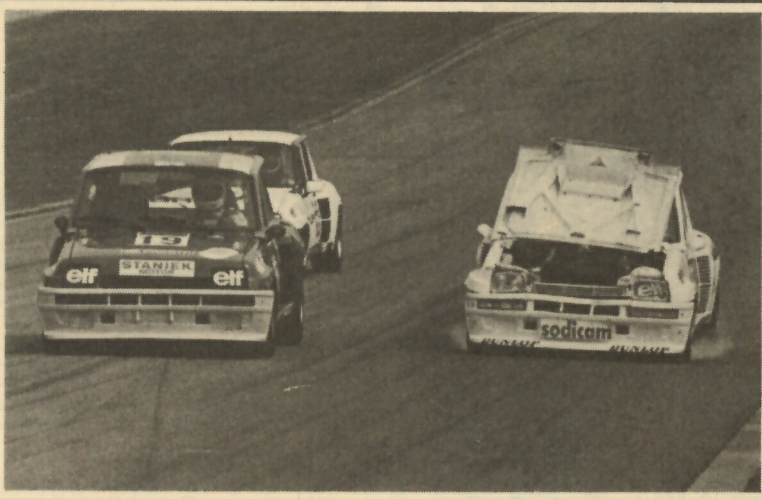
For the first time since he achieved the distinction of becoming the youngest Grand Prix driver ever at the 1980 Canadian Grand Prix, Mike Thackwell will drive a Formula 1 car again at Silverstone next week. The 22-year-old New Zealander will test John Macdonald's revised RAM and, if all goes well,

will race it at the British Grand Prix. "We wanted to run him last week at Silverstone and again this week," said Macdonald, "but he had prior commitments with Ralt. Obviously we are taking a gamble, because he doesn't have any money. But we've got to get a real racing driver in the car who will give everything

he's got." Eliseo Salazar was back driving the much revised car, which now features Brabham-style sidepods, at Silverstone, and Chico Serra did 10 laps before the engine tightened up. Belgian Bernard de Dryver was therefore denied his hoped-for testing opportunity.

## Bell's other turbo drive

Derek Bell was back racing in England last Saturday but not with quite the same success that he enjoyed at Le Mans the previous weekend. This time he was also at the wheel of a turbocharged car, but one with around than 500bhp less than the Porsche 956 with which he finished second in the French classic. Derek's outing in the Donington Renault 5 Turbo Elf Cup race was punctuated by contact with another car and then, as a result, this fraught moment under braking for the Park Chicane. After a pit-stop to remove the offending bonnet, Bell rejoined to finish 17th.



## Higher standard of Euro F3

Several leading Formula 3 team managers met last weekend at Monza, which was hosting a round of the European Formula 3 Championship, in order to try to agree a proposal to put before FISA in an attempt to improve the standard of next year's and other future championships.

This meeting followed a similar one at La Châtre in France recently, and among those present were Dave Price, Murray Taylor, Eddie Jordan, Pino Trivellato, Ferdinando Ravarotto and Mario Crugnola. "Basically, what we're looking for," explained Price on Monday, "is a 15-race series to include Monaco and not so many of the 'Mickey Mouse' circuits. We'd like to see more Grand Prix circuits on the schedule as well as a better spacing of events."

## Rosberg heads superb Norisring Group C entry

The fifth round of the International German Racing Championship — the *Deutscher Rennsportmeisterschaft* — has drawn a fabulous entry to the Norisring this Sunday. With nine Porsche 956s in the field, the quality is worthy virtually of a World Endurance Championship race.

The most exciting prospect is the presence of Keke Rosberg in the Kremer-run 956 which was handled at Le Mans so effectively by the Andrettis. Rosberg was so taken with sports car racing on his Group C debut at the Nürburgring 1000 Kms a month ago that he said at the time he would be back for another go soon, and here he is against formidable opposition.

The favourite must be the brilliant Bob Wollek, whose Jöst-run, Marlboro-sponsored 956 has won three of the four rounds so far, although works cars for Stefan Bellof and Jochen Mass — the two Germans in the Rothmans team — will be hard to beat. A second Jöst car,

backed by New Man, will be driven by Volkert Merl.

Other 956s are Richard Lloyd's GTI Engineering, Canon-backed car to be driven by Jan Lammers, the Boss car of Jurgen Lassig, and two J David supported cars for John Fitzpatrick and David Hobbs.

Ranged against this Porsche army is a single Martini Lancia LC2 for Hans Heyer (the 1979 German Champion), and two Zakspeed-Fords (*née* C100s). Klaus Neidzweidz, the only other race winner this season, will be in the 3.3-litre Cosworth DFL powered chassis.

A 10th Porsche 956 may also appear if it can be prepared in time, and it is hoped that Marc Surer will be the driver. Walter Brun has brought, in the last week, one of the two cars originally due to be used for the filming of another John Frankenheimer epic, until that project was postponed.

## Group A protests at Donington

There were yet more accusations a protests during last weekend's Trimo British Saloon Car round at Donington. Bearing the brunt of this was once again the works Rover team with rival BMW driver Frank Sytner filing protests about the engine in Jeff Allam's pole position Rover Vitesse as well as the interference measurements of the rear wheel arches each Rover in the race.

The wranglings continued long in the evening and indeed are still not sorted out, although it is believed that the RA Technical Committee will be asked to compare the wheel arches as used on the Group A cars with those on standard production cars. The engine from Allam's car, meanwhile, has been impounded at Donington, on Sytner's insistence, and will be inspected shortly. Watch this space . . .

## Osella test new chassis

Osella were due to give their brand new Tony Southgate designed Alfa Romeo Formula 1 chassis its first shakedown test at Monza this week.

It is expected that both Corrado Fagioli and Piercarlo Ghinzani will have Alfa-powered cars for Silverstone.

## Sneva goes higher

CART officials last week upheld the original decision of the Milwaukee Stewards to disqualify Tom Sneva from victory in the recent PPG/CART Indy World Series race. George Bignotti and Dan Cotter, who own the team which runs Sneva's March 83C, were present at the hearing, and said that they would take their protest to a higher level.

This means that the appeal will now be heard by a three man board of neutral parties, the leader of which will be appointed this week by CART Chairman John Frasco.

## Mike Wilds leaves BRSCC

Mike Wilds is relinquishing the post of Competitions Director at the BRSCC later in the season, and is currently negotiating another position within the sport.

A racing driver with Grand Prix experience, Wilds joined the BRSCC in 1979 at their Brands Hatch office, and has acted as Secretary of the Meeting regularly for BRSCC-run events at the Kent circuit. Mike has continued with his racing activities, and this year has driven in François Duret's De Cadenet-Lola in the World Endurance Championships and had occasional British Open outings in a Formula 1 Williams FW07. We wish him well in his future career.



## BRIEFLY

■ Silverstone tell us that there are still a few grandstand seats available for Grand Prix day. The vacant pews are situated at Stowe and Copse corners. Prices, in advance, are £31 (adult) and £25 (child) including admission to the circuit.

■ The first provisional calendar for the 1984 World Endurance Championship includes nine races. These are the existing seven at Monza, Silverstone, Le Mans, Nürburgring (moved to mid-July), Spa-Francorchamps, Fuji and Kyalami, plus two in north America. One of the latter is expected to be run on the Circuit Gilles Villeneuve in Montreal, but this has not been confirmed.

■ CART continues to be strong. This weekend's race at Cleveland is expected to draw as many as 40 entries.

■ Videovision have already completed their excellent 60mins film of the 1983 Le Mans 24 Hours, entitled *The Longest Day*. The new video film can be purchased now (price £39.95) from Videovision, Old Swan House, Tingrith, Milton Keynes MK17 9EN.

■ An unusual testing visitor to Silverstone this week will be the Jaguar XJR-5 GTP car which Bob Tullius runs in IMSA events in the United States. This will be the first time that the car has been seen outside America, so could this be one of the first signs of the much rumoured Jaguar sports car programme taking in Le Mans?

■ The South African Grand Prix has stopped hovering. The date of the last fixture on this year's calendar has been confirmed as October 15.

■ Tony Pond's works-entered Unipart MG Metro Turbo will be joined by a similar car from the British Grand Prix meeting onwards. The team have realised that Patrick Watts's normally aspirated car will never be fully competitive and have therefore decided to run a second Turbo car in all remaining rounds of the Trimoco Group A series.

■ John Morris's class winning VW Scirocco was fitted with an on-board camera during last Saturday's Trimoco round at Donington. The film will apparently be used for promotional purposes by VAG.

## INTERNATIONAL RACING

| Date    | Venue                                 | Event/Details   |
|---------|---------------------------------------|---|
| Jul 2   | Kyalami, Johannesburg, South Africa   | South African Sigma Series, round 9<br><i>In order to challenge the seemingly unbeatable Ian Scheckter, Graham Duxbury will have his new March 832 for this race. Trevor van Rooyen will also be there in his Maurer MM82.</i>  |
| Jul 3   | Cleveland, Ohio, USA                  | CART/PPG Indy Car World Series, round 4; Robert Bosch/VW Super Vee Championship, round 4<br><i>Italian Rookie sensation Teo Fabi and other March runners will be out to beat the Penskes again in the first road race of the Indy Car season. Expect Ed Pimm's Anson to be one of the major Super Vee protagonists.</i>   |
| Jul 3   | Suzuka, Japan                         | All Japan Formula 2 Championship, round 5<br><i>Geoff Lees is forsaking his Spirit for one of the ubiquitous March 832s in his attempts to maintain a slender championship lead.</i>  |
| Jul 3   | Adelaide, Raceway, Southern Australia | Australian National 'Formula 1' Championship, round 1<br><i>Following the cancellation of the first round last week, the F Pacific series should get under way at Adelaide with Alfredo Costanzo (Tiga) and John Smith (Ralt) among the likely leading contenders.</i>  |
| Jul 3   | Norising, Nuremberg, Germany          | International German Racing Championship, round 5<br><i>A large prize fund each year assures this sprint mile race of a fine entry, but perhaps this year boasts the best ever. World Champion Keke Rosberg, Stefan Bellof, Jochen Mass, John Fitzpatrick and David Hobbs will all drive Porsche 956s, while Hans Stuck's Seacar-Porsche and Lancias for Hans Heyer and perhaps Riccardo Patrese will assure a fantastic race around the historic Hitler stadium circuit.</i> |
| Jul 3   | Croix-en-Ternois, Arras, France       | French Production Group A Championship, round 10<br><i>A run of consistently high placings has taken the experienced Alain Cudini (Marlboro Alfa Romeo GTV6) into the lead of the series, although team-mate Dany Snoeck and reigning champion Jean-Pierre Malcher (Motul BMW 635CSi) are not far behind.</i>   |
| Jul 3/4 | Daytona Beach, Florida, USA           | Paul Revere 250 — IMSA Camel GT Championship, round 10; Firecracker 400 — NASCAR Winston Cup Grand National Championship, round 16<br><i>The annual Independence Day celebration at Daytona includes an IMSA race to be run during the night-time and then a NASCAR event during the day. All the regular front-runners in both series will be in attendance.</i>   |
| Jul 4   | Lime Rock Park, Connecticut, USA      | SCCA Budweiser CanAm Challenge, round 2<br><i>Also on Monday is round two of the CanAm series with Jim Crawford and Michael Roe looking to challenge the supremacy of Jacques Villeneuve.</i>   |
| Jul 10  | Misano, Italy                         | European Formula 3 Championship, round 8; Italian Formula 3 Championship, round 8   |
| Jul 10  | Erding, Germany                       | German Formula 3 Championship, round 6  |
| Jul 10  | Nürburgring, Germany                  | 6 Hours — European Touring Car Championship, round 8  |
| Jul 10  | Brainerd, USA                         | IMSA Camel GT Championship, round 11  |

## NATIONAL RACING

| Date  | Venue                   | Event/Details   |
|-------|-------------------------|---|
| Jul 2 | Oulton Park, Cheshire   | Autocavan FV, F1300, Reliant 750F, Pre-'57 saloons, Road-Going and Modified sports cars, Champion of Oulton FF1600, 750MC handicap (750MC).<br><i>The enthusiastic 750MC returns to the Tarporley venue with a varied programme of events, topped by the local FF1600 round. Current leader John 'Butcher' Booth is elsewhere, so pursuers Richard Street, Chris Latham and John 'Brolly' Booth (no relation) have a chance to close in. Mick Harris continues to defend his F750 title in the super little Darvi while David "wake up" Childs aims to make up for his May 2 defeat in the F1300 round. Practice, 9am; racing, 2pm.</i> |
| Jul 2 | Donington, Leics        | British Motor Racing Marshals Club race meeting; assorted 'club' formulae (BMRMC).<br><i>Rounds of the National Mini 850 and 1000 challenges top the bill at the BMRMC clubbie. Chris Lewis has been the man to beat among the 1-litre boys while brother Jonathan also represents Howley Racing in the smaller category.</i>   |
| Jul 2 | Silverstone, Northants  | The Mike Hawthorn Trophy Race meeting; historic cars (VSCC).<br><i>Commemorating the 25th anniversary of 'The Farnham Flyer's World Championship' victory, the VSCC's annual event this year centres around a reunion of many of Mike's friends including his mechanic Brit Pearce, John Cooper, Duncan Hamilton and AUTOSPORT's John Bolster. Top entries include the Hon Patrick Lindsay's ERA 'Remus', Neil Corner's Ferrari Dino and Nick Mason's Maserati 250F. First race is at 12.30pm after morning practice.</i>   |
| Jul 3 | Snetterton, Norfolk     | Marlboro British F3, Racing Displays FF2000, 96th Bomb Group Memorial ASCAR, GPI S2000, DRC Production GT, MGs, Champion of Snetterton FF1600 (BRSCC).<br><i>Van Diemen International have put up the trophy for the national FF2000 round in which their chief representative Mauricio Gugelmin will be trying to repeat his early-season win at their local circuit. Tim Davies, Mike 'Fulmar' Taylor and Kenny Andrews will have other ideas in their Reynards while Sean Walker's Pilbeam should be up there too. A strong S2000 entry stars Ian Taylor, Dave Sutherland, Richard Morgan and Alan Rollinson. Racing from 2pm.</i>   |
| Jul 3 | Lydden, Kent            | Festival of Motor Sport (Astra MC).<br><i>Another of the Astra club's popular little clubbies at the Canterbury circuit and, as ever, one which includes AUTOSPORT Golden Helmet leader Paul Sleeman who duels with Derek May for FF1600 honours.</i>   |
| Jul 9 | Oulton Park, Cheshire   | Birmingham Post & Mail FF1600, 'Champion of Oulton' FF1600, Donington Clubmans, Ford Credit Fiestas, etc (MCMRC)  |
| Jul 9 | Castle Combe, Wiltshire | Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600, BRSCC-SW FF1600, Renault 5, Pre '65 Single-seaters Bellini Pre '60 Sportscars, Post-Historic Road Sports, Classic Sports Cars, Gates-Varley Historic F3/FJunior (BRSCC-SW)  |
| Jul 9 | Snetterton, Norfolk     | Jaguar Drivers' Club race meeting (JDC)   |

## OFF TRACK

| Date    | Venue                           | Event/Details  |
|---------|---------------------------------|--|
| Jul 2   | Foxhall Heath, Ipswich, Suffolk | Motaquip World Hot Rod Championship<br><i>The final grid positions have been decided in a couple of recent events but this event will see the culmination of all the to drivers' efforts. Irishman Davy Evans will defend his crown against the likes of Barry Lee, Mick Collard, Ormond Christie and George Polley.</i>   |
| Jul 2/3 | Prescott, nr Cheltenham, Glos   | BARC Hillclimb Championship, round 10; Swinford Motors Porsche Centre/BeaconRadio Midland Hillclimb Championship, round 5 (Bugatti OC)<br><i>A vast entry of 225 cars will converge on Prescott this weekend with a very strong classic car contingent there to back up many of the current top hillclimb Pilbeams. After practice on Saturday, timed runs on Sunday will start 11.00.</i> |

Secretaries of the Meeting are requested to send details of all forthcoming events to Jeremy Shaw AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex.



Japanese Formula 2 driver Kazuyoshi Hoshino was very impressive in taking fourth place at Donington last weekend in the Lark sponsored James Gresham March. What makes the drive even more meritorious, though, is that from the 40th of the 70 laps Hoshino was in agony having suffered a crushed disc in his back. Having made it to the finish, he had to be lifted from the car and stretchered away for medical treatment!



# Protest and protest again

Many things in motor racing are absurd. The sorry tale of woe which has engulfed the European Formula 2 Championship between the recent Jarama round and last Saturday's Donington race has brought a usually respectable sporting fraternity into disrepute. The result is that, contrary to what you read in the June 16 issue of AUTOSPORT, Mike Thackwell did not win at Jarama, and Jonathan Palmer did not finish third. Both were disqualified (along with Philippe Streiff's fourth placed AGS), leaving Stefan Bellof to be declared the winner (see *Pit & Paddock*).

Few people, of course, will remember the race as a victory for Bellof. Thackwell won the race on the road, dominated the headlines and earned all the kudos of victory, even if it was in a car we now know to be illegal. This is always the way with protests after the event. A man winning is always news: if his car subsequently is deemed to be illegal the story will merit a few lines here and there, but most spectators will remember the winner as the man they saw come first . . .

So often in motor racing nowadays protests are made after a race to cause the maximum disruption, even when the alleged illegality had existed throughout practice and could quite easily have been protested then. But then that quiet approach allows the culprit to escape with little fuss and come back with a legal car. There's no point in just poking someone with a knife when you could push it in and twist it. At Jarama, in fact, the Onyx team did protest after practice, and were joined by more teams only after the race. It is bizarre that the FISA judgement was based on this post-practice protest which did not include the Maurer cars—and the new winner was also driving a dual spring car.



But for the Jarama disqualification, Britain's Jonathan Palmer would now be leading the European F2 Championship.

Of course, teams will invariably seek to take advantage. Yes, we know all about the long, tedious and shabby story of water-cooled brakes in Formula 1, a cut-throat business where every loophole, say those involved, has to be exploited. In a very low key way, those Formula 2 teams who have been experimenting with dual springs systems are guilty of the same tactics. They are interpreting the rules in a way which they must in their hearts know to be against the best interests of the sport which pays their wages.

Additionally, the governing body is forever landing us in morasses of controversy because the rules are badly worded, and the decision making process painfully slow. If it arises that a rule is open to interpretation, a decision on clarification should be as immediate as possible.

It seems that in this case the Round Table meeting at Donington did make progress in achieving an intention from FISA that a Judge of

Fact would attend the remaining Formula 2 races this year. Since he will have the authority to ensure that the spirit of the law is met on this particular issue of ground clearance, it is to be hoped that attempts to circumvent the rules will end.

The Donington postscript to the Drama at Jarama makes the whole business even more peculiar. While Thackwell and Palmer were the class of the field in Spain in illegal cars, last weekend's Donington race showed that this pair is even more dominant in legal cars! The rule was clarified, the Ralt-Hondas returned to single spring suspension set-ups and promptly dominated the race to score the first one-two of their three year Formula 2 history.

Doesn't this vindication for these two excellent drivers make you wonder why their team ever felt it necessary to start leaning on the spirit of the rules?

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### Concerned of Snetterton

I feel I must write to you concerning an incident that happened at Snetterton, BARC Meeting, June 19. The Championship of Snetterton Formula Ford race was taking place when one of the front runners lost control on Russell bend crashing into the tyres and armco barrier, destroying much of the car. The driver obviously having difficulty in getting out of the car one would have expected the marshals to have rushed to his assistance but this did not happen.

To most of the spectators' amazement the marshals on that bend just did not go to his assistance and seemed inadequate to deal with this situation. It took quite a considerable amount of time before the driver was able to release himself from the car and, being considerably dazed, stumbled over the armco barrier where he was still not given any attention from the marshals supposedly on duty at that marshaling position.

This could have been a very serious incident had it not been for marshals from a distant position rushing to his aid. The St. John Ambulance Brigade who had to run a considerable distance were their usual efficient selves.

Being a Snetterton season ticket holder, I am positioned at this particular spot on the circuit most weeks and have in many years never had any reason to feel I should make any kind of criticism, but the marshals on this particular occasion seemed very inexperienced. Perhaps if this was the case a more experienced marshal could have been positioned with them to give them guidance. Let's hope a lesson can be

taken from this incident as it could have turned out to be tragic.

RACKHEATH, NORWICH

CHRISMANNING

### Sports car boredom

After a close but very tedious *GPI 1000Kms*, I decided that Le Mans would be a crushing bore and did not go.

Although your report on the race never actually stated that the racing left a little to be desired, comments such as "cunningly planned tactics with regard to fuel economy" and "11 hours of wily tactical driving . . ." do suggest that my fears were proved true. If this is to be the face of World Endurance Championship races for the foreseeable future then not only will Le Mans be deleted from my calendar but also the 1000Kms, which will be just as bad with the reduced tankage next year. It seems that the same will apply to F1, which only leaves the European Touring Car Championship as an international inter/marque series where the drivers actually use the right pedal to any degree.

If FISA want to be seen to be responsible in making motor sport acceptable to a cynical public, why not have a maximum drag coefficient for sports cars? No ground effect, tiny wings, and no turbo engines. Then instead of the 5mpg answer to the "what'll she do mister?" question, people can drool over Cd figures of around 0.2.

KIDLINGTON, OXON

T. PRYSE-DAVIES

*You are a little unjust in your verdict on this year's Le Mans Mr Pryse-Davies. There was plenty of excitement, as you can read in 'Last hour agonies' on page 32 — Ed.*

### Donington's shortcomings

It is great news to hear that the British Grand Prix will be held at Donington in 1988.

I was there on Saturday and it was interesting to see the circuit improvements since the same meeting last year. However, if Tom Wheatcroft is to get his way and have the date moved forward there is still a lot of work to be done. In particular, he should turn his attention to spectator facilities. While the toilets are easily in the class of Brands Hatch and Silverstone, the basic viewing, grandstand and car parking are not.

One area where particular criticism is due is the public address. While you don't expect to hear everything during the F2 race, the service, when they finally turn it on, was troubled by intermittent interference (allegedly due to a BRM V16 revving in the pits and low flying planes).

If Donington is to hold a Grand Prix meeting, a lot of work needs to be done before the 100,000 spectators can be accommodated.

BRISTOL

RICHARD ARROWSMITH

### Circuit 'improvements'

I would like to comment in general on your use of the word 'improvement' in conjunction with the construction of yet more hospitality units at a circuit.

Both as a competitor and spectator at most of the British circuits it is my contention that while hospitality units may 'improve' circuit owners' bank balances, they in no way 'improve' the circuit facilities for anyone else.



Indeed, at Donington and Silverstone these units have destroyed well established spectator facilities; specifically on the inside at Woodcote and at the Donington chicane.

It is ironic that on most occasions no more than 30 per cent of these hospitality units appear to be in use at the same time, thus the empty units stay empty, but prevent spectating by those in the paddock, which at Club meetings often means the majority of spectators. Indeed, the new units at Donington prevent a view of the chicane from the commentary box: thus a potential exciting last lap is lost to the commentator. Perhaps circuit owners would consider opening up at least the balconies on unused units to the holders of paddock tickets to mitigate the effects of these so called 'improvements'.

In my humble opinion the first improvement that is required to almost all circuits is a proper surface to the paddock and decent toilet facilities for spectators. A second improvement would be a complete resiting of most public address systems, removing these from the track edge where they are invariably drowned by the noise of competition vehicles.

TWICKENHAM, MIDDX

PJDIXON

## Back at Mallory

I would like, through this column, to say a couple of things.

First, a big thank you to all at Mallory Park, organisers and fellow competitors, for such a good day's sport on June 19 — it really was good to be back.

Secondly, an appeal to all other Pre '74FF competitors: where were you on Sunday? OK, so it wasn't a round of the championship, but it was cheap — I got three races for a £40 entrance fee — and what's more, it was *fun*. And that's what 99 per cent of us in Pre '74 race for, isn't it?

So come on lads, you're all BRSCC members, so let's see a whole horde of you at *your* circuit on July 10, before Paul Sleeman finds out where Mallory is!

EDGWARE, MIDDX

PAUL KEARNEY

## Arnoux out

I wish I knew why Ferrari took on René Arnoux. When he drove for Renault I felt sorry for him, it seemed that his car was unreliable.

So now he's with Ferrari and what difference has that made? Admittedly he's got 17 points but team-mate Patrick Tambay, in the same car, has 27 points!

It's not the car, it's the man that drives it, he makes too many mistakes. Sometimes it's the car but more often than not it's René.

He caused trouble at Renault. I hope he doesn't do the same at Ferrari.

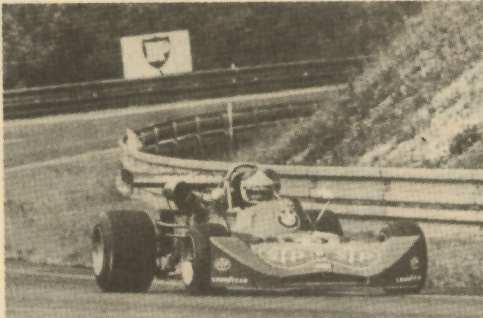
Come on Ferrari, ditch Arnoux. Let's have Tambay and Pironi returning to the car — that'll be an unbeatable team!

TRING, HERTS

LUCY BRYANT

**10** The fabulous road circuit of Rouen-les-Essarts was a sad place 10 years ago this week (AUTOSPORT, June 28, 1973). For during Saturday's final practice session, Gerry Birrell lost his life when a front tyre on his works Chevron punctured going down the extremely fast and curved section towards the cobbled hairpin. After much arguing when the race was nearly cancelled a chicane was installed.

However, the racing was dominated by the BMW engine, although for the first time one of the engines was fitted to a Brabham. Jean-Pierre Jarier (below) stormed away with the first heat, and Roger Williamson looked all set to do the same in the second until his March ran its bearings, leaving victory to Wilson Fittipaldi. The final was no contest, however, Jarier extended his lead to 30secs in nine laps before spinning, stopping and restarting all without loss of his lead. At the end he was nearly 20secs in front of Jochen Mass in the works Surtees.



The ninth round of World Championship of Makes was a Matra walkover at the Osterreichring. The Henri Pescarolo/Gerard Larrousse pairing scored their fourth victory of the year, and they were followed home by the sister car of François Cevert/Jean-Pierre Beltoise. The Jacky Ickx/Brian Redman Ferrari came home third after a faultless run, but it was simply outpaced, dropping over a lap in the 170 lap race. The Gulf Mirage team put up one of their best performances to date when the Derek Bell/Howden Ganley car challenged the Ickx/Redman Ferrari 312P until brake trouble and a broken exhaust intervened right at the end. A last minute fuel stop cheated Bell of third too, for the sister car of Mike Hailwood and John Watson was right behind and slipped ahead three laps form the end.

A report from Ireland told how Frank Gardner took his 7-litre SCA Chevrolet Camaro to victory in the 'Golden 1000' saloon car feature at Mondello Park's MG Car Club meeting. In the process he lowered the saloon car lap record by 2.6secs as he powered away from the 3-litre BMW CSL of Brian Muir.

The fourth round of the European Trophy for GT cars at Nivelles was won by Clemens Schickentanz in a Porsche Carrera. . . and he was followed home by six more Porsches. Breaking the German stranglehold was the Pantera of Bernard de Dryver.

**25** There was a preview to the 500 miles of Monza 25 years ago this week (AUTOSPORT, June 27, 1958). The race was an intriguing encounter between European and American machinery that had been won the year before, on its inaugural running, by Jimmy Bryan in the Belond Special. And the cigar-chewing American, after his Indianapolis victory, looked a good bet to win again second time around.

The year previously the attitude of the Europeans to the event had been somewhat apathetic, but in 1958 the European constructors were much better prepared for Monza's special conditions. Indeed, Enzo Ferrari had been persuaded to support the venture and had entered two works V12s and a V6, the latter of 3-litre capacity rumoured to be Ferrari's Indy machine for 1959. The drivers most likely to be piloting the Prancing Horse cars were Mike Hawthorn and Luigi Musso. An older 4.1-litre car had been entered for Harry Schell.



The race was to be run over three heats of 63 laps each with huge prize money totalling 50,000,000 lire offered by Esso, Mobiloil and Shell.

However, the report that dominated AUTOSPORT, as ever around June, was the Le Mans 24 Hours. And in remarkable conditions that saw a huge cloudburst descent over La Sarthe, with the drivers only able to see a few feet ahead of them and many cars crashing out in the hazardous conditions, Phil Hill and Olivier Gendebien triumphed in a 3-litre Ferrari. (Although this year's running of the 24 hour classic, of course, was the first time a Ferrari was not seen at the race since the war.)

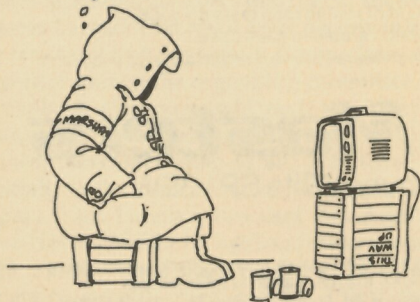
It was a notable victory, for Hill's remarkable efforts during the rainstorm (pictured above) paved the way for success, backed up by the regularity of the Belgian.

For Britain, though, Le Mans was not a happy weekend except for the performance from the privately entered Aston Martin of Peter and Graham Whitehead which finished second. Otherwise the Hamilton/Bueb Jaguar which led the race at one point crashed at Arnage on Sunday, while Stirling Moss's Aston Martin led the race easily for the first couple of hours but then retired with engine trouble. More disastrously, Ecurie Ecosse lost both their cars within the first 20mins with piston failures. . .

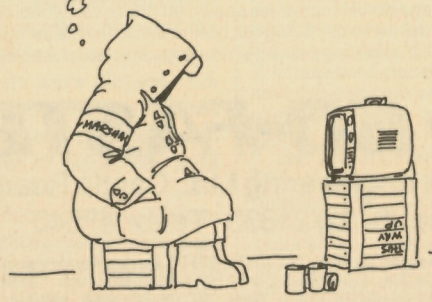
## CATCHPOLE

BY BARRY FOLEY

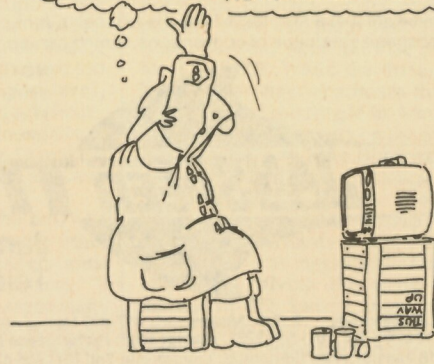
FANCY LEAVING SUCH A LONG GAP BETWEEN GRANDS PRIX....



... JUST SO THEY CAN ALL WATCH WIMBLEDON ...



... WONDER IF I COULD GET A JOB AS A LINESMAN ?



Foley.



# On top down under

Rohrl and Lancia extend their lead in Championship — Blomqvist excluded after starting — Mouton leads but retires — Quattros suffer — Report: HARRY MILNE.



Walter Rohrl came through against the odds to claim victory for the Lancia team after the Audi Quattros failed to take their expected win in New Zealand

Walter Rohrl inherited the lead in the Sanyo Rally of New Zealand just before dawn on the final morning when Michele Mouton, at the wheel of the final remaining Audi Quattro retired with a broken connecting rod. This was Rohrl's third win and Lancia's fourth in this year's World series. Being the second consecutive defeat for Audi on an event they had been expected to win, the championship hopes of the German team this year are now very slim. For Rohrl the hopes of retaining his Drivers' Championship title are less secure as he now only has the Sanremo Rally remaining in his programme.

The battle between Audi and Lancia was clouded by a long dispute, following the attempt by Audi to enter, after the closing date for entries, a third car for Blomqvist as team-mate for Mouton and Mikkola. From the moment the organisers gave an intimation Blomqvist would be welcomed, the troubles multiplied, leading to orders that the car should be halted just after the start of the second *etape*. This was a great disappointment since in other respects the rally was very well organised. Competitors were delighted to see an active competitor among the organising committee. Co-drivers were pleased with the roadbook which some said was the best they had ever seen. Drivers claimed the stages were well run and some of the most demanding and enjoyable and the most incredible thing of all, only three kilometres of the route, held essentially in the same area, was the same as used last year.

Apart from Lancia's two cars and Audi's two official entries, Datsun entered three 240RS which drivers said were better handling than before, and a 910 Turbo. Timo Salonen drove as well as usual, finally gaining an impressive second place overall, "first in touring class" as he wryly commented. After disasters in Kenya and Greece, it was welcome for Nissan to finish with their team intact.

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"I hope the problem with Blomqvist does not work against the future of the rally. It is a fantastic event and the stages are beautiful but the ball bearing surfaces mean they are very slippery." Shekhar Mehta was speaking in Auckland the night before the start of the Sanyo Rally of New Zealand.

There was virtually no duplication of stages since last year's event, only one stretch of about 15kms has been taken away from the route because of recent road works and all the less popular fast stretches removed. "It is a drivers' event," opined World Champion Walter Rohrl. "The stones on the road are too small to cause much risk of punctures, but they make driving very difficult. When I said I preferred to drive here, I never realised we would have to make a complete set of pace notes all over again."

The uncertainties about the entry of Blomqvist overshadowed every other thought, but clearly the winners must come from either Audi or Lancia. "I suppose that Audi win, there are so many slow corners that they will score by reason of good traction alone. However, I think the Volumex engine must be easier to drive, especially on the more twisty sections. I was wrong in my

predictions before the Acropolis so I will not make any firm predictions." Rohrl was waiting in his room in Auckland's Hyatt Hotel, waiting for the morning of the start, waiting for news about the Audi problem.

At their workshop in Mount Wellington the Audi and Lancia mechanics prepared their cars at workshops which lie side by side. For them there was immediate business to do. The Germans brought their own vans, the Italians borrowed vehicles locally and had to prepare them like their own. The other team, Datsun, were likewise preparing local vehicles. While the drivers hoped they had stronger gearboxes than those which proved too fragile in Acropolis.

Datsun had four cars on the entry list, three 240RS's and the Bluebird Turbo, while the New Zealand Champion, Tony Teesdale, had a private Violet GT5 which he entered under Group B. At the height of uncertainty about the Blomqvist entry, it was suggested he had a good chance of driving the spare Quattro instead of the Swede, using his entry rather than the entry that might be rejected. For this reason he had to keep his car in that group.

The rally starts on Saturday in Auckland



# NEW ZEALAND RALLY

## NOTES ON THE CARS

### Lancia

Martini Racing reserved three entries but finally appeared with two Lancia Rallys, for Rohrl (TOX98907, chassis 301) and Bettaga (TOY67910), chassis 151). Both were prepared similarly to the Acropolis cars, except the ground clearance was 20mm less and the large air cleaners were not fitted. Both cars were fitted with titanium roll cages: In Greece only Rohrl's car had this. Rohrl's car had previously been used by Airikkala on the Circuit of Ireland while Bettaga's was used by Vudafieri in Portugal. The Pirelli tyres used the new ribs on the outside, and were, in fact, tyres never used in Greece. The team used five vans and three supervision vehicles borrowed locally.

### Audi

Audi Sport originally entered two Group B Quattros for Mikkola and Mouton (respectively LB7800, chassis 41 and LB7802, chassis 39) but when they were told they could make a late entry for Blomqvist, they entered him with LB7801, chassis 41E. All three were Safari cars, with the front animal bumpers removed. They had been fitted with the newer smaller engines but retained their heavyweight bodies. All cars had electric clutches and the engines were set at 1.7 bar turbo pressure. Tyres were Michelin J, M4 and M5. A special strap was fitted to the boot

to stop another Mikkola problem at Acropolis and the five vans were brought from Kenya. All the mechanics were German.

### Datsun

The factory brought three new 240RS Group B cars for Salonen (LA5831, chassis 014, left hand drive), Mehta LA5833 (chassis 020, right hand drive) and the local driver Reg Cook (LA5832, chassis 027 right hand drive). The official team (Dealer Team Nissan) also entered former Ford driver, Jim Donald, with a Group 2 910 Bluebird (which had been intended as Group A but conversion kits were not made available). NZ Champion, Tony Teesdale, had a private Group 4 Violet GTS, sponsored by United Building Society. The works 240RS's were said to have been fitted with modified gearboxes after the Acropolis. Teesdale's hopes of converting his Silvia to a Group B 240RS were thwarted when his FJ24 engine was blocked in customs.

### Others

Private drivers Ian Tulloch and Malcolm Stewart entered a Ford Escort RS Group 4 originally prepared by Masport, and Neil Allport had a similar car with support from Mainfreight and for Tulloch NEC. Morris Chandler's Mitsubishi Turbo Lancer was to have a Japanese-prepared motor but this was delayed en route. Paul Adams was entered by Toyota NZ with a Group 2 Starlet.



For the Audi team, New Zealand was a complete disaster from start to finish.

land and travels to Rotorua, a spa town famed for its hot springs which issue steam from the ground — as well as a distinctive odour. The first four or five stages are held in daylight while, unusually, most of them use private forest roads. On the second and third legs, the rally uses mostly public roads. Only half of the route is in daylight, to the dismay of journalists who are hard pressed to keep up with the event, particularly on the Sunday stages. With the second rest halt also at Rotorua, the organisers are well placed to control the event.

New Zealand is a country full of sheep. The hillsides are covered with white dots, spectators to the efforts of the drivers who tackle stages much longer than other World Championship events normally required. The country has come alive at the prospect of the rally. This year is the first time Sanyo have been involved as sponsor, and the New Zealand enthusiasts have readily adapted to the new name of their rally. For the sponsors, the rally has given them a special opportunity: They have been fighting the long established New Zealand habit of saying the name "San-i-o." The name is "San-yo" — and don't forget . . .

Even at midnight on the eve of the start, Blomqvist waited in the Auckland Airport Travelodge Hotel not knowing if the morning would see him active at the wheel of his Audi Quattro or not. He and co-driver Bjorn Cederberg sheltered from the rain at Scrutineering waiting for the return of Audi team boss Roland Gumpert. Cederberg suggested they should they should wait till 1330 before leaving and making plans to go back to Sweden. Just as they were to leave, Gumpert arrived smiling. Yes, they had permission to start even if they had no guarantee to be classified at the end. Blomqvist was far from happy but had to stay. Competition numbers were put on the car and formalities attended to.

Later in the day Lancia protested this decision, explaining that the entry had been made too late — an irony enforced because Lancia had themselves cancelled their third entry when (at closing date) Audi had only entered two cars. The result of the protest was that Audi were told they had no chance even to start under appeal. At midnight Friday, New Zealand time, Audi's Roland Gumpert once more issued a protest against the result of the Lancia protest.

The reality of the situation suggests that two errors have been made. Firstly

by Audi in asking for an entry outside the time limits specified by rally regulations, and secondly by the organisers in accepting this when it was submitted. The problem now is how to unravel the difficulties.

With the rally only 2 hours away the Swede Stig Blomqvist was finally told he could start the Sanyo Rally of New Zealand. His co-driver, Bjorn Cederberg, had been planning a holiday on the Pacific islands to rid himself of the nightmare memories of the days before the event. The uncertainty over, the realities were before him. Having only seen a handful of special stages, Blomqvist was obliged to borrow pace notes from team mate Hannu Mikkola. Although Mikkola speaks good Swedish, his notes are written in English, so Cederberg would have to translate the instructions from the English shorthand into Swedish. Maybe that holiday would have been nicer . . .

The decision of MANZ, the New Zealand Federation, to allow the Swede to start in no way prejudices the outcome of the two appeals which Audi Sport has placed with them (firstly against the decision to refuse their entry, against their decision to deny them the chance to start) so Blomqvist started the event knowing that every risk he took may prove to be in vain. Lancia's team co-ordinator, Timo Salonen (seen here in Portugal) brought the

Nini Russo, looked black as thunder. "I have never seen such a comedy" he said, he thought again. "No, not a comedy. A tragedy . . . we have no mechanical problems, only a sporting one".

Other last minute changes in the entry list included a change of Group for the works Nissan Bluebird Turbo of Jim Donald, unable to receive parts to convert the car from Group 2 to Group A (mostly concerning the intercooler) the car was put back to Group 2, while the Group 2 Escort RS of Gordon Edwards blew a head gasket and could not start. 59 cars left Auckland on Saturday morning, 58 of which were fully accepted and one of which had been rejected and was running only as a concession.

## THE RALLY

Audi had barely congratulated themselves on 'winning' their first battle when they faced their second. Hannu Mikkola stopped on the first stage with a broken cam belt. A failure of the water pump pulley (a problem which had affected him early on in the Safari) had stopped the engine, happily without damage. Mechanics rushed to the scene by helicopter to set their number 1 driver back in motion. One car was running under a concession, now their second was running in last position. Rohrl was leading . . . on the

stage, the first forest section of the event, Blomqvist gained the lead but lost it on the third. On the fourth section (in a fairground south of Hamilton) Rohrl stalled his Lancia at a sudden turn, letting Blomqvist back ahead but by the fifth, the Audi was in the lead. On the first four stages Mouton was making third best times, on the fifth she started her attack and came second and on the six, seventh and eighth she was fastest.

Amid swirling mists which slowed cars on the eighth stage, cars arrived in Rotorua, 'Sulphur City'. The Nissans were already in, showing five cars in the top 10, though each of the works cars had changed gearboxes when they stiffened up. The second leg began at 0700 Sunday morning, with Mikkola up to 27th position out of the 51 crews still running. Unfortunately for the Finn, the cars would be reclassified overnight, which left him for the second World Championship even in four with a horrible task of passing backmarkers.

### Provisional results at end of first leg:

1. Mouton/Pons 1h23m47s; 2. Blomqvist/Cederberg 1h24m0s; 3. Rohrl/Geistdorfer 1h24m06s; 4. Salonen/Harjanne 1h27m03s; Bettaga/Perissinot 1h28m10s; 6. Mehta/Mehta 1h30m45s; Blomqvist running subject to appeal.

The announcement of Blomqvist's final exclusion came too late for the marshals at the restart in Rotorua's Sportsdrome.





**SPECIAL STAGE TIMES**

**SS1 Paparata Road (7.04kms):** Rohrl, 3m 02s; Blomqvist, 3m 03s; Mouton, 3m 06s; Salonen, 3m 14s; Betttega, 3m 17s; Cook, 3m 18s.

**SS2 Maramarua Forest (9.84kms):** Blomqvist, 7m 22s; Rohrl, 7m 27s; Mouton, 7m 33s; Salonen, 7m 39s; Betttega, 7m 51s; Cook, 7m 57s.

**SS3 Maramarua Forest (17.67kms):** Rohrl, 10m 00s; Mikkola, 10m 02s; Mouton, 10m 04s; Blomqvist, 10m 05s; Mehta, 10m 24s; Salonen, 10m 24s.

**SS4 Mystery Creek (4.90kms):** Blomqvist, 4m 12s; Mikkola, 4m 14s; Mouton, 4m 15s; Rohrl, 4m 19s; Salonen, 4m 26s; Betttega, 4m 29s.

**SS5 Rangiatea School Road (28.18kms):** Rohrl, 17m 25s; Mouton, 17m 22s; Mikkola, 17m 25s; Blomqvist, 17m 27s; Salonen and Betttega, 18m 01s.

**SS6 Tokoroa Forest West (22.40kms):** Mouton, 15m 42s; Mikkola, 15m 45s; Rohrl, 15m 47s; Blomqvist, 15m 49s; Salonen, 16m 13s; Betttega, 17m 14s.

**SS7 Tokoroa Forest East (26.35kms):** Mouton, 13m 21s; Blomqvist, 13m 29s; Mikkola, 13m 30s; Rohrl, 13m 34s; Salonen, 14m 11s; Betttega, 14m 36s.

**SS8 Te Kopia Road (26.48kms):** Mouton, 12m 24s; Blomqvist, 12m 33s; Mikkola, 12m 37s; Rohrl, 12m 42s; Salonen, 12m 55s; Betttega, 13m 25s.

**SS9 Manawahe Road (21.3kms):** Mouton, 14m 25s; Mikkola, 14m 30s; Rohrl, 14m 57s; Salonen, 14m 59s; Betttega, 15m 27s; Allport, 15m 29s.

**SS10 Herepuru Road (37.76kms):** Mikkola, 24m 43s; Mouton, 24m 54s; Rohrl, 25m 17s; Salonen, 25m 41s; Allport, 26m 03s; Betttega, 26m 23s.

**SS11 Motu Road (52.62kms):** Mouton, 46m 10s; Mikkola, 46m 11s; Salonen, 46m 52s; Rohrl, 46m 59s; Allport, 49m 18s; Mehta, 49m 30s.

**SS12 Whakarau Road (39.98kms):** Mikkola, 29m 31s; Mouton, 29m 49s; Rohrl, 30m 10s; Salonen, 30m 28s; Betttega, 31m 13s; Mehta, 31m 21s.

**SS13 Waimata Road (63.17kms):** Rohrl, 45m 58s; Mikkola, 46m 29s; Mouton, 46m 33s; Betttega, 47m 09s; Salonen, 47m 48s; Mehta, 49m 04s.

**SS14 Mata Road (62.78kms):** Mouton, 43m 35s; Mikkola, 44m 32s; Rohrl, 44m 51s; Salonen, 45m 00s; Betttega, 45m 36s; Mehta, 49m 04s.

**SS15 Panikau Road (16.54kms):** Mouton, 9m 33s; Rohrl, 9m 45s; Mikkola, 9m 50s; Salonen, 9m 54s; Betttega, 10m 03s; Mehta, 10m 25s.

**SS16 Waingake to Manapoike Road (34.38kms):** Rohrl, 23m 10s; Mouton, 23m 14s; Salonen, 23m 47s; Betttega, 23m 40s; Mikkola, 24m 00s; Mehta, 25m 11s.

**SS17 Hereheretau Road (33.49kms):** Mouton, 21m 32s; Mikkola, 21m 40s; Rohrl, 21m 49s; Salonen, 22m 30s; Betttega, 22m 31s; Mehta, 23m 25s.

**SS18 Parikanapa Road (26.43kms):** Mouton, 21m 32s; Mikkola, 21m 33s; Salonen, 21m 58s; Rohrl, 22m 13s; Betttega, 22m 41s; Mehta, 22m 51s.

**SS19 Taumata Road (95.09kms):** Mouton, 1h 04m 07s; Mikkola, 1h 04m 26s; Rohrl 1m 04m 38s; Salonen, 1h 06m 00s; Betttega, 1h 06m 09s; Mehta, 1h 08m 17s.

**SS20 Stanley Road (16.24kms):** Mouton, 12m 19s; Salonen, 12m 28s; Rohrl, 12m 32s; Betttega, 12m 46s; Mehta, 13m 19s; Donald, 13m 30s.

**SS21 Waimango Road (8.15Kms):** Rohrl 3m 53s; Mouton 4m 01s; Betttega 4m 08s; Salonen 4m 14s; Mehta 4m 21s; Donald 4m 21s.

**SS22 River Road (35.37 Kms):** Mouton 23m 05s; Rohrl 23m 36s; Salonen 24m 33s; Betttega 25m 18s; Mehta 26m 33s; Donald 26m 58s.

**SS23 Waimihia Forest (43.88Kms):** Rohrl 25m 51s; Mouton 25m 59s; Salonen 26m 41s; Betttega 27m 13s; Donald 29m 24s; Mehta 29m 31s.

**SS24 Tauhara Forest (28.77Kms):** Rohrl 22m 59s; Mouton 23m 17s; Salonen 23m 51s; Betttega 24m 09s; Mehta 25m 51s; Cook 26m 15s.

**SS25 Pureora Forest Park (31.62Kms):** Rohrl 18m 51s; Mouton 19m 03s; Salonen 19m 09s; Betttega 19m 27s; Stewart 21m 05s; Mehta 21m 38s.

**SS26 Waimihia Road (27.97Kms):** Rohrl 14m 03s; Mouton 14m 16s; Betttega 14m 41s; Salonen 14m 55s; Cook 15m 31s; Mehta 15-53s.

**SS27 Opotiki Road (27.97Kms):** Rohrl 29m 32s; Mouton 29m 47s; Salonen 30m 45s; Betttega 30m 54s; Stewart 32m 11s; Cook 33m 01s.

**SS28 Waitewhena Road (51.89Kms):** Rohrl 32m 09s; Betttega 32m 57s; Salonen 33m 20s; Stewart 34m 58s; Cook 35m 00s; Donald 35m 47s.

**SS29 Taumatamaire Road (25.38Kms):** Rohrl 20m 23s; Salonen 20m 58s; Betttega 21m 26s; Stewart 22m 12s; Mehta 22m 27s; Donald 22m 37s.

**SS30 Manganui Road (72.16Kms):** Rohrl 51m 27s; Betttega 51m 54s; Salonen 51m 57s; Stewart 55m 09s; Donald 55m 10s; Cook 55m 13s.

**SS31 Hauturu Road (33.45Kms):** Salonen 26m 43s; Rohrl 26m 52s; Betttega 27m 12s; Cook 28m 24s; Stewart 28m 27s; Adams 28m 53s.

**SS32 Pekaniui Road (8.15Kms):** Rohrl 8m 26s; Gratian 5m 52s; Betttega 5m 59s; Salonen 6m 07s; Cook 6m 10s; Stewart 6m 16s.

**SS33 Maramarua Forest (13.43Kms):** Rohrl 8m 26s; Betttega 8m 32s; Donald 8m 57s; Cook 9m 08s; Mehta and Adams 9m 16s.

Violet GT." Shekhar Mehta was more fortunate, "I've got a gearbox which is still working well and I am going to keep it . . ."

The battle for the best New Zealand driver was being led by Nissan's third Group B 240RS driver, Reg Cook, but the former Escort driver, Jim Donald, was less than 2 mins behind in the unwieldy Group 2 Bluebird Turbo. "For me the honour of being the best Kiwi is more important than winning Group 2". He was 18 mins ahead of second man Shane Quinn with an Escort RS.

Only 11 drivers of the 42 remaining were driving cars in Groups A or B (nobody entered Group N), seventh was the Group A Subaru driver, Peter Bourne. Eighth was the sensation of the rally the Group A Mini-Clubman of Michael Bish from Hamilton.

**Provision results at end of second etape:**  
1, Mouton/Pons 7h21m34s; 2, Rohrl/Geistdorfer 7h26m34s; 3, Salonen/Harjanne 7h34m01s; 4, Betttega/Perissinot 7h47m25s; 5, Mehta/Mehta 7h53m29s; 6, Cook/Jones 8h02m47s.

Starting from Rotorua at dusk on Monday night, there seemed little challenge ahead of the remaining part of the rally. Rohrl kept up the pressure on Mouton, taking every stage from 21 onwards except one, as the rain kept falling. Stage 22 was incredibly slippery in the wet, the course officials adding many warning signs before the event. On this stage Reg Cook went off the road in his works Nissan for almost 20 mins, losing the honour of being the leading New Zealand driver, with Jim Donald now ahead of him in the Bluebird. Donald was driving the car Cook had used the year before and also now ahead of Cook was Malcolm Stewart who had the Escort RS formerly driven by Donald.

At the midnight rest halt at Taumaranui, Mouton's lead over Rohrl was 4m23s, a margin she wanted to increase if possible. She never had a chance, however. Two stages later she was stopped beside the special stage with a broken engine.

Rohrl's lead over Salonen was now almost a quarter-hour and third was Betttega who had finally regained his A-priority rating. For a short moment after dawn the sun came out, then with two stages to go it poured down again. Finally the sun shone for the final stage and the finish. The New Zealand Federation will hear the appeal from Audi but without Blomqvist in the rally this can have little consequence. What matters more is that the Argentina Rally is held next month, now allowing studded tyres (to the same specifications as those at Monte Carlo) — and if Audi fail to win that event their disgrace will be complete.

so Blomqvist was handed his time cards and despatched on his way towards the first stage of the day. On his arrival, however, his progress was finally halted and he was told to wait in the control area for further instructions. These followed in due course and he was ordered to withdraw. Audi's disappointment was allayed to some extent by Mouton's progress. Lancia had found both their cars were not performing well in the cool evening air of the previous day but even the light of morning, Mouton was quickest on stage 9, Mikkola restarted at number 26, but he was able to leap-frog drivers ahead of him at stage starts. "We asked them if they minded, and I can tell you they were all very happy to oblige." Hannu still had to overtake slower cars on the stages, however. He made best time on stage 12 when he passed no fewer than seven cars.

Rohrl was unhappy. The engine ran better but the handling was bad. Betttega confirmed this. It seemed that Lancia were back to their Portugal troubles, caused by faulty shock absorbers. "The car is undriveable", Rohrl said, but he drove as hard as he could in pursuit of Mouton. Mikkola was also faster than Rohrl and the Finn's progress up the results charts was impressive. From 26th on stage 8 he was 17th after nine, 14th after 10, 11th after 11, ninth after 12 and sixth after 13 . . .

It turned out to be a day of beautiful sunshine, but stage 11 was spoilt by an incident that could have been very serious. Cows were found to have strayed on to the stage and Betttega hit one of them. The animal crashed on to the roof, tumbled down the front of the car and was then jammed beneath the Lancia. After 8 minutes the car was lifted off the luckless animal and, showing amazingly little damage, the Lancia was driven off. Tony Teesdale stopped later in the stage with head gasket failure on his Violet GTS and after four more stages Betttega had climbed back to the fourth position he had earlier lost. Michele Mouton arrived at the evening break in Gisborne with a lead of 3mins 13secs over Rohrl, who was 5mins 42secs ahead of Salonen. Betttega, Mehta and Mikkola were separated by a little over 1.5mins. The battle for the leading local driver was going the way of Reg Cook's 240RS in front of Jim Donald's Group 2 Bluebird Turbo. A disappointment was the retirement of Neil Allport, whose Escort RS had risen to sixth place before an accident on stage 13.

The second part of the second etape



Michele Mouton reflects on a rally that she seems destined not to win.

was due to start at 2100 hours. The return to Rotorua covered only five stages, all held at night, but the cars arrived at 0750 Monday morning. Drivers then slept before the restart for the final etape at 1730.

**Provisional results after stage 15:**

1, Mouton/Pons 4h58m50s; 2, Rohrl/Geistdorfer 5h02m03s; 3, Salonen/Harjanne 5h19m59s; 4, Betttega/Perissinot 5h19m59s; 5, Mehta/Mehta 5h20m26s; 6, Cook/Jones 8h02m47s.

Michele Mouton returned to Rotorua at the end of the secon etape with a lead of 4mins 51secs over World Champion, Walter Rohrl, but her Audi team mate Hannu Mikkola was forced to abandon one stage before. Mikkola had finally reached fourth place by stage 19, despite misfiring problems which began at the Gisborne rest halt in the middle of the etape. These problems suddenly got much worse during stage 19, and in stage 20 he found that a fuel leak had led to a small fire which had damaged electrical connections to the fuel injection. Earlier, Blomqvist had suffered a similar fuel leak but without consequence. Mouton's only troubles to date had been caused by an obscure oil leak. Often her mechanics had to refill up to 2 litres at a time.

Rohrl, making his penultimate entry in the World Championship this year, stated he was driving "Like hell" but he was unable even to match the times of Salonen's Datsun. "I now think our rear tyres are the problem: in the dry we have 225 section and in the wet 195 and they

are too wide". Betttega also had the same trouble, though his car was unaffected by his accident the day before.

"The gearboxes are the only trouble with our cars", explained Nissan driver, Timo Salonen. "We found a good one and kept it for the long 95kms stage, but it jumped out of top gear so that one is no good either. Actually, my car is the best handling Group B Nissan I have ever driven, though I still prefer the smaller

**SANYO RALLY OF NEW ZEALAND (NZ)**

**Jun 25/28**

**World Rally Championship for Drivers, round 7**  
**World Rally Championship for Makes, round 6**

- 1, Walter Rohrl/Christian Geistdorfer (Lancia Rally) 12h10m13s;
- 2, Timo Salonen/Seppo Harjanne (Nissan 40RS), 12h26m11s;
- 3, Attilio Betttega/Maurizio Perissinot (Lancia Rally), 12h41m42s;
- 4, Shekhar Mehta/Yvonne Mehta (Nissan 240RS), 13h10m35s;
- 5, Jim Donald/Chris Porter (Datsun Bluebird Turbo), 13h20m50s;
- 6, Malcolm Stewart/Doug Parkhill (Ford Escort RS), 13h30m58s;
- 7, Reg Cook/Wayne Jones (Nissan 240RS), 13h35m15s; Paul Adams/Jim Scott (Toyota Starlet), 13h52m55s; 9, Kevin Smith/Nick Tullitt (Toyota Corolla), 14h13m35s; 10, Morris Chandler/Don Campbell (Mitsubishi Lancer), 14h19m4s.

**60 Starters (plus Blomqvist)/33 Finishers** no Group N starters, 5-A priority drivers plus Blomqvist. Other places between 10th and 27th taken by cars in Group 2.

**Rally leaders:** SS1 Rohrl, SS2 Blomqvist, SS3 Rohrl, SS4 Blomqvist, SS5-6 Rohrl, SS7-27 Mouton, SS28-33 Rohrl.

**Leading retirements:** Hannu Mikkola/Arne Hertz (Audi Quattro), injection, 19 stages completed, Stig Blomqvist/Bjorn Cederberg (Audi Quattro), withdrawn after 8 stages; Michele Mouton/Fabrizia Pons (Audi Quattro), engine, 27 stages; Tony Teesdale/Gary Smith (Nissan Violet GTS), engine, 12 stages; Neil Allport/John Cowan (Ford Escort RS), Accident, 12 stages.

**WCR points after round 6:** Lancia 86; Audi 62; Opel 61; Nissan 48; Toyota 17; Renault 16; Subaru 13; BL 11; Peugeot 10; Mazda + Citroen 9; Talbot 8; Mitsubishi 5.

**WCD points after round 7:** Rohrl 87; Mikkola 65; Alen 60; Vatanen 44; Blomqvist 39; Mouton 37; Betttega 30; Vudafieri 20; Mehta 16; Salonen 15 etc.





Dominant throughout, Doctor Jonathan Palmer took pole position and led the race for most of its distance once team-mate Mike Thackwell's tyres had deteriorated. Acheson's Maurer follows.

# Doctor in the park

Victory allows Palmer to close in on Gabbiani's title lead — Thackwell completes Ralt-Honda one-two — Streiff third — Hoshino's fine fourth — Scott's first point — Report: IAN PHILLIPS — Photography: JEFF BLOXHAM.

Ron Tauranac's Ralt-Honda team gave the most convincing reply possible to their critics and detractors by scoring their first ever one-two victory at Donington Park on Saturday. Stripped of their first and third placings from Spain a fortnight earlier by a Stewards' decision on Thursday evening, Jonathan Palmer and Mike Thackwell proceeded to take the first two places on the grid in the unquestionably street-legal cars and led every one of the 70 laps between them. It was the resounding result which had been expected of the Honda-powered cars for some time, and for everyone involved with the project it could not have come at a more opportune moment.

Palmer was the individual star of what was the most boring European Formula 2 Championship race seen for years. He took pole position by over a second with what was almost the ultimate F2 lap possible at the circuit, and took the lead from his team-mate on the 18th lap, cruising thereafter to his second win of the year by 18secs.

Thackwell led from the start but over-reacted to what he thought was a serious tyre problem and opted for a safe second place rather than a pit stop once he had let Palmer get clear. To complete the whitewash by the Casio sponsored cars, he set fastest race lap, albeit 0.8sec outside last year's record.

Championship leader Beppe Gabbiani was the only driver able to hold on to the Ralts in the early laps, but his BMW-engined works March lost all its oil after 14 laps. He could only watch as Palmer sliced his once commanding points lead down to just five points.

Philippe Streiff, another to be excluded from the Spanish points, drove a steady and unchallenged race to take third place in the AGS, while Japanese invader Kazuyoshi Hoshino put in an impressive performance all weekend and was rewarded with fourth place in the Bridgestone-shod Gresham March despite a back injury sustained at half distance which required hospital treatment afterwards. Christian Danner's works Onyx March pushed him for much of the way but lost ground with a curious March infliction of a broken exhaust. Dave Scott, driving the third works car, suffered the same but drove hard throughout to claim his first ever point after a long battle with the Maurers of Stefan Bellof and Kenny Acheson.

Once again the Donington Racing Club laid on a superb F2 meeting, and it was regrettable that their efforts should have been overshadowed by political bickering, bitching and such a dull race.

AUTOSPORT, JUNE 30, 1983

## QUALIFYING

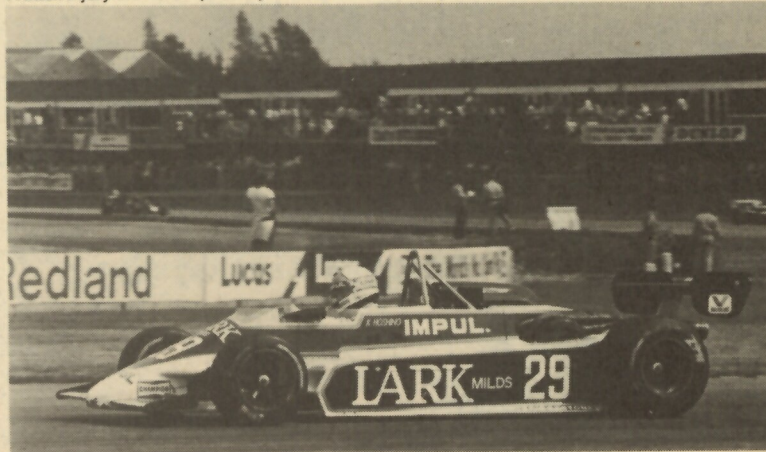
With the Great God Television demanding that the race itself be held on Saturday, the circus assembled for unofficial practice on Thursday afternoon. It was a day full of rumour and conjecture. The FISA clarification of the tedious wrangle over ground clearance and springing systems appeared not to have convinced anyone of what systems they would eventually be allowed to run. What they were waiting for was the outcome of the Jarama protest which was delivered at six o'clock that evening after unofficial practice was over (see P&P).

Following their exclusion from Jarama, and having tested on both dual and single spring settings in the unofficial practice, the Ralt-Honda team switched exclusively to single springs for Friday's

two timed sessions. As Ron Tauranac had always maintained, the performance difference was negligible and even the fear of the length of time it would take to set-up the cars was absolved for right from the moment that practice started. Jonathan Palmer was setting the pace.

At a circuit where balance is critical, he found his was perfect almost from the start. Palmer always goes hard right from the start and Donington is a track where he is particularly good. On even the hardest Michelin race tyre he was setting times which would have ensured a front row position. The track had been damp early on but with about 20 minutes to go it was dry and cool and he took the positive decision of bolting on the qualifiers and giving it everything. The target time was his own pole record time

A back injury did not stop Kazuyoshi Hoshino claiming a terrific fourth place.





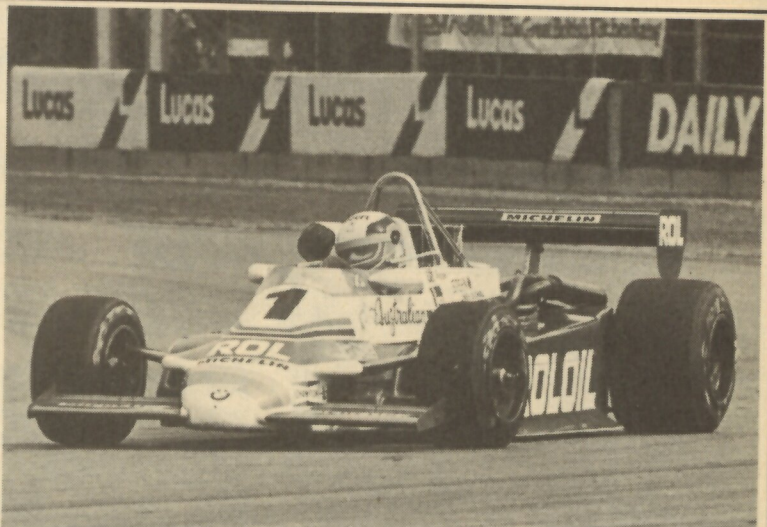
## QUALIFYING

Weather: dry/overcast/cool. Existing record: 1m 3.82s (4/7/82).

|                          |                           |   |           |           |
|--------------------------|---------------------------|---|-----------|-----------|
| Jonathan Palmer (GB)     | Ralt-Honda RH6/83H        | M | 1m 00.93s | 1m 02.47s |
| Mike Thackwell (NZ)      | Ralt-Honda RH6/83H        | M | 1m 02.05s | 1m 03.06s |
| Beppe Gabbiani (I)       | March-BMW/Rosche 832      | M | 1m 02.32s | 1m 03.16s |
| Jo Gartner (A)           | Spirit-BMW/Heidegger 201  | B | 1m 02.41s | 1m 02.63s |
| Philippe Streiff (F)     | AGS-BMW/Mader JH19B       | M | 1m 02.73s | 1m 02.53s |
| Alessandro Nannini (I)   | Minardi-BMW/Mader 283     | M | 1m 02.63s | 1m 02.71s |
| Philippe Alliot (F)      | Martini-BMW/Mader 001     | M | 1m 02.64s | 1m 02.90s |
| Kazuyoshi Hoshino (J)    | March-BMW/Mader 832       | B | 1m 02.87s | 1m 02.67s |
| Enrique Mansilla (RA)    | March-BMW/Mader 832       | B | 1m 03.32s | 1m 02.71s |
| Christian Danner (D)     | March-BMW/Rosche 832      | M | 1m 03.78s | 1m 02.91s |
| Pierre Petit (F)         | Maurer-BMW/Mader MM83     | M | 1m 03.93s | 1m 02.99s |
| Dave Scott (GB)          | March-BMW/Rosche 832      | B | 1m 03.04s | 1m 03.49s |
| Michel Ferté (F)         | Martini-BMW/Mader 001     | M | 1m 04.27s | 1m 03.08s |
| Kenny Acheson (GB)       | Maurer-BMW/Heidegger MM83 | M | 1m 03.38s | 1m 03.66s |
| Roberto del Castello (I) | March-BMW/Mader 832       | B | 1m 03.90s | 1m 03.51s |
| Alain Ferté (F)          | Maurer-BMW/Mader MM83     | M | 1m 04.03s | 1m 03.56s |
| Pierre Chauvet (A)       | Spirit-BMW/Heidegger 201  | A | 1m 04.82s | 1m 03.59s |
| Stefan Belló (D)         | Maurer-BMW/Mader MM83     | M | 1m 03.80s | 1m 03.60s |
| Derek Daly (IRE)         | March-Hart 822            | A | 1m 03.92s | 1m 03.66s |
| Guido Dacco (I)          | March-BMW/Heidegger 832   | A | 1m 04.17s | 1m 04.25s |
| Tomas Kaiser (S)         | Maurer-BMW/Mader MM83     | A | 1m 05.05s | 1m 05.54s |
| Fulvio Ballabio (I)*     | AGS-BMW/Mader JH19        | M | 1m 07.56s | 1m 05.12s |
| Beat Jans (CH)           | March-BMW/Mader 832       | A | 1m 05.37s | 1m 05.36s |
| Aldo Bertuzzi (I)        | March-BMW/Heidegger 832   | A | 1m 09.77s | 1m 06.47s |

\* non-starter, ill.

Tyres: M = Michelin; B = Bridgestone; A = Avon.



An oil pump leak stopped Beppe Gabbiani's hopes of closing on the leading Ralt-Hondas.

of last year at 1m 2.21s. On his first hot lap, after a relatively long four lap warm-up, he did a 61.4s, way, way, quickest of the day. His next lap was almost as perfect a lap as you could ever get round Donington and the clocks stopped at 60.95s. Palmer knew it was good but felt possibly there was just a fraction more to come and that he could get one lap out of the tyres. Through the critical Old Hairpin, holding his breath as he flung the car through screaming in fourth gear, he had 200 rpm more than he'd ever seen before. As it was he made a slight mistake at McLeans and it was merely another 61.4s. But it was a slight indication that the 60.95s was not the ultimate that everyone else thought it was.

"There may be another three tenths, but nothing more," said a delighted Palmer. All three of his laps on qualifiers would have given him pole comfortably and after all the ups and downs of the previous 10 days it was especially satisfying. "All the problems certainly got me well wound up and in the right frame of mind to go for it," said Palmer who was also quickest in the afternoon and in the warm up. For the first time this year the Ralts received fresh Honda engines between practice sessions and in the second session Palmer was able to concentrate on getting well set up for the race.

Making it the first ever all Ralt-Honda front row was Mike Thackwell, his time

set without resort to a hot lap on qualifiers. His Jarama 'winning' chassis had been relegated to the T-car and he had a new chassis for the weekend. He retained the extra locking diff set up from his old car but the results of a previous experiment using this combined with single springs had slipped the memory and it wasn't as perfect as he knew it could be. "I put the qualifiers on and did one lap with them but there was too much traffic and as the car wasn't right I came back in to save them for the afternoon". As it was, his morning time wasn't approached by anyone else in the afternoon so he never did bother to go for the hot lap. "I just concentrated on full tank runs and the car is just about perfect, now".

Quickest of the Onyx March trio throughout was the championship leader Beppe Gabbiani. He was driving as hard and as cleanly as he has all year and didn't encounter any real trouble. Because of traffic he did not get any significant improvement from his qualifiers. After a test session three weeks beforehand the main concentration of the March team was to try to ensure long life for their front tyres which they appeared to have achieved with shifting the balance emphasis to the rear.

While Gabbiani was a respectable third, Christian Danner was disappointed to be 10th with a time slower than he had done in 1982. He had engine problems in both sessions and when he finally got his qualifiers on, just before the end of the second session, the red flag

came out as a car was parked dangerously on the entrance to Coppice corner and so he only got in one flier. Again, Donington was a circuit where Danner could make an interesting comparison between the perfectly balanced 822 and this year's 832 on the latest Michelins which is quite a different proposition. At a circuit like Donington where the balance is important he would have preferred the '82 set up.

Following a last minute arrangement, Dave Scott was drafted into the third of Mike Earle's cars (see P&P). He did a few laps at Goodwood on Monday and was enthusiastically getting on with the job knowing that he had the best equipment and wasn't going to be wasting any valuable time as he has had to do so often this year. He found driving on Michelins required a whole new technique and naturally he never felt as at home in his new chassis as he had in his own. "These things just take time and because it was such a last minute arrangement, we just haven't been able to do everything. However, the main thing is that I've done all the sessions without a problem and my confidence and enthusiasm is back." Scott was another not to show any significant improvement on his qualifiers and during the afternoon he was bumped back to 12th despite being within a second of a front row time.

Quickest of the Bridgestone runners was Jo Gartner who did an excellent job in getting his Emco Spirit-BMW up to

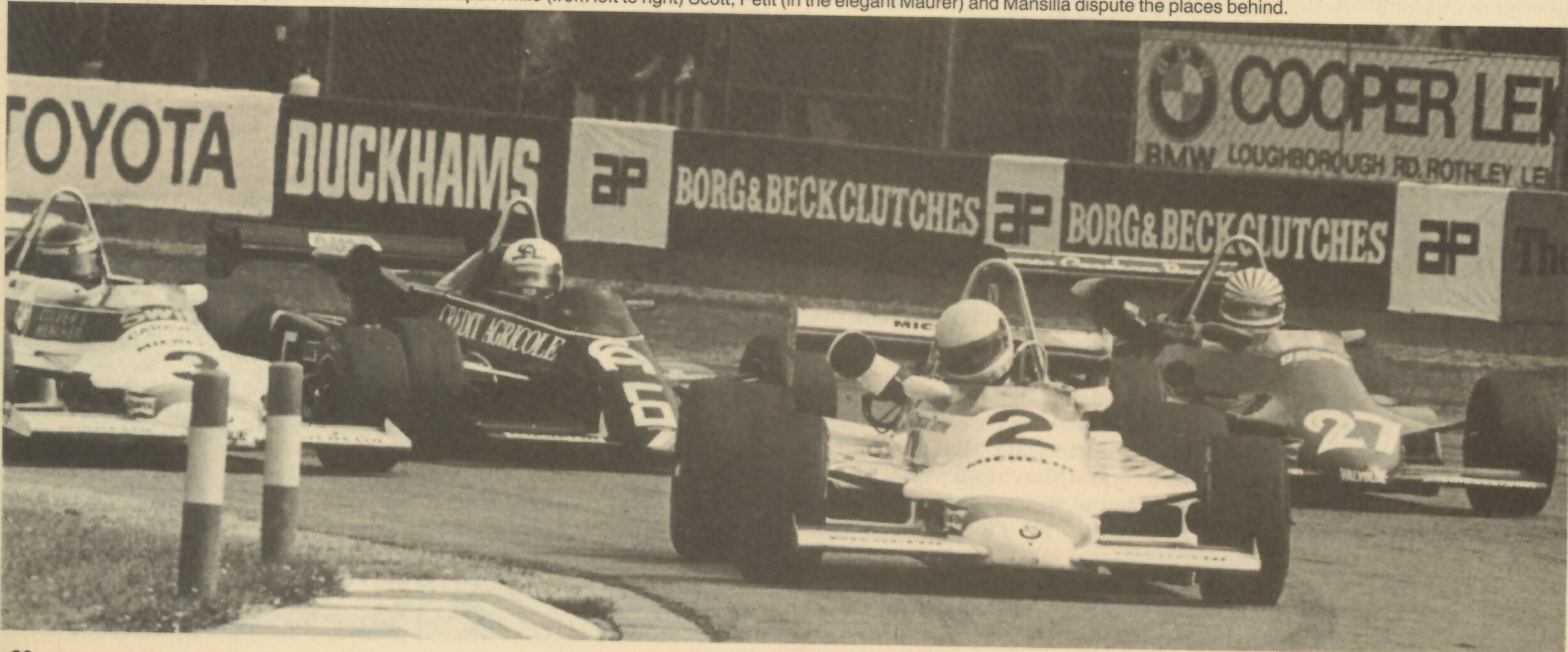
fourth place overall. With the Gresham Marches of Kazuyoshi Hoshino and Quique Mansilla a couple of tenths slower, in eighth and ninth places, it was an encouraging performance for the Japanese particularly because all three were as quick on race tyres as they were on qualifiers. Hoshino, who last raced at Donington in the Nova in 1978, was especially impressive and his only request to the Gresham team was for a lower first gear so that he could get out of the pit lane quicker!

As it is becoming customary it took Mansilla until the afternoon to strike a perfect balance and he was getting slightly confused by identical tyres giving him either an oversteer or massive understeer characteristic. Roberto del Castello was being run under the Gresham wing this weekend too. His feedback was still as inconsistent as his driving but he said the car was perfect at the end of the day.

Philippe Streiff was again doing a good job with the AGS and would probably have been higher than fifth had his brand new engine not ventilated itself during his run on qualifiers. AGS were unaware of the procedure following the Jarama protests and continued to run their dual spring system because they had no alternative to them. Fulvio Ballabio was in the second car but finding Donington difficult and he withdrew on race day because he wasn't feeling well.

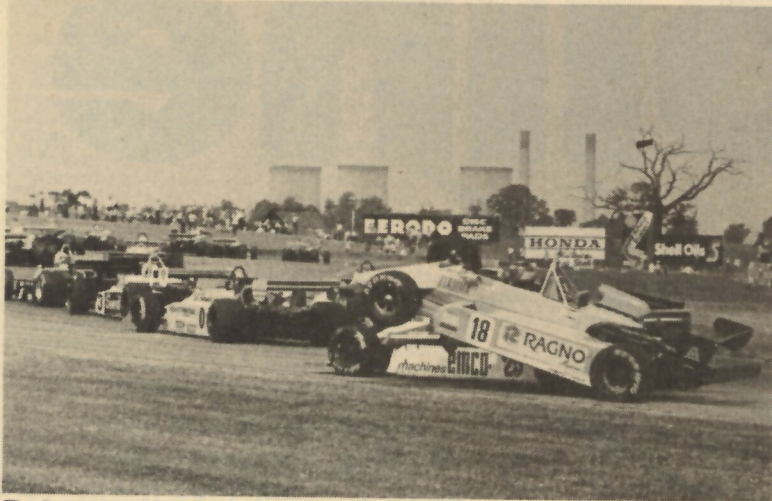
Alessandro Nannini had the 1983

One of the battles in the early laps: Danner leads to the apex while (from left to right) Scott, Petit (in the elegant Maurer) and Mansilla dispute the places behind.

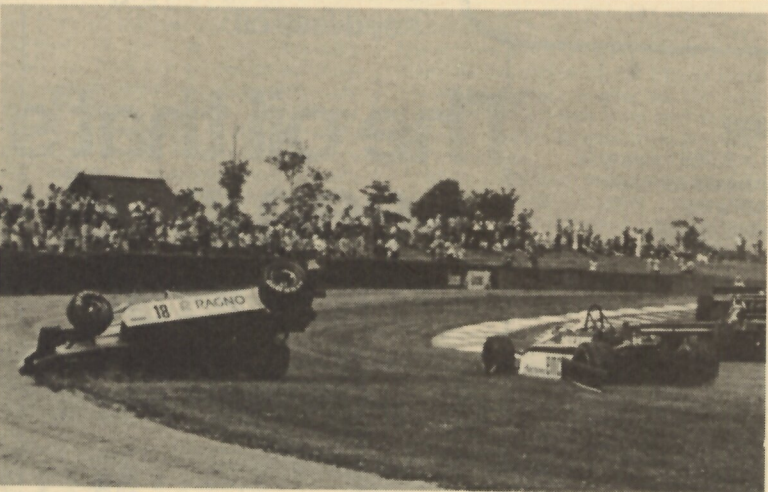
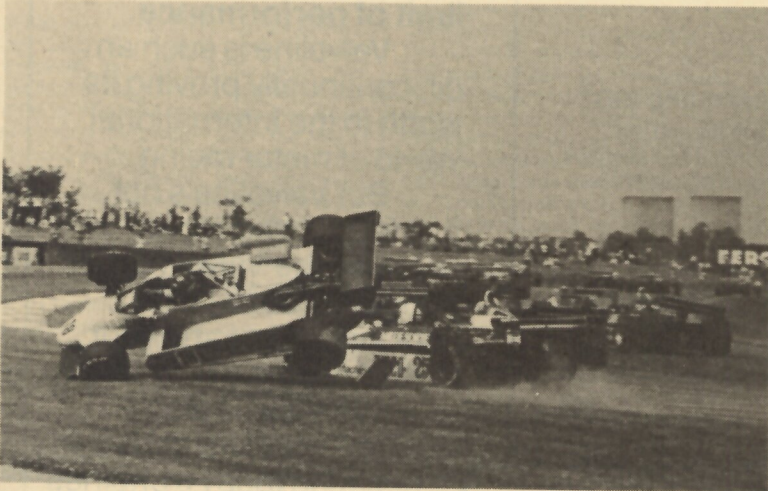




# ■ DONINGTON PARK



The first corner on the first lap is always the time to hold your breath, particularly if you are the victim. Guido Dacco is only a passenger as his March launches itself over the rear wheels of Pierre Chauvet's car before ending up against the Redgate barriers. Television viewers will have seen that the aftermath also involved the cars of Beat Jans and Aldo Bertuzzi.



▶▶ Minardi going better than usual and was sixth quickest without any real dramas.

Philippe Alliot was another who got fouled up by traffic on his run on qualifiers in the morning with the Marlboro Martini but otherwise felt it was going well. Michel Ferté was settling down well in the second (original) car and was going quicker by the lap. His 63.56s was a ball-park time set in the second session.

Quickest of the Maurer runners, this weekend, was Pierre Petit on his first visit to Donington and, had he not run out of fuel while on his qualifiers, he might have been quicker still. Kenny Acheson was very disappointed to be back in 14th place at what he considers to be his home circuit. He was third quickest in each session during the first 20 mins or so and then had to sit them out as he suffered two more frustrating engine blow ups. The sequence of engine disasters he has suffered is really quite appalling but he was his usual diplomatic self in hiding his frustration. He proved his point, though, in the warm-up with third quickest time in the RMC/Lucas backed car.

The two works cars were in 16th and 18th places respectively. In the past Donington has been a circuit which suits the Maurers but neither Alain Ferté nor Stefan Bellof was able to go quickly in either session. Ferté was the quickest of the two and felt that his engines were poor while Bellof never got the car into the nervous state he prefers it and his final efforts were frustrated by a recurring fuel system problem which was rectified by a complete change of tank. "I'm throwing away all the British components on the car," joked Willy Maurer, "they always seem to be against us." The Maurers retained their dual spring set up having convinced the scrutineers that their secondary spring was coil bound when the car passed the height check.

In a silly attempt to get their own back for being included in the Drama at Jarama, Maurer protested the qualifying weight of the Gabbiani and Danner Marches. Both passed the test easily leaving Maurer £600 worse off.

Derek Daly was having a slightly frustrating time in the Derek McMahon, Howitt Printing March-Hart run by Bob Sparshott's experienced crew. A lack of grip appeared to be the main problem, although it was interesting to note that corner times taken over a 5secs span into and out of the chicane in the afternoon saw this combination and Hoshino's car the quickest. "It's difficult to say where we are really losing time," said Daly, "I'll only really find out in the race." The prospect of him and Bellof starting in 18th and 19th places was actually quite enthralling.

Again quickest of the Avon runners was Pierre Chauvet in the second Spirit with Guido Dacco 19th after engine trouble again and Tomas Kaiser 20th in Bert Schafer's Maurer. The Swede found Donington difficult to learn and stopped his practice early with what he thought was an engine failure but which luckily turned out to be a leaking filter.

Beat Jans was being extra careful in his first run in Markus Hotz's March but looked competent all the while. Aldo Bertuzzi again took up the anchor position in the second San Remo March.

## ■ RACE

The most worrying factor before the 70 lap race was that the sun had come out for the first time in three days, and long after the teams had to make their final choice of race tyres the temperature was more than 10 degrees higher than it had been in practice. Nobody had experienced any trouble, or even a hint of it during qualifying, but now there was good reason to think about the race pace.

With the merest hint of "clutch slip" as

the cars were held just a little too long on the red light, Thackwell got away cleanest and quickest of all. Palmer quickly decided not to make an issue of it at this stage and slotted in behind his team-mate into Redgate. The majority of the field got through safely but at the back all hell broke loose.

Perhaps, with two or three of the acknowledged racers mixed up with the usual backmarkers, some contact was inevitable. Ferté began the chain of events by clambering over Acheson's Maurer. The Frenchman went out two corners later with bent front suspension. Acheson carried on with his rear wing at a crazy angle.

In their panic to avoid all this mess the three at the back of the field then became embroiled in their own accident. Dacco was elbowed out by Chauvet and collected team-mate Bertuzzi and Jans. Dacco cartwheeled into the tyre barrier upside down, while Bertuzzi landed on top of Jans. The Donington Racing Club had all the thankfully unharmed drivers out of the cars and everything out of the way before Thackwell led the pack round again barely a minute later.

The two Ralts were at the head of the field, with Gabbiani latched on to them. Nannini was next up from Gartner, Hoshino, Streiff, Danner, Petit, Scott, Mansilla, Michel Ferté, Daly, Acheson and Bellof.

Other than the four cars crashed out on the circuit, we also lost Alliot to the pits with a broken gearshift. The retirement rate continued at this alarming rate when Nannini dropped out of fourth place with a broken pinion on lap 3 and Gartner pulled into the pits with a blown engine on lap 4.

So at the end of the fifth lap it was Thackwell from Palmer with Gabbiani hanging on well but with his BMW suddenly sounding very flat. "The primary exhaust pipe was broken and I was about 500 revs down on acceleration, but still I was able to keep up and not work the tyres too hard. Really it was easy for me."

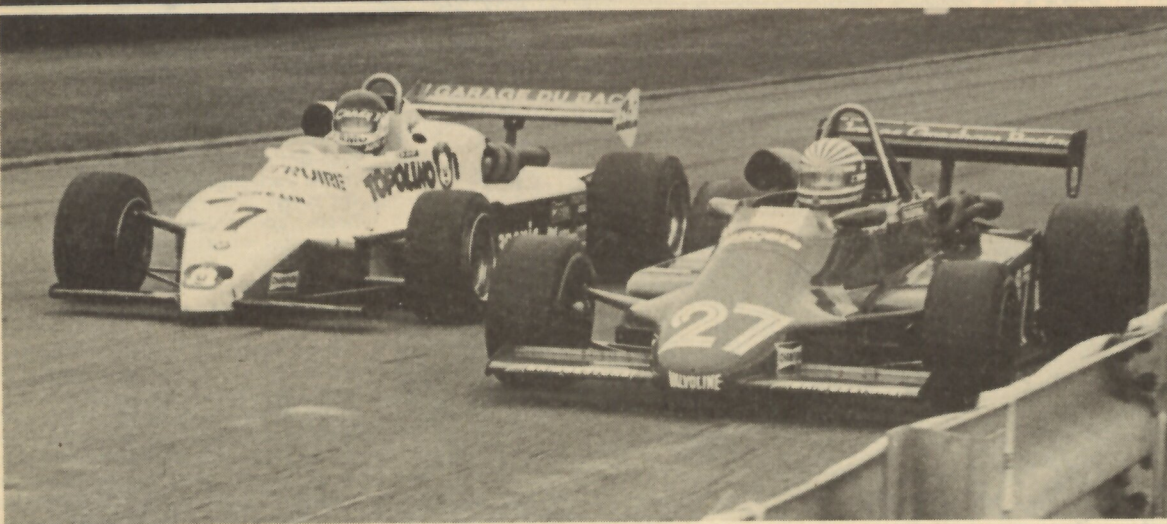
Certainly Streiff, who was now up to fourth place, wasn't making any impression on the leading trio, being quite content to look after his tyres as he was in no immediate danger from the furious pack behind, led by the impressive Hoshino from a charging Danner, Mansilla (using all the road and more in his violently understeering March), Scott and Petit, dropping back as part of the sidepod flapped loose as the result of being hit by debris early on.

Next up, a little way back, was Acheson, his wing sitting drunkenly on the back of the Maurer ("I didn't know what was wrong; the car was oversteering everywhere and I had no idea why"). Bellof was slicing his way through in his wheel tracks but wasn't able to get third gear right from the start, so the spectacular progress we had expected was being somewhat tempered. Michel Ferté was hanging on to the Maurer duo while Daly was soon learning that his overall problem was a lack of straight line speed in his March.

Thackwell posted the fastest lap of the race around lap 10, a very conservative 64.69s. "It was a race so I was going as hard as I could; we knew we would probably have a tyre problem but what difference does it make if you have it after 20 or 30 laps? The time might have been slow but there wasn't any more to come at that stage."

Palmer was happily sitting in his wake. After his practice pace this was a doddle: "There just wasn't any point in going any quicker at this stage. I was quite happy to let Mike lead". Gabbiani was keeping the two Ralts in sight despite the loss of his exhaust, but on lap 14 it was suddenly all over. The oil pump started spewing liquid onto the track between Macleans and Coppice, but it wasn't until





A tidy drive from Philippe Streiff netted third place. Here his AGS (left) outbrakes Quique Mansilla's March.

he got to the chicane that he saw the oil light flashing, so he switched off and coasted in. "Even with the exhaust problem I was pulling away from Streiff and I could hold the Ralts. It was going to be a good result for me today," said a disappointed Gabbiani, who was left to spectate as his championship lead was eroded by the Ralt drivers. Petit's good showing came to an end at the same time with a broken gear selector finger housing.

The oil that Gabbiani laid on the track caused Palmer to drop back just a little for a lap or two, but just as quickly he came back. Down the straight on lap 18 he easily caught and then passed Thackwell into the chicane. Thackwell didn't offer any resistance: "I had seen that my left front tyre was starting to go, so I just backed off. The last thing I wanted to do was make a pit stop, so I thought I'd better just back off for a while."

Palmer seized the opportunity and without having to step up his pace he pulled away quickly and easily at the front.

So after 20 laps Palmer led from Thackwell, with Streiff now third a long way behind. Hoshino was running strongly in fourth place with Danner glued to his tail. It seemed for a while that they were catching Streiff but when the oil went down their progress stopped.

The battle for the sixth place point was now the province of Bellof, who slipped past Mansilla at the end of the lap, with Acheson quickly following suit. Mansilla was in real trouble with his increasing understeer, and after Scott went through he dived into the pits for a set of already well used tyres. When he rejoined his lap times dropped by 1.5sec as the understeer disappeared. Scott had been showing well initially but collided with Acheson at Coppice and then almost lost it on Gabbiani's oil and so was now

having to make up ground again on Bellof and Acheson.

With Mansilla's stop, Michel Ferté was elevated to 10th just ahead of Daly. Del Castello was behind the March-Hart, while Kaiser's race came to an end with a broken upright. The only other driver still going was Chauvet, getting in everyone's way as they tried to lap him.

Sad to relate, but for the next 50 laps nothing really changed. Palmer had a 20secs lead before his tyres went past their best, but he was not in any kind of trouble: "The great quality of the Michelins is that they stay consistent. I had the best of the grip out of them after 30 laps but they never got any worse."

With such a comfortable cushion he didn't have to take any chances with the back markers and in the closing laps he knocked his revs back from 11,400 to 10,600, just to ensure that he wouldn't have any problem with fuel shortages. The only moment of worry he had at all through his drive to inevitable victory was a repeat of his Hockenheim experience when at around two thirds distance the engine cut out. "It came without warning as I was heavily on the brakes into the chicane. The rears locked up and I got quite sideways for a moment. But like Hockenheim I just switched on the electric pump and everything was fine."

Thackwell was just as comfortable in second place and never threatened either. As Palmer had found, his tyres never got any worse after losing their initial grip but by the time he realised he could have pushed harder for longer, Palmer was already gone.

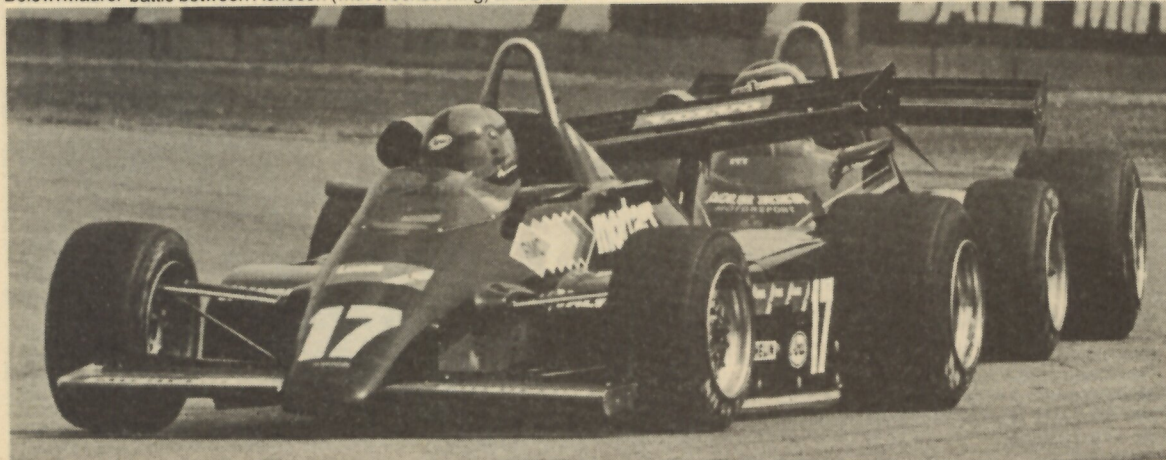
Third place too was the same story, Streiff really running at the pace he chose in order to keep his engine and tyres in shape. He cruised in to what was a very satisfying result for the AGS team.

Hoshino and Danner were never far apart in fourth and fifth places and at half distance they looked as though they might push each other closer to Streiff. But suddenly Danner's engine went as flat as Gabbiani's had much earlier, and as Scott's had two laps before. Again a broken exhaust primary pipe was the culprit and for a while Danner eased his pace, just to ensure the terrible noise was nothing too serious.

The plucky Hoshino, though, was perhaps one of the heroes of the race, for none of us knew that he was in real agony. In the heat of the race he found his seat not as close fitting as it should have been, and he collapsed at the end of the race as he climbed out of the car having crushed one of the discs in his back. With real guts he had plugged on; his Bridgestone tyres served him well and he was still



Above: The other part of the accident captured on the facing page — Jans was lucky to escape unhurt from underneath Bertuzzi's car. Below: Maurer battle between Acheson (with crooked wing) and Bellof.



able to run as hard right to the end. Danner was losing out all the way round on acceleration with his problem and was 12secs behind at the end.

The battle for sixth place featured all the excitement with Bellof, Acheson and Scott periodically having a go at each other, all with their own particular handicaps.

Bellof had the advantage until lap 56 when Acheson got inside him at Redgate, but Bellof got it back again round the back and even opened up a small advantage. But three laps later both Acheson and Scott were right back on his tail again. With nine laps to go it was developing into one hell of a dust-up. In the excitement of it, Kenny forgot that he had got no rear wing, and, braking as late as he could into MacLeans to make up for his straight line speed deficiency, the Maurer swapped ends twice, luckily in the middle of the track. Somehow Scott managed to avoid it and he now set his sights on his first championship point. With his broken exhaust and Bellof's lack of third gear they were like a couple of wounded soldiers breathing to the last. Scott's perseverance, though, rewarded him handsomely and just two laps from the end he forced his way through and set his eyes on the chequered flag which he took with just under a second to spare and deservedly took the Howitt Driver of the Day award.

Acheson's spin dropped him out of contention, but he had driven a hard and satisfying race too with all his problems. Daly's chances of making a late race charge were thwarted when the fuel pick-up problem which had plagued him from the start got worse and worse and the car just kept cutting out: "I really enjoyed myself. It was the first full race I've done since Las Vegas last year."

Mansilla was another to suffer the dreaded March exhaust problem but after his stop there was little chance of him making any headway despite his enthusiastic driving. Del Castello finally made it through to the finish of a race surviving two spins on this occasion. Pierre Chauvet was still running at the end after a few spins and a couple of pit stops.

Michel Ferté suffered the same mysterious gear linkage problem as team-mate Alliot, but after a couple of stops was able to keep running to finish 12th.

**DONNINGTON PARK (GB)**

**Jun 25  
European Formula 2  
Championship, round 8  
70 laps — 137.01 miles**

- Jonathan Palmer (Ralt-Honda RH6/83H), 1h 16m 39.02s, 107.25 mph;
  - Mike Thackwell (Ralt Honda RH6/83H), 1h 16m 57.39s;
  - Philippe Streiff (AGS-BMW JH19B), 1h 17m 18.12s;
  - Kazuyoshi Hoshino (March-BMW 832), 1h 17m 23.96s;
  - Christian Danner (March-BMW 832), 1h 17m 35.50s;
  - Dave Scott (March-BMW 832), 69 laps;
  - Stefan Bellof (Maurer-BMW MM83), 69 laps;
  - Kenny Acheson (Maurer-BMW MM83), 69 laps;
  - Derek Daly (March-Hart 832), 69 laps;
  - Enrique Mansilla (March BMW 832), 69 laps;
  - Roberto del Castello (March-BMW 832), 68 laps;
  - Michel Ferté (Martini-BMW 001), 67 laps;
  - Pierre Chauvet (Spirit-BMW 201), 66 laps.
- Fastest lap:** Thackwell, 1m 04.69s, 108.92 mph.

**Retirements:** Tomas Kaiser (Maurer-BMW MM82), 22 laps, broken upright; Philippe Alliot (Martini-BMW 001), 15 laps, gear linkage; Beppe Gabbiani (March-BMW 832), 14 laps, engine; Pierre Petit (Maurer-BMW MM83), 14 laps, gear linkage; Jo Gartner (Spirit-BMW 201), 4 laps, engine; Alessandro Nannini (Minardi-BMW 283), 2 laps, pinion failure; Alain Ferté (Maurer-BMW MM83), 0 laps, accident; Beat Jans (March-BMW 832), 0 laps, accident; Guido Dacco (March-BMW 832), 0 laps, accident.

**Championship positions:** 1, Gabbiani, 39pts; 2, Palmer, 34; 3, Thackwell, 26; 4, Bellof, Danner, 18; 5, Gartner, 12; 6, Alain Ferté, Thierry Tassin, 10, etc. **Next round:** Jul 24, Misano (I).



# DONINGTON PARK



Allam and Lanfranchi made good starts to sandwich Lovett's Rover as the field streamed into Redgate on the first lap.

## Peter's progress

Lovett wins and leads series — Superb Sytner — Allam unlucky again — Rouse moves up — Morris's class win — Report: JEREMY SHAW — Photography: JEFF BLOXHAM.

Peter Lovett has become the third different man to lead the Trimoco RAC British Saloon Car Championship in as many races. The works Sanyo/Esso Rover Vitesse driver scored his third win of the season last Saturday and thereby moved ahead of team-mates Jeff Allam and Steve Soper, both of whom struck trouble at Donington, and into the overall championship lead.

For many, however, the star of the race was again Frank Sytner, who drove his Ted Grace-built BMW 635CSi with tremendous verve and chased Lovett every inch of the way. This time, he had to be content with second place. But surely his time will come.

The talented and vastly experienced Andy Rouse moved up to a threatening second place equal in the series by scoring another clear class win in his ICS Alfa Romeo GTV6, although Tony Pond's MG Metro Turbo had been faster in practice, while John Morris took his VW Scirocco to a well-deserved small class victory in what proved to be a thoroughly entertaining race.

### QUALIFYING

The BMW challenge to Rover's superiority in the Trimoco Championship is very real indeed. Frank Sytner breathed much-needed fresh air into the series when he fought his 635CSi into third place at Silverstone two weeks ago, and much was expected of the Nottingham driver at Donington, his local circuit. Here, perhaps, the nimble BMW may prove more than a match for its British rival, even though the Rovers held more than a slight advantage in numbers.

The first of the two regular practice sessions last Friday proved that Sytner was going to make a fight of it. His beautifully prepared BMW set a time only 0.1sec adrift of the two Team Sanyo Racing with Esso Rovers, Lovett this time just four hundredths quicker than Allam, with the only other serious contender for victory — the third TWR-prepared Rover of Steve Soper — struggling in fourth place.

At the end of the day, though, Sytner had to be content with his place on the outside of the front row. "That'll do for now," said Frank, looking both determined and confident, "because we're saving our best tyres for the race." The local BMW dealer had altered the settings on his car for the second practice

and his car would be fitted with the only set of Pirelli's best rubber that was available: the same as he used so effectively at Silverstone.

The honour of pole position fell this time to Jeff Allam, who clipped 0.33sec from his morning best to eclipse team-mate Lovett. "I did it on race rubber, too," stressed Jeff, "but I've really got to concentrate on getting it off the line in the race or else I'll end up in the sand at Redgate."

The Surrey driver was referring to a string of misfortunes that have seen his Rover struggling away from the start line in each of the last three rounds and was determined that he should lead into the first corner this time . . .

Lovett was quite happy with the performance of his identical car, which he would start from the middle of the front row, but the same could not be said of poor Steve Soper. The Hepolite Glacier Rover missed part of the first session and all of the afternoon one when a detached prop-shaft could not be replaced in time, so Steve had to start from the second row of the grid. But who was that alongside him? Tony Pond? The Austin Rover Group must certainly have been delighted with their products on Friday evening, with Allam and Lovett at the head of the field and Pond's MG Metro Turbo also heading its class with a time that put him third overall in the

second session and fully 1sec clear of its class rivals.

"It's obvious," said one cynic, "they've turned the boost up," while another stated simply: "sticky tyres". But chassis engineer Richard Hurdwell was quick to refute such suggestions. "We know the car is fast," he explained, "and we've been working hard to make sure that everything works together at the same time. It's all beginning to come together. One day," he continued, "if it's wet, he's going to be right up among the Rovers, too!"

Pond was justifiably delighted with his practice effort, although he knew that he may have rather a harder time in the race. Furthermore, Andy Rouse was sure he would have a harder time in the race. "No problems," said Andy, who refused to be put off by the pace of the Metro in practice. "I think we should be in with a good chance, especially as the Metro was chewing up its tyres in practice. Being front wheel drive, it's much harder on its tyres than this car."

"Alongside the smart blue Alfa on row 3 were Dennis Leech's Rover and Tony Lanfranchi's Opel Monza. The West Countryman, Leech, still without even a hint of sponsorship money, reckoned this would probably be his last race with the car, apart perhaps, from the British GP meeting, while Lanfranchi continued to make progress with the Opel, despite its lack of horsepower compared to the Rovers and BMW.

Hamish Irvine's Mazda RX-7 was the slowest of the four Class B cars present, behind Pond, Rouse and Jon Dooley's Napolina Alfa GTV6, but the Scotsman had run very strongly during the ETC round at the same track last month and was confident of a good race showing. "I was just taking it gently," he affirmed, "bedding in a new engine."

Mike Newman's out-dated Capri was next on the grid, comfortably quicker than Graham Goode's similar car, and he was followed by the fastest of the 1600cc cars. This proved once again to be the smart John Maguire-prepared VW Scirocco of John Morris, although the Midlander was all too aware that after being quickest in practice in five out of the seven races run so far, he has to date won only once. John's biggest problem has been in making his Dunlop tyres last the distance and although he felt that some progress had been made, opted to switch to Avon front tyres for the race, despite not having even tested them before.

This gamble was taken after seeing that class rivals Alan Minshaw (VW Golf) plus the two Royal Mail Datapost Ford Escorts of Richard Longman and Alan Curnow seemed to be running

### QUALIFYING

Both sessions dry

|  |         |         |
|--|---------|---------|
| Jeff Allam (3.5 Rover Vitesse).....              | 1:20.74 | 1:20.41 |
| Peter Lovett (3.5 Rover Vitesse) .....           | 1:20.70 | 1:20.76 |
| Frank Sytner (3.5 BMW 635CSi) .....              | 1:20.85 | 1:21.42 |
| Steve Soper (3.5 Rover Vitesse) .....            | 1:21.24 | DNP     |
| Tony Pond (1.3t MG Metro Turbo).....             | 1:23.24 | 1:21.28 |
| Andy Rouse (2.5 Alfa Romeo GTV6) .....           | 1:22.45 | 1:22.36 |
| Dennis Leech (3.5 Rover Vitesse) .....           | 1:22.61 | 1:23.29 |
| Tony Lanfranchi (3.0 Opel Monza).....            | 1:23.98 | 1:22.94 |
| Charles Sawyer-Hoare (3.5 Rover Vitesse).....    | 1:23.09 | 1:23.92 |
| Jon Dooley (2.5 Alfa Romeo GTV6) .....           | 1:24.26 | 1:23.37 |
| Hamish Irvine (2.5 Mazda RX-7) .....             | 1:33.71 | 1:23.84 |
| Mike Newman (3.0 Ford Capri) .....               | 1:24.84 | 1:23.87 |
| John Morris (1.6 Volkswagen Scirocco GTI) .....  | 1:24.91 | 1:26.15 |
| Alan Minshaw (1.6 Volkswagen Golf GTI).....      | 1:25.77 | 1:25.26 |
| Rob Hall (1.6 Ford Escort RS1600i).....          | 1:25.42 | 1:26.62 |
| Graham Goode (3.0 Ford Capri) .....              | 1:25.43 | 1:25.87 |
| Richard Longman (1.6 Ford Escort RS1600i) .....  | 1:25.61 | DNP     |
| Alan Curnow (1.6 Ford Escort RS1600i) .....      | 1:26.25 | 1:25.83 |
| Chris Hodgetts (1.6 Ford Escort RS1600i).....    | 1:25.84 | 1:26.10 |
| Dave Brodie (2.0t Colt Starion Turbo) .....      | 1:26.06 | 1:31.53 |
| Lionel Abbott (1.6 Ford Escort RS1600i).....     | 1:26.67 | 1:28.50 |
| Alan Greenhalgh (1.6 Volkswagen Golf GTI) .....  | 1:28.30 | 1:27.43 |
| Roy Kirby (1.5 Alfa Romeo Alfesud ti) .....      | 1:28.93 | 1:27.77 |
| Patrick Watts (1.3 MG Metro) .....               | 1:29.10 | 1:29.26 |
| Andrew Thorpe (1.5 Alfa Romeo Alfesud ti).....   | 1:29.75 | 1:31.15 |
| Geoff Kimber-Smith (1.6 Toyota Corolla) .....    | 1:30.93 | DNP     |
| * Jock Robertson (1.6 Ford Escort RS1600i) ..... | 1:34.60 | DNP     |

DNP = Did not practice  
\* Did not start

Each outing takes Andy Rouse closer to the top of the points in the Alfa GTV6.







Frank Sytner really has the Rover domination under threat after his fine second place at Donington.

competitively on these tyres. Demon Tweaks boss Minshaw clipped several tenths from his morning time to be second fastest to Morris, just edging out the fastest of the Ford Escorts, which proved to be Rob Hall's Lloyds of Stafford car, although the two Datapost cars plus Chris Hodgetts's Brooklyn Motorsport similar RS1600i were also in close contention.

**RACE**

Steve Soper's abysmal weekend turned even worse when his Hepolite Rover expired dramatically on the final warming-up lap, while Jock Robertson's new and still unsorted Ford Escort also failed to make the race, but the remaining 25 cars made for a fine sight as they got under way to commence the full programme of racing on Saturday afternoon.

Allam this time made no mistake about the start and catapulted cleanly ahead of team-mate Lovett into Redgate, but Sytner as engulfed by several others as he struggled away from the grid. Pond, directly behind the BMW on the grid, also made a poor start but was challenging strongly as the field fled away from Redgate towards the Craner Curves. Pond, Rouse and Irvine were all side-by-side for a brief time, but it was the Alfa which held the advantage at the end of lap 1, running strongly in sixth overall. Ahead of him were Allam and Lovett, already in control it seemed, with Sytner more than a couple of seconds adrift in third place ahead of Lanfranchi and a typically fast-starting Leech. A hard-charging first lap saw Minshaw leading the 1600cc battle in 12th overall, just ahead of a dicing Hodgetts, Morris and Hall, although Alan then threw away his advantage by spinning at the chicane on lap 6. "Creeping senility," was how a disappointed Alan summed up his error later. "It just snapped away, almost as if I had a flat rear tyre or I hit oil. I don't know."

Up at the front, Allam soon started to inch clear of Lovett, but the level of interest was maintained because Sytner, in turn, was homing in on the second Rover. By lap 6, Lovett and Sytner were together. Would there be a repetition of their superb Silverstone duel? Well, yes, but unfortunately it didn't last for too long.

Into Redgate on lap 7, Sytner dived incisively to the inside, briefly holding second place, but the Rover found markedly superior traction on the exit of the corner and was easily able to establish

itself back in front before Holly Wood. Over the next few laps, Lovett began to increase his advantage over the Bee-Em, albeit still being outpaced by Allam's similar car. After 10 laps, Jeff was 4secs clear and still easing away, although his bad luck was soon to return when, on lap 14, he dived into the pits complaining that a front wheel had worked loose. His mechanics leapt into action but could find nothing amiss, so Jeff was sent on his way, only to return for good one lap later. The team were somewhat reluctant to admit what had been the cause of his retirement, but it finally transpired that a failure of the hub bearing carrier had caused the problem.

Whatever, Jeff was out of the race and this gave new heart to Sytner, who redoubled his efforts to close in on the new leader. Trying as hard as he could, Frank whittled the gap down from 3.8secs to almost nothing as the pair started their final lap but Lovett had matters firmly under control and was

able to maintain his advantage to the end. "I couldn't stay with him in a straight line, especially up the hill," explained Sytner. "It's power low down that counts at this place, and that's where the Rovers had the edge." The BMW driver also complained of locking rear brakes, although his chase of Lovett certainly helped to maintain the spectacle.

Lanfranchi achieved his best result of the year by finishing a distant third, while Andy Rouse managed to pull clear of Pond's Metro and easily won his class in finishing fourth overall.

"I was held up by the big cars," said Pond. "If I was on my own then I was much quicker through the corners but when I had to lift off then it just ran out of breath." The rally man had been embroiled in a fine battle with Leech, Newman, Irvine, Goode and Sawyer-Hoare, although the latter dropped back when his car cut out intermittently, twice almost leaving him stranded, although each time his Rover picked up again just

Having qualified fifth, Pond had to fight back past Leech to retain that place at the end.



before he crept to a halt.

Leech then fell back when his rear tyres went off — "It was like driving with two punctures" — while Irvine's Mazda, which headed Pond for most of the race, threw its fan belt with about three laps to go and began overheating drastically. Hamish tried to keep going but had to give best to the Metro on the penultimate lap before pulling off the circuit immediately after taking the chequered flag.

The steady Newman and troubled Sawyer-Hoare completed the unlapped finishers, with the unhappy Leech and jubilant Morris next in line.

Morris's gamble on running Avon rubber had certainly paid off, his car's handling remaining totalling to his liking throughout the 25-lap race and after resisting some pressure from Hodgetts, who later retired with head gasket failure, and Hall, whose Dunlop-shod Escort dropped away when the tyres overheated, pulled away to a fine class victory.

Hall's fine run nevertheless earned him his best result of the year, second in the 1600cc division, while Minshaw came in third having made up ground well after his indiscretion, only to then have another 'moment' at the chicane when Tony Lanfranchi tried an uncharacteristically risky out-braking manoeuvre.

The only Datapost Ford to finish was that of Curnow, fourth in class and hampered by gear selection trouble. A similar but more advanced problem brought about the retirement of his team-mate, Longman, with a broken engine mounting allowing the power unit to shift under load and thereby make gear selection impossible. Also on the list of retirements were Jon Dooley, whose Alfa expired expensively on the pit straight with just two laps to go, Goode, who pulled off at McLeans, and tiddlers Patrick Watts and Andrew Thorpe, who tangled when the latter spun at the Old Hairpin.

The real story, though, had been another impressive showing for the BMW. What price his first victory at the British GP meeting next month? And watch, too, for Andy Rouse, whose consistency in the face of the Rover's failures have brought him right up into the championship reckoning.

**DONINGTON PARK (GB)**

**Jun 25  
Trimoco RAC British Saloon  
Car Championship, round 7  
25 laps — 48.93 miles**

- Overall:**  
1, Peter Lovett (3.5 Rover Vitesse), 34m42.87s, 84.57mph;  
2, Frank Sytner (3.5 BMW 635CSi), 34m44.10s;  
3, Tony Lanfranchi (3.0 Opel Monza), 35m22.06s;  
4, Andy Rouse (2.5 Alfa Romeo GTV6), 35m38.87s;  
5, Tony Pond (1.3t MG Metro Turbo), 35m58.21s;  
6, Hamish Irvine (2.3 Mazda RX-7), 36m00.00s;  
7, Mike Newman (3.0 Ford Capri), 36m03.9s;  
8, Charles Sawyer-Hoare (3.5 Rover Vitesse), 36m10.36s;  
9, Dennis Leech (3.5 Rover Vitesse), 24 laps; 10, John Morris (1.6 Volkswagen Scirocco GTI), 24 laps; etc.
- 2501-3500cc:** 1, Lovett; 2, Sytner; 3, Lanfranchi; 4, Newman; 5, Sawyer-Hoare; 6, Leech.  
**Fastest lap:** Jeff Allam (3.5 Rover Vitesse), 1m21.29s, 86.68mph.
- 1601-2500cc:** 1, Rouse, 82.36mph; 2, Pond; 3, Irvine; No other finishers. **Fastest lap:** Rouse, 1m23.84s, 84.04mph.
- Up to 1600cc:** 1, Morris, 79.87mph; 2, Rob Hall (1.6 Ford Escort RS1600 i); 3, Alan Minshaw (1.6 Volkswagen Golf GTI); 4, Alan Curnow (1.6 Ford Escort RS1600i); 5, Rob Kirby (1.5 Alfa Romeo Alfusud ti); 6, Lionel Abbott (1.6 Ford Escort RS1600i). **Fastest lap:** Morris, 1,26.11s, 81.83mph.
- Championship positions:** 1, Lovett, 43pts; 2, Rouse and Steve Soper (3.5 Rover Vitesse), 37; 4, Allam, 36; 5, Morris, 31; 6, Irvine, 30; etc. **Next round:** Jul 6, Silverstone.



# The 'Taxi Movement'

The 'Taxi Movement,' or touring car racing as it is more officially known in Australia, is alive and well and is as fascinating to watch as a juggler of whom one has the suspicion of having one too many balls in the air. Provided the act can be kept going, it will be spectacular.

Touring car racing is by far the most watched and most prosperous form of motor sport in Australia, being the place where the lion's share of sponsorship money goes. It therefore begets the best equipment, best people (not necessarily including the drivers) and best coverage.

This includes live television coverage of all rounds of the Australian Touring Car Championship, which fortunately has provided some excellent racing that looks likely to continue for the rest of the year if some sleight of hand with the rules and regulations pays off.

What has given this season a big lift is the competitiveness of the 'Rice Burner' and the 'Adjustable Compression Car' — as the peripheral port Mazda RX-7 run by semi-works driver Allan Moffat and the Nissan Bluebird Turbo driven for the only full works driver, George Fury, are known. Not necessarily affectionately. . .

This year, under a convoluted FIA system of point-scoring in which each class of car in the championship operates under a different points system (with the smaller engine classes gaining more points than the bigger-engined class), George Fury is well out in front, although Allan Moffat, in second place, has won the bulk of the races.

The Nissan team sees no necessity to object. Moffat, who did a deal with the Confederation of Australian Motor Sport to allow the rotary engine of the Mazda to be peripheral-ported if it was classified as an over 3-litre car despite its nominal 2.2-litre capacity, can't say much. But the operators of the big 5-litre V8 machines are a bit grumpy.

The Mazda is a sports car, they claim, and point to its excellent power-to-weight ratio allowed under homologation. They say they can be out-qualified by the Bluebird because its boost can be turned up at will to provide a flier as required, and of course in many ways they're right, although in fact this year the Nissan's fast qualifying laps have been due more to the use of soft tyres than by screwing down the blow-off valve of the 1.8-litre, single turbo four-cylinder motor.

The trick for CAMS is going to be to make some concessions to the 5-litre Holden Commodores and the 5.8-litre Ford Falcons to keep them competitive. It has been already suggested that the cylinder heads for which reigning Touring Car Champion Dick Johnson was disqualified for using at Bathurst last year be made

Allan Moffat, here chasing Peter Brock's Commodore, came out on top of the championship ultimately.



George Fury held the championship lead for a while in the Nissan Bluebird Turbo.

legal, although the problem with the latest Falcons is trying to make the four links with Watts linkage, coil-sprung rear ends work.

The other suggestion which finds favour from both the Ford and Holden camps is to allow the use of wider wheels to help alleviate the tyre problems they both encounter when pressed to do a full race distance at anything like a hard pace — which is more often than not these days.

Adding yet a further dimension is the likelihood that Toyota could re-enter the arena if CAMS approves the use of the 16-valve head on the 2-litre Celica coupé, which is rumoured to be a strong possibility. Already there is a queue forming of people interested in running the cars. . .

## The big one

While the touring car championship is a convenient title to have for advertising (and one that appeals very strongly to Nissan), the goal of all drivers and teams is to win the 1000kms race at Bathurst in October, the James Hardie 1000.

The touring car series gives the drivers a chance to settle down. The endurance championship series which follows gives the teams a chance to try their iron in long-distance races, but pay-day for all is the first weekend in October.

A brave attempt to provide a second touring car spectacular appears to have failed, however. This was

the non-title, round-the-houses race planned for the city of Geelong, about 80kms from Melbourne. Initially planned for Easter, it was postponed at the last moment apparently through some bureaucratic foul-ups, although the Geelong Council had given its approval.

The Lanyon brothers, John and Russell, who were behind the scheme, quickly attempted to switch the date to a holiday weekend in June. But the prospect of an early endurance race (the distance was planned to be 500kms of a round-the-houses course) before the conclusion of the touring car championship sprint races did not meet with much enthusiasm from most touring car teams. Sensing the race should be totally successful or not run at all, CAMS stepped in and cancelled the event out of hand — which, not unnaturally, upset the Lanyons a great deal, having invested a substantial amount of time and money into the event.

## Identity crisis

While the 'Taxi Movement' has all of the colour and movement of a bar-room brawl, the Australian National Formula 1 (nobody's quite sure whether it's *Formule Mondiale*, Mondial, or Formula Pacific, apart from those who are making the rules and those who are attempting to run the cars) appears to be on hard times.

The Formula is proving to be expensive to run, and the fields could be small when the Gold Star championship begins in Perth in July.

The same can't be said for Australian Formula 2, however, which has found new strength this year. The restriction to production-based, four-cylinder, single cam engines of up to 1600cc and the second season of the restriction to a sensible compound control tyre has seen an increase in fields of up to 20 cars which is strong by Australian standards.

Volkswagen Golf engines are the most popular and can be built for around \$6000 — compared to more than double that amount for a Pacific/Mondial motor — while a good local chassis such as a Cheetah, Kaditcha or a Richards can be had for less than \$25,000; again, substantially less than the imported price of an RT4 Ralt considered compulsory for Pacific/Mondial.

The F2 championship comprised only four rounds and was all over by early May, with a closely-fought title going to Ian Richards. Many drivers are still operating within budget, though, and circuits such as Amaroo Park are attempting to woo fields for further races this season.

Yes, there is an alternative to racing with roofs and doors—but you won't become a television hero. . .

BOB JENNINGS



# Politics on New Zealand Rally as Blomqvist is excluded

In a remarkable series of political wrangles last week, Stig Blomqvist was forced to withdraw from the New Zealand Rally after a Stewards' Meeting underlined the FIA's Sporting Code regulations. Throughout the arguments, the New Zealand Federation regularly reversed the decision of the stewards, elongated the process, which eventually disqualified the Swedish Audi Sport driver.

The problems started when Audi entered their number three car (after the Acropolis disaster) after the closing date. Although local sources suggested the entry would be accepted, the reaction from series rivals Lancia was less than favourable, and a clash was inevitable.

Meanwhile, both Blomqvist and co-driver Bjorn Cederberg had not actually arrived in New Zealand, and were still *en route* from their win on the Scottish Rally. When they arrived in Auckland they immediately started a *recee*, using notes from team-mates Mikkola and Hertz.

As they worked team manager Roland Gumpert continued the battle to keep three Quattros in the event, embarking on a series of appeals. Notification that he could in fact start came only two hours before the start on June 25, with co-driver Cederberg still translating Mikkola's notes from English into Swedish!

The MANZ decision actually came as something of a shock to Lancia personnel

— who had expected that the car would be refused a start — so that Nini Russo was forced to serve Lancia's second appeal. With the stewards already out on the rally route, Russo had to fly to a rendezvous at the start of a stage.

Then followed a Stewards' Meeting at

the end of the first section, and another series of decisions and reversals by the MANZ. Eventually, the stewards referred the matter to the FIA Sporting Code and made it impossible for any further discussion, thereby excluding Blomqvist and Cederberg.

The reasoning behind the MANZ decisions will take time to become apparent, but it would appear that their primary target was to gain the maximum number of 'A' seeded drivers for the Sanyo-backed occasion, without due regard to the basic regulations.

## Diary of disaster for Audi team



Despondent Blomqvist.

- May 28 ..... Closing date for entries under rally rules.
- Jun 10 ..... Audi advised that entry would be accepted. Confirmation by telex, and payment of fees by local representatives.
- Jun 17 ..... Notification by organisers to local agents that the entry was wrong and had to be declined.
- Jun 24 ..... Audi give notice of appeal to New Zealand Federation (MANZ) 13.00 against refusal of entry. MANZ then advise organisers to permit Blomqvist to start under appeal.
- Jun 24 ..... Hearing of protest by Lancia against entry of Blomqvist. 20.13
- Jun 24 ..... Stewards of Meeting uphold the protest and order the car not to start. 22.14
- Jun 24 ..... Audi give notice of appeal to MANZ against result of Lancia's appeal, asking for permission to start on this account. 23.45
- Jun 25 ..... New Zealand Court of appeal order entry to be accepted, subject to appeal. MANZ tell Blomqvist he may start. 09.30
- Jun 25 ..... Lancia team manager Nini Russo takes helicopter to start of SS5 to serve protest on stewards of the meeting. 11.00
- Jun 26 ..... Stewards uphold Lancia's second protest and order the Quattro of Blomqvist not to restart the second leg of the rally, as it had not been properly entered. 06.29
- Jun 26 ..... Federation Court of Appeal confirm their original decision, reversing that decision. 08.20
- Jun 26 ..... Stewards meet and declare the FIA's Sporting Code gives no right for a car to continue in competition subject to appeal and order the car to stop immediately. 08.48

## Airikkala gets Lancia for 1000 Lakes

Pentti Airikkala will drive a factory Lancia Rally 037 on the 1000 Lakes Rally in August. He will be part of the official two-car Martini-backed team alongside Markku Alen, and there seems a possibility that the deal could be extended to include the final round of the 1983 World Championship, the Lombard RAC Rally.

Co-driving Airikkala on the Finnish

championship event, will be his regular partner Juha Piironen. Both men are apparently delighted at the news, although it seems they may have to wait some time for a final decision regarding the RAC drive. The influencing factor is sure to be the points position in the Makes' series, and considering the closeness of the situation, the Finn could well get his chance to win the RAC Rally.

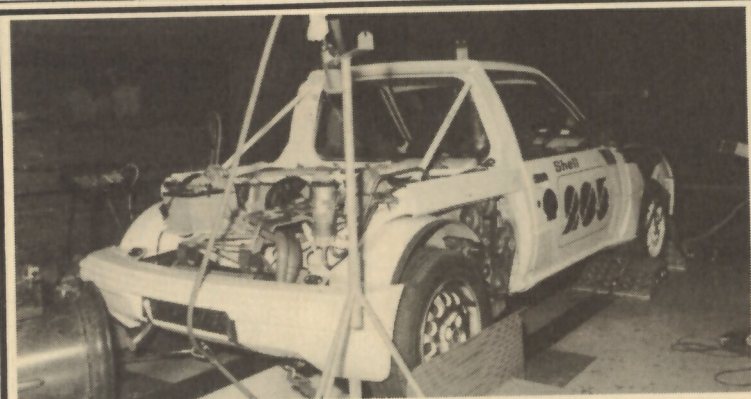
## Mehta joins Audi team

Amid the seemingly endless hassles surrounding Stig Blomqvist's drive with Audi in New Zealand, Audi Sport chief Roland Gumpert confirmed that Shekhar Mehta will be in a four car team on the Argentine round of this year's World Championship.

The five times Safari Rally winner has strong connections with Marlboro, (the rally sponsors) and has previously en-

tered the event with Datsun, a company no longer represented in Argentina.

Gumpert expected no difficulties regarding a British subject entering the country, although there is some surprise that Mehta should appear a car other than a Nissan. Barring a couple of drive with Opel, he has driven exclusively for Datsun since 1975.



The new Peugeot 205 Turbo 16 continues its development. The car's debut should be in Corsica next year and Jean Todt hopes to have either Walter Rohrl or Henri Toivonen at the wheel.

## McRae looks to Europe and plans for the future

Jimmy McRae finished fifth on the 24 Heures d'Ypres Rally at the weekend with the Boleyn-Cattini Manta 400 and has now moved into the top ten in the European series. McRae is naturally keen to retain his 'A' seeding and is therefore looking at ways to score more points in the remainder of the year.

Plans to go to Sanremo with the Rothmans team are likely to be shelved as the Scot would be only the fourth member of the four car team and this would not offer much hope for finishing the event in the top three — one of the ways of qualifying for the seeding.

It is now expected that McRae will again tackle the Halkidiki and Cyprus rallies in Europe to chase a top five place in the Euro series. Last year he finished second to 'Tony' Fassina but his 1983

programme is much reduced and he will have to work hard to retain the precious seeding. Plans to go to Australia for the Dunlop 2GO International Rally have been cancelled as the event is too close to Halkidiki. There is a shortage of right-hand-drive Mantas in the Rothmans stable, something which could even put the Greek event at risk.

Meanwhile, rumours which started on the Acropolis Rally, linking the Scotsman with a solo Rothmans-backed Audi Quattro gain momentum. Although it is obviously far too soon for any firm moves, Audi Sport UK executives were eager to see McRae in one of their cars this season, and such a link could be on the cards for 1984. The silly season gets earlier every year . . .

## Rallysprinting Rovers

While Tom Walkinshaw is preparing his own Group A Rover for its rally debut later this year, ARG Motorsport are in the process of building cars. There is no direct connection between the two projects: the 'works' cars are being built for the Austin Rover Rallysprint on November 5/6.

Three identical cars are under preparation and, although the final specification has yet to be decided, the engines are expected to be to the specification developed for long distance events.

When the rallysprint is over, the cars

are expected to be sold and, according to the potential shown by the original car (as seen in the hands of Tony Pond on last year's Esgair Dafydd rallysprint), the Rover could be a good buy.

■ The implication in our caption accompanying last week's story about the TWR Rover (*Special Stage*, June 23) that the car was part of an official effort by the factory was unintentional. The TWR car is a private venture and, although ARG Motorsport are obviously interested in the progress being made, they have no direct involvement with the Group A car



## Skoda set for Ulster

Skoda have confirmed their intentions to send the class winning 120LS to Ulster at the end of July. As on the Welsh and Scottish Rallies, the car will be driven by Norwegian, John Haugland. AUTOSPORT's Rallies Editor, Peter Foubister, will again occupy the co-driver's seat for this two day, pace-note event that returns to the Open Series after several years absence.

# 80 Quattro goes Group A soon

Another manufacturer should be represented in the increasingly competitive Group A class on the next round of the Open Championship, in Ulster at the end of July. The Audi 80 Quattro was due for homologation into the "standard" category on July 1, and David Sutton Cars has entered the car against the usual Group leaders including Toyota, Mazda, Opel and Ford.

For the Ulster Rally, Harald Demuth will be back with the team — having made a good recovery from his testing accident in April — and he will be partnered by Arwed Fisher for the rest of the championship.

Because both the Ulster and Manx rallies are on asphalt, with pace notes, it was felt that Demuth's regular German partner should be installed in the car. Mike Greasley, who had appeared with the 80 Quattro earlier this year will still be involved in the official Audi Sport UK plans.

The switch to Group A is unlikely to help Audi in their chase for the Manufacturer's Championship, however, as points are scored separately in both



Demuth returns to the fray.

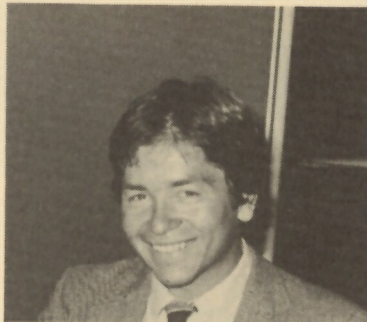
Group A and Group B. That responsibility looks as it must continue to lie solely with Stig Blomqvist in the Audi Quattro.

## Debut for Bartelski on Mille Pistes event

Konrad Bartelski, better known for his appearances in downhill ski-ing, makes his rallying debut next week on the Mille Pistes Rally in Southern France. For the event, he will be driving a Rothmans Opel Manta 400, partnered by regular Rothmans co-driver Terry Harryman.

Bartelski has actually retired from World Championship downhill racing, following an accident last year, although he has been training for 18 months in preparation for a move to four wheels. Early in the scheme Brian Culcheth was involved, and more latterly 1981 World Champion Ari Vatanen has been giving further instruction in Finland.

Also included in the Rothmans team for the two day French Championship event are Saeed Al Hajri — winner of the Gulf Rally Challenge — and a more familiar name, Guy Frequelin. While



Bartelski — French debut

the others come to terms with their new cars, it will be the Frenchman's task to challenge for outright victory, following his recent win on the Rally de Garrigues, when he beat Bruno Saby into second place.

## Licences renewed

Despite the apparent recession, the RAC MSA have announced impressive statistics regarding the number of licences issued in the last year. And by April this year a total of 23859 licences had been released, with 8197 issued for rally, and a mere 3777 for racing.

In the Annual Review of the RAC British Motor Sports Council Peter Cooper, Chief Executive of the RAC MSA, stated that he was pleased with the introduction of the microcomputer based licensing system, and although income from licences had dropped (there were 7 per cent licences in 1982 as opposed to 1981) some efforts at controlling staff expenditure had meant that the pre tax year end surplus was slightly down on 1981.

## Vatanen on the move

It seems that yet another Finn is considering a move to the English countryside. Ari Vatanen recently indicated that he will be moving to Cookham Dene — just west of London — where a number of his countrymen (including Keke Rosberg and Pentti Airikkala) are already based.

### BRIEFLY

■ Graham Robson's book *The Works Escorts*, is to receive its final facelift this year. As the first is out of print, Haynes have asked Robson to produce the definitive last edition. It will bring the Escort story up to date thereby putting the final chapters to one of the greatest success — and letterly, failure — stories of recent years. The book should be in the shops early next year.

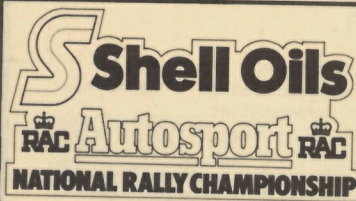
■ While some drivers are considering giving up the Escort Turbo series, Jos Way has attracted support for his efforts from Rand Rocket Ltd. With Terry Harrison occupying the co-driver's seat, the car will make its first appearance in its new colours on the Border Counties Rally on July 9.

■ Visitors to next week's Royal Show at the National Agricultural Centre, Stoneleigh, Warwickshire, should pay a visit to the Rothmans stand. Konrad Bartelski — Britain's former downhill skier — will be there along with Terry Harryman, to meet visitors and display the new Opel Manta 400. There will be a continuous film show and there will be an opportunity to take part in the pit stop competition. The show runs from July 4 to July 7.

■ The IRDC are again running their Children's Rally Round this year. The event, for the handicapped children is now in its fourth year. For the first time it will not be held at Donington, this year the venue is Gosforth Park, Newcastle upon Tyne. All help is readily accepted and the contact is Val Shenton on 0332 513940.

### DIARY

**Telford Forestry Stages, September 10:** With support from Shell Oils, Telford AC are organising their regular event. Alongside a 'full' 42 stage mile rally there will be a Clubmans event of just 22 miles. Further details of these events will shortly be available from John Arnold, Wharfe Cottage, Longdon on Tern, Telford, Shropshire, TF6 6LQ.  
**Mayfield Safari Rally, February 4:** Next year draws ever closer it seems! Liverpool MC will again run their popular rally, based almost entirely in Knowsley Safari Park. Regulations will be available in November, but it might be a good idea to book your set now. Contact is David Mitchell, 15 Trebor Avenue, Brytiron Park, Bagillt, Clwyd.



## Entry for Russek is filling up

Port Talbot MC have received over 60 entries for the Peter Russek Manuals Rally on July 23. The 80 mile event, with its traditional format of a few long stages has attracted most of the regular Shell Oils/AUTOSPORT contenders plus few others.

The most interesting entry comes from MCD Services with a Group 4 Escort to be driven by Louise Aitken. The Scots lass scored her best result of last year on the Russek with the Group 1 car and hopes to repeat the performance in her first Group 4 drive with the car which Geoff Fielding drives on the Mille Pistes.

Other names on the list include Francis Tuthill with the amazing Beetle — now fitted with a 2.4 litre engine — and London based Cypriot, Dimi Mavropoulos with his Talbot Sunbeam Lotus. We understand that Talbot are considering an entry for their Samba while other works teams have also received regulations.

■ Russell Brookes will drive his Vauxhall Chevette HSR as course car on the Cumbria Rally on October 1. Russell's sponsors, Andrews Heat for Hire, are also supporting the rally. Regulations for the event will be available shortly.

## WEEKEND SPORT

### INTERNATIONAL RALLYING

| Date    | Venue | Event/Details  |
|---------|-------|--|
| Jul 1/3 | Spain | CS Rally — European Rally Championship, (co-off 2)<br><i>Keep a watch out for the Mike Little prepared Talbot Sunbeam Lotus of Antonio Zanini as it chases points in both the Euro and Spanish championship.</i> |

### NATIONAL RALLYING

| Date    | Venue    | Event/Details  |
|---------|----------|--|
| Jul 2   | Norwich  | Midsummer Stages (Sporting Car Club of Norfolk)<br><i>Formerly the TSB Stages, this 50 mile event features 20 smooth stages. Starts from the Hotel Norwich at 2.00pm with the finish at Snetterton at 11.00pm.</i>           |
| Jul 2   | Wigtown  | Baldoon Stages (Machars CC)<br><i>Jimmy Fleming — current Scottish Championship, leader — is sponsoring this friendly event. A variety of drivers will tackle the single venue format in search of the £350 prize money.</i> |
| Jul 2   | Wales    | Romer Rally (Maesteg & DMC)  |
| Jul 2/3 | Newton   | Eagle Rally (Newton & DAC)   |
| Jul 3   | Bexley   | Sanspeed Anniversary Stages (Bexley LCC)<br><i>Single venue event in Peters Pit, Wouldham. Starts at 5.30pm.</i>   |
| Jul 3   | Eastwood | Shenpar Phoenix Stage Rally (Eastwood & DMC)   |

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





Holbert (left) shows the strain of that final hour while Schuppan (centre) and Haywood (right) celebrate in traditional style.

## Last hour agonies

Le Mans can be as exhausting for team managers, mechanics, press men and spectators as it is for the drivers of the race cars. None of these people can cope well with high tension at the end of the race, when the body functions at maybe 65 per cent efficiency — if it has been taken care of during the previous day and night and morning and early afternoon. It was probably just as well that the vast majority of the people present were blissfully unaware of what was going on in the two leading cars during the last hour. Tension? The word is inadequate.

Just before 3pm, Vern Schuppan, aiming to be the first Australian to win this great marathon, was at the wheel of the race leader, just over two laps ahead of its sister car driven by Jacky Ickx. Then Vern's left-side door flew off.

After driving a lap or so without it, Schuppan realised the probable consequences. The doors of the Porsche 956 are vital for engine cooling. The trailing edge of each door is the leading edge of the air duct to the water radiator serving the cylinder head and the turbo inter-cooler. With the door missing, the duct is

ineffectual. And Vern had seen temperature gauge begin to climb. He came into the pits early, at 2.55pm.

As Al Holbert climbed into the car, he had no idea of the drama to come. If he had known, he would never have got aboard! The mechanics fitted a new door, but there was no time to secure it properly. Two others attached the fuel line and the overflow bottle, and were about to refuel when the car manager at this race, Roland Kussmaul, shouted at them not to: there was still an hour left to run, and Holbert had only one refuelling halt left to him.

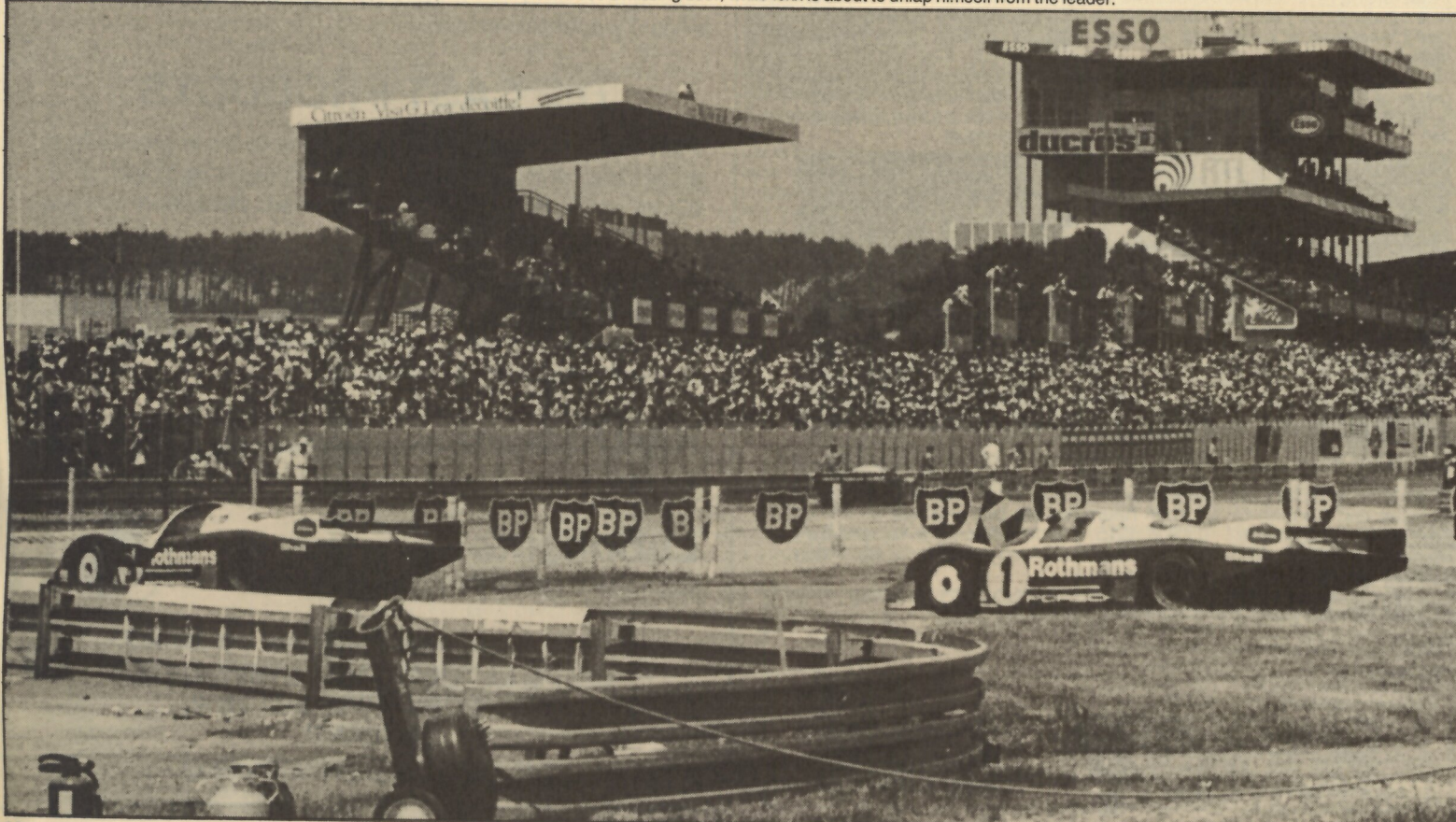
Al takes up the story: "When I switched on, right away I could see that the left-bank temperature gauge was reading very high. The engine was so hot on that side that there was quite a delay getting it started. When it finally fired, I just couldn't take my eyes off that gauge. I was really worried about it.

"Then, half way down Mulsanne, the faster air flow began to get to the radiator and the gauge began to drop. I thought maybe we were OK now, and we had a new door. But right away the makeshift door fixing broke! I grabbed hold of the door and held on. But when I was midway through the slower sections, through Indianapolis and Arnage and on to the Porsche Curve, well, that gauge started to rise again . . .

"So here's what I decided to do: find a pace which would keep us alive, cool the engine down Mulsanne, keeping the revs down in the slower sections. I found that the door wasn't too much of a problem. I got down to the pace at which I could control the temperature, and could maintain it without too much difficulty."

Holbert's times settled down around 3m 45s. Ickx, meantime, had taken a lap back from the race leader just as Schuppan pulled into the pits, and he came in on schedule to hand the second-place car to Bell at 3.11pm — a report that the brakes, well used by both men during the morning, were not causing real problems. Both the front discs were cracked. The car manager Norbert Singer, presented the choice to Derek Bell: we change the discs, or v

Sunday, 2.55pm. Schuppan slows to enter the pits to replace the Porsche 956's missing door, while Ickx is about to unlap himself from the leader.





drive the last stint carefully.

Bell: "I saw no point at this stage in fitting new discs, which we knew would consume a definite amount of time. I felt it would be better to take the car straight back onto the circuit. It was a bit of a gamble, but out there was the only place to find out if it was a good gamble. Perhaps we would lose even more time than if we had changed the discs — in which case we would just as certainly lose all hope of winning the race. On the other hand, perhaps it would turn out to be possible to live with the brakes — in which case we might keep our hopes alive. So I told Singer I'd drive his car carefully . . . And I winked at him.

"A couple of minutes later, I was out on the circuit, through Tertre Rouge and onto the Mulsanne Straight. As soon as the speed built up I realised what Jacky had been saying. The front brakes were so out of balance that I had to hang on to the steering wheel for dear life down the straight. When I arrived at the brow I had to start changing down through the gears, slowing the car from 220mph largely on the transmission. I just made it through the corner each time."

In this last stint, at the end of a race during which he and Ickx had experienced all the frustrations of Robert Bruce's spider, Bell really showed his class, driving on little else but pure adrenalin. Try, try again! His headlights ablaze, scattering backmarkers, he took 10-15 seconds a lap away from the leading car, as poor Holbert stared at the dash, mesmerised by his temperature gauge. Derek's lap times, in spite of those damaged brake discs, varied between 3:30 and 3:33, some of them close to the 145.35 mph lap record which had been established by his co-driver seven hours earlier. Whenever his right foot was not on the brake pedal, he was making up the lost seconds through his skill in the corners. Controlled aggression, they call it: power on, standing on it; sliding out of line, dramatic to watch — but the same through every corner on every lap.

"As you know," said Derek afterwards, "I've always dreamed of winning Le Mans on the last lap. I reckon that would be just about the ultimate. When we

started the stint, of course, I didn't think we had a prayer — there seemed no way we were going to realise my dream this time. But I had to give it a go regardless. It wasn't really on to make up about a lap and a half in the remaining 47 minutes, but anything can happen, and I knew that my job was to get as close to the leader as I could, just in case it did."

Oh, and what things were happening to the leader! Holbert was still running that steady pace when, at 3.25pm, Kussmaul called him in for another pitstop. This Al did not expect: "I got on the radio and asked him what he was doing. I'd seen the fuel line attached to the car during the previous stop, and I knew that had been our 25th and last refuelling opportunity. And I reckoned I could run at this pace to the finish. I hadn't realised that, in fact, we hadn't refuelled. Kussmaul put me straight: not only would I have to refuel but, if I did maintain this pace and Derek was able to continue at his, we would lose the race.

"It had always been the plan that I would do the last stint (although I hadn't expected to do two!). So I decided to stay in the car. The mechanics topped up the tank, and fixed the door with a leather strap. But once out on the track again, now having to use slightly higher revs to preserve our lead to the finish, I saw to my horror that the gauge was starting to climb again . . ."

Bell, hot in pursuit, had put himself on the same lap while Holbert was in the pits. When he had rejoined, Al had started out with his advantage reduced to a shade under two minutes. But Derek was now carving huge chunks of time off the lead — because Al found himself in real trouble.

Holbert: "I was trying to go as fast as I could without putting the gauge off the clock. But still it seemed to me that the thing just kept climbing. Soon I noticed the other gauge climbing, too. Then I came out of Arnage on what I had hoped would be my last lap. And what I had been dreading happened.

"I smelled the water leave the engine. "A few moments later, both the temperature gauges pegged themselves to zero. And that can only mean that

they're not sensing any water. Something had finally let go. My engine was dry!

**Holbert: "As I started the last lap — the engine seized solid! My heart leapt right into my mouth! I was desperate."**

"And by now I had also realised that I was going to have to go round one more time. At the end of the lap, I came into the final corner, the second gear Ford chicane, — and the engine seized! My heart leapt right into my mouth. I was desperate. I banged the car into first gear and stood on the throttle.

"This and the forward motion of the car unseized the engine again! There was a big puff of smoke from under the left rear wheel arch. Later, Hurley told me it looked like an illusion, but I said sure as hell it didn't feel like any illusion . . . The engine was running again. I eased that car up the straight just as gently as I could."

Al staggered across the finish line at 3:58pm. Can you imagine yourself in the lead of Le Mans, driving down the Mulsanne Straight for the 370th and last time, behind you the whole train of human emotions including, throughout the last hour, a bewildering seesaw of tension and relief every time you made it back to the pits again — and now you know that your engine is going to burst at any second? Holbert was terrified: "All the way round there were people standing up and waving flags or just their arms, and marshals jumping up and down in the road, and I thought, heck, if they knew what I know! We might not even make this!" Al didn't know whether to focus in his mirrors on the smoke emitted spasmodically from the back of the car, or further down the road behind, searching for Bell's headlights. The man in the hot seat. This should happen to him! Please, Lord, I've come all this way! Keep the engine running! Get me to the finish, Lord! Let me win!

Don't ask how that engine, with its air-cooled block, survived those final,

nerve-shattering eight-and-a-half miles. Once safely across the line, Al didn't mess about. He parked it. Then he caught sight of the tidal wave of spectators, already rolling down the pits straight towards him. And he ran.

Bell, powersliding his car even now through the final complex, had to thread a way through some backmarkers to reach the line, the track invaded by flag-waving marshals who should know better. But he knew, having looked in vain for the sister car parked at the side of the road, that the race was lost. He crossed over into the deepening sea of humanity which had all but swamped the track in the 64 seconds since Holbert had won his race, and he parked, dutifully, just behind the winning Porsche.

Derek, intent on his work, had not even known who was driving the other car, let alone cared what was going through his mind. He had just kept up that spectacular charge: "Oh, it was exhilarating. I did enjoy it!"

One more lap, and Derek and Jacky would have achieved the hat-trick of victories together? The answer to that is — maybe. The final drama in that extraordinary final hour occurred on Bell's final lap, with the fuel warning light on. Derek had to switch across to the reserve just after the Porsche Curve and — well, he might just not have made it round for a 371st time.

That's how close Mario and Michael Andretti came to winning Le Mans.

Holbert was breathless for hours afterwards: "When it was all over — well it's not something you can put into words. Jacky and Derek, they're quite good at Le Mans, you know? Now I realise how they feel about winning it. I'm sure each time feels just as good as the time before. But the first win — I can't describe how great it is."

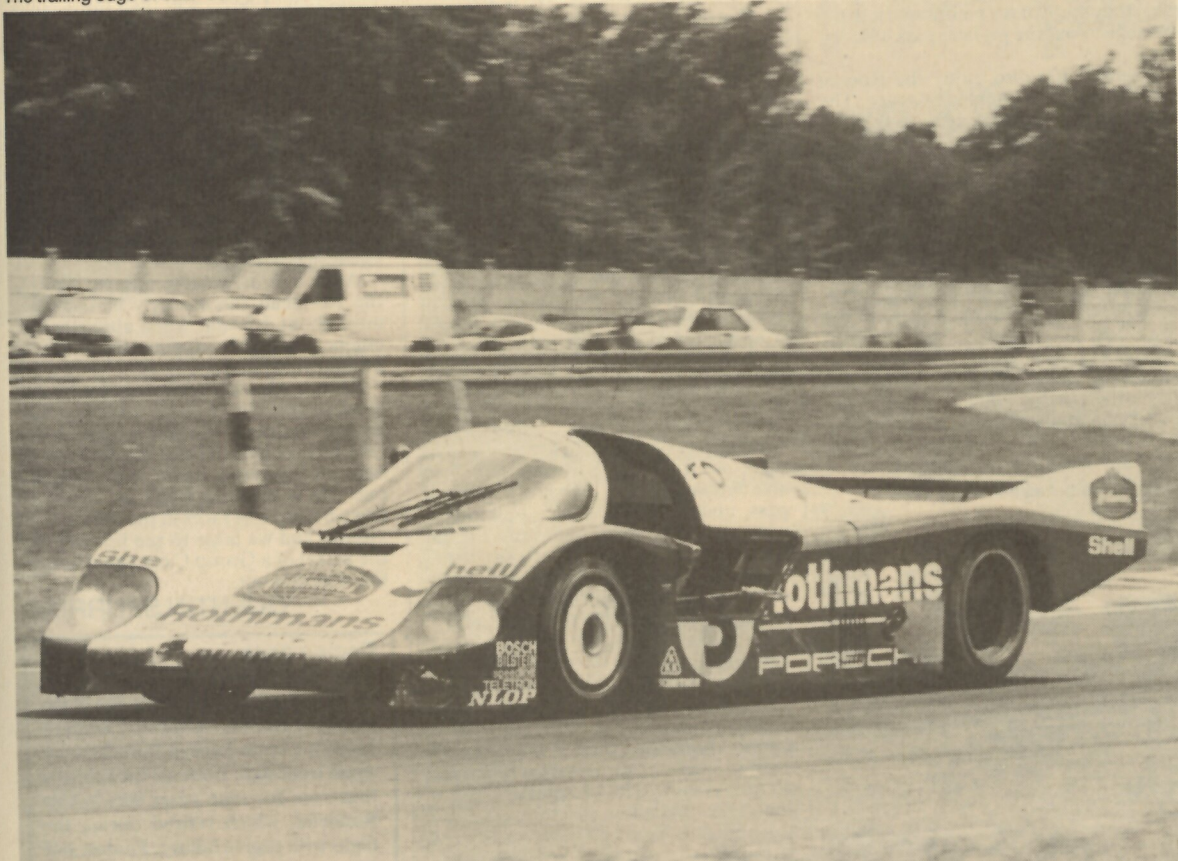
Vern Schuppan had stood in racing gear for much of the final hour in the pits, motionless, ready to take over in case Al ran into any kind of problem. With a couple of laps to go, he and Hurley Haywood then made their way towards the victory balcony. Hurley: "And then — I couldn't believe my eyes when I saw that puff of steam! We thought we were home and dry, but suddenly we both had sweat pouring off our brows . . . But Al nursed the car home — he did a real good job." Vern: "All afternoon people had been coming up to me and telling me we were looking good, asking me why I wasn't smiling. I told them it wasn't over yet! It proved that I was right. What a race it was . . ."

The incident with Jan Lammers on the second lap, the electrical failure early on Sunday, the fractured oil pipe — these were the incidents which stopped the Ickx-Bell hat-trick. And the extraordinary strength of the Holbert engine. Jacky: "It was a very exciting Le Mans, for sure. We both felt the frustration of catching up several times but being disturbed each time by a mechanical problem. But being second in these circumstances — well it's quite acceptable, you know? Perhaps the others were lucky but, with no doubt, Derek and I have had our share of good luck in previous years."

Derek, back in London during the week, angry at BBC Television because Murray Walker had credited Jacky with that fine last stint on *Sunday Grandstand*, a little embarrassed by our *Catchpole* whose creator had mistakenly credited him with the fastest lap instead of Ickx, shared this magnanimous view. "I was disappointed, of course," he said, but I must say that I'd almost rather come second in a race like that, than drone along to win unchallenged. Above all, I enjoyed it. Those last 13 laps were really satisfying, and both Jacky and I went home knowing we had done our best."

QUENTIN SPURRING

The trailing edge of each door on the Porsche 956 is the leading edge of the air duct to the water radiator (just visible in this picture).







The mob on the move. Some of the British contingent swamp the 17th placed Emka-Aston Martin.

# The Roman Games

Watching from the press shelf on the fourth floor of the main grandstand, I thought we were going to witness 1969 all over again when I saw Derek Bell, faster than ever, power out of sight, on the limit through the Dunlop Curve, in pursuit of Al Holbert. I wasn't sure if we would see Al again, but I had an image of one steaming Rothmans-Porsche lurching towards the finish line, another homing in over the final few yards. And it made me wonder if the Automobile Club de l'Ouest would get to finish their race this year.

The rules say that every car must cross the finish line, but for many years the spectators have simply invaded and blocked the track on the stroke of four. If Le Mans is supposed to end at the finish line, then I can't remember one recently that has ended . . .

In a real race to the chequered flag, a blocked track in the finish area . . . well, let's just say that it could create some problems. The ACO, of course, has been aware of this for some time. This year, the organisers made a real effort to control their crowd.

Along the entire length of the pits straight, two high retaining walls had been built, about 4ft apart. The ditch formed by the walls was about 10ft deep. According to Jean-François Avenier, the ACO's efficient press director, the club has considered flooding the ditch and infecting it with sharks, an idea which was rejected (to the dismay of all of us who would have enjoyed the Roman Games) on the grounds that the ditch was believed on its own to be sufficient to keep the fans in their place.

Wrong. The famous clock ticked across to four, and the ingenuity of the populace was wondrous to behold. Ladders and planks appeared from nowhere and, all along its length, the

rampart was suddenly being breached. The storming of the Bastille! Even as Holbert parked, the mob was on the move and, unanticipated by the ACO, it was scaling the pit wall too . . .

If the finish had been really close? Well, in fact it wouldn't have been a problem, because the leading cars would already have been slowed almost to a crawl by (you'll never guess!) marshals. Yes! Marshals standing in the road waving all their flags in a gay and traditional and colourful display of stark-staring, screw-loose, bats-in-the-belfry insanity. There they were, lining the track! The Lunatic Fringe!

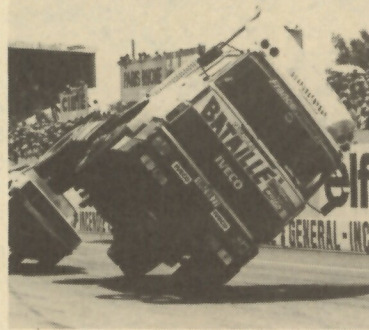
You have to blame the organisers, really: if they had wanted to finish their race, they might have mentioned it to the marshals. And the pit lane pass holders, too.

If you would also enjoy the Roman Games, don't miss next year's race. The mob is going to be there again as the Last of the Late Brakers wins Le Mans . . .

## You're never alone

As the disbelieving Al Holbert set off on that impossible last lap of Le Mans, I'm sure he felt very much alone. The poor sap in the hot seat! In a physical sense, though, he was not alone: no man about to win Le Mans ever is.

Each year, for the last few laps, the leading car is shadowed by others, vying for position in the same focus as the race leader of a thousand lenses, peeking out from behind like so many Eric Morecombes in front of a television camera. If Wonder if he can do that with a trailer?



you can't qualify on the pole at the start, — why, just make sure you gather round the winner at the finish!

So anxious was Stefan Johansson to get the Marlboro-Porsche into the pictures in the dying minutes that he all but ran into the back of the Rothmans-Porsche when Al's engine had its seizure. One cigarette sponsor muscling in on the limelight of another. As Holbert, on the very verge of hysteria, did his best to nurse his car over the last eight miles, he crawled down Mulsanne at not much more than 100mph, and Stefan, the would-be interloper on Al's glory, didn't know what to make of it all. What is this guy playing at? What do I do if he stops by the side of the road? How could I pick up the new leader?

On they go, Rothmans resolution and Marlboro mischief, and the Holbert car survives somehow. And as they thread their way past the Lunatic Fringe, along comes Desiré Wilson in the Boss-Porsche and steals Stefan's place! She carves him up! She sticks to the winning car like a leech and gets into all the pictures!

Really, Desiré. And after Stefan had gone to all that trouble.

## Educating Derek

This was Stefan's first Le Mans, and he had been dying to drive the Joest Racing Porsche down the Mulsanne Straight. After his first few qualifying laps, he was full of it: "But there's so little sensation of speed! It goes on and on, the trees flash past, but you don't think you're going as fast as you are. When you get on the brakes after the brow, though . . . Then you realise how quickly you're going. It takes a long, long time to slow down!"

Stefan swapped first impressions with Derek Warwick, who had been worried about the kink: "The first time through, I lifted off. The second time, I feathered the throttle. The third time, I took it flat. A great sensation!"

The first hurdle over, then, was Derek looking forward to the race? "Well, I'm a little disappointed that the Kremer doesn't seem to be a front-running car, but it seems interesting. We'll see."

There was enthusiasm, but it was not exactly boyish.

After his race was over, though, Derek was captivated by endurance racing: "You know, everyone told me it would be so boring. They reckoned you just had to drone round hour after hour, waiting for the finish so that you could see where you were. It's not like that at all. You have so much to think about, you have to use your brain all the time, more than in Formula 1. It's different. You have to be thinking about your fuel consumption and keeping your brakes in good shape, and whether you should pass this guy in front or wait until after the corner, and work out whether, if you do back off, it might happen again on the same lap causing you to drop behind your time schedule. You have to think about the group of cars you can see up ahead to work out if you have seen them before and remember how easy they were to pass, under acceleration or braking, or whatever. You have to watch the pit signals and be aware of how close you are to the car placed ahead of you, or in front of the car chasing you, and work out if you can catch up or move ahead and still maintain the fuel schedule, without stressing the brakes or other parts of the car. Le Mans was a real education for me.

"For sure, I'd love to do some more races, the sooner the better. I'm looking forward to racing in one of the 1000 kms events. I reckon that those must combine all the permutations of Le Mans, and at the same time allow you to go racing a little harder. Your thinking would have to be even sharper, because the opportunities do not last as long."



A good ad for sun tan oil . . .

## Back in the groove

You couldn't say that Vic Elford was returning to a happy hunting ground. One of the all-time great sports car racing drivers, he had never won at Le Mans when he had front-running equipment, the awesome Porsche 917s or the nimble 908 or the Alfa Romeo 33TT3. His best finish in eight attempts had been a sixth with a Ferrari Daytona. But this Le Mans was important to Vic: his first race since 1974, the first indication of the proposed comeback to big-time racing. "It was really enjoyable — absolutely marvellous," he said afterwards. It has been a very long time since I felt as good behind a steering wheel. The Rondeau was a good car to drive, light and easy. In practice I spent a few laps bedding in brakes and things, and then my second flying lap in the car was its fastest qualifying time. But it's amazing how you get really back into the groove.

"I found that it took me a stint or so to get settled in properly, and then the times started to tumble the way they do when you can't really put your finger on the reason. It's simply getting back into the swing of things: You just slip into it again. In my second stint, at night, I went five seconds faster than I had in practice, and it didn't feel like that at all."

After a remarkably reliable practice, the Rondeau ran strongly in the race until about 1.30am, when abruptly the engine stopped, apparently with a broken valve seat.

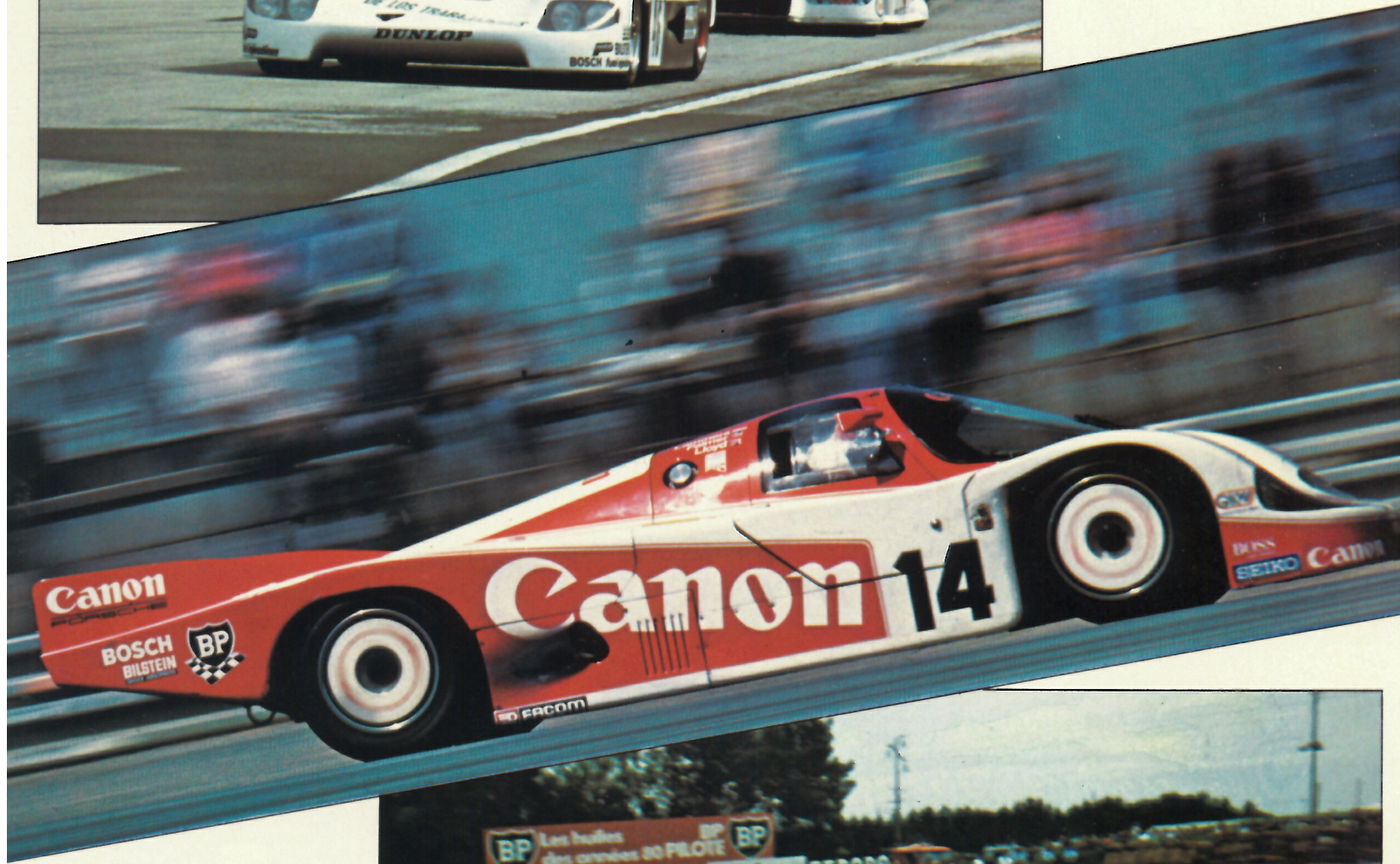
Elford, who has never won Le Mans, hardly expected to do so this year, but having competed for 9½ hours of the race he is convinced that his decision to take up his career again was the right one. He is planning to fix up a deal to drive a couple of races in the States next month, and we hope to see him behind the wheel of a Group C car again before the season is out.

QUENTIN SPURRING

## Facing page

Top: The highest non-Porsche, the ninth-placed Sauber, leads one of the works Lancias. Centre: Richard Lloyd's Canon-backed Porsche once again went well. Bottom: Vic Elford's first race for nine years was in this Rondeau, which retired during the night with engine failure. Photos: Jeff Bloxham.







DOW CORNING

HAWAIIAN  
Tropic











The sporting Vauxhall Astra GTE will give an impressive 0-60mph time of 8.5secs.

# Star performer

The high performance small saloon market is a competitive sector. The latest car to join the ranks is the Vauxhall Astra GTE, as JOHN BOLSTER reports.

Having road tested the Vauxhall Cavalier SRI comparatively recently (AUTOSPORT, April 7), I was impressed with the way in which it combined the roles of sporting and family motoring. With the new GM 1.8-litre fuel-injection engine transversely mounted to drive the front wheels, it is a remarkably spacious five-door holdall, yet it has excellent handling characteristics and 115mph potential. For many people, this high performance version of the Cavalier is the ideal car.

Nevertheless, there are some drivers who desire a slightly smaller car, offering rather less interior space, three doors instead of five, and even more emphasis on driving for pleasure. Such a car is the Vauxhall Astra GTE.

It has the same fuel-injection engine that powers the SRI, with a compression ratio of 9.5:1 and a power output of 115bhp. A similar five-speed gearbox is used, but the final drive ratio is 3.94:1, compared with 3.74:1 for the Cavalier, though I understand that both cars will soon have the former ratio as standard.

It is interesting to compare the performances of the SRI and the GTE. The SRI is 10.7ins longer, 1.5in wider, and weighs exactly 2cwt more than its smaller sister. This can be translated as an extra 2-3mph of maximum speed or 0.9sec quicker acceleration in the 0-60mph range, in favour of the GTE. In other words, the Cavalier owner will choose the more spacious car as a matter of course, but the sporting driver will go for the

performance option every time, however small the difference. The same light-alloy wheels and low-profile tyres are fitted to both cars and the cornering power is very similar, the difference in weight being relatively small. Although the Cavalier has more overhang, its wheelbase is only 2.3ins longer and the track is virtually the same as that of the Astra. As the price difference, according to the latest figures, is only £634, one might suggest that the larger car offers the better value, unless speed is the deciding factor.

Turning to the competition, the new GTE has fallen right into a hornets' nest of compact, high-performance saloons. There are more than half a dozen models that compare closely in price, size, performance, and fuel economy. At the time of going to press, we have not yet fully tested the hottest models from Alfa Romeo and Fiat in their latest form, but they should certainly be included in the half dozen. It is possible that the Vauxhall is the fastest of the bunch by a whisker, but it is longer in the wheelbase and slightly heavier than its rivals, and so the Volkswagen Golf GTI has the quickest acceleration by virtue of its smaller overall dimensions and reduced weight.

In any case, the differences in performance are so tiny that other considerations may influence the choice, such as the remarkable combination of luggage space and rear seating accommodation offered by the GTE. Furthermore, the superb ventilated disc brakes of that car compare more than favourably with the somewhat suspect anchors of the Golf GTI. Smooth, powerful braking is a feature of the GTE and although a larger servo is fitted to this model, the pedal is not too light in

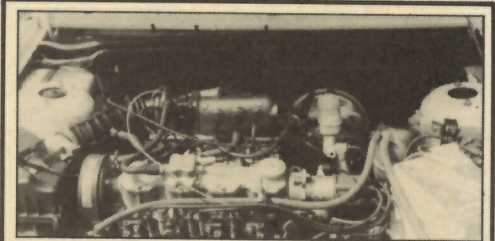
action and there is no tendency to lock up in the wet. The engine is flexible and responsive, with plenty of torque, but above all it delights in high revs, running up to 6600rpm with the greatest of ease. It is not noisy, although it has a joyful sound that encourages the driver to make full use of the five-speed gearbox. The change is rapid and precise, although perhaps it falls short of the knife through butter simile.

This is one of the new generation of front-wheel-drive cars, and it would be hard to criticise its handling. It has just enough understeer for stability and excellent cornering power in wet or dry conditions. It is not deflected by bumps in the middle of a corner and to lift off merely produces a slight tightening of the line. The suspension is distinctly hard at low speeds and is unashamedly sporting in character, but it smooths out nicely for fast cruising.

Recaro seats look after the comfort and lateral location of driver and passenger. Although the engine makes a cheerful sound when revving on the gears, the car is unusually quiet at fairly high speeds. This is partly due to the high gearing and fifth is still on the long side for a car of this size. Wind noise is moderate and the sound of the tyres on the road is not noticeable, apart from some bump thump over drains and cats eyes.

The optional transparent sun roof is delightful, giving a light interior while preventing a greenhouse effect. The heating is not particularly powerful but an independent ventilation system provides cool breathing air. Once again, Vauxhall have placed the speedometer and rev counter dials where they can be read and, like most experienced motorists, I appreciated the reassurance of an oil pressure gauge, though perhaps it is not such a vital necessity as it is used to be.

The traditional sports car is a thing of the past, more's the pity. It has been replaced by a new crop of small hatchback saloons with very efficient engines, which can out-corner almost anything on the road. Of these, the Vauxhall Astra GTE is an outstanding example, and I enjoyed handling it very much, even though I cannot pretend to like those funny wheels!



The 1.8-litre fuel-injected engine.

## VAUXHALL ASTRA GTE £6,412

### Specification

|                    |  |
|--------------------|--|
| Cylinders/capacity | 4 in-line/1796cc   |
| Bore x stroke      | 84.8 x 79.5mm  |
| Valve gear         | Belt-driven OHC  |
| Fuel system        | Bosch LE-Jetronic fuel injection                                 |
| Power/rpm          | 115bhp (DIN) at 5800rpm  |
| Torque/rpm         | 111.3lb ft (DIN) at 4800rpm                                      |
| Gear ratios        | 0.71, 0.89, 1.28, 1.95 and 3.42:1                                |
| Final drive        | Helical spur gears 3.94:1  |
| Steering           | Rack and pinion  |
| Brakes             | Servo-assisted split circuit discs/drums                         |
| Wheels             | Light alloy 5½J x 14   |
| Tyres              | 185/60 HR 14   |
| Suspension (F)     | MacPherson independent with anti-roll bar                        |
| (R)                | Trailing arms with torsion beam, coil springs and anti-roll bar. |

### Dimensions

|           |          |
|-----------|----------|
| Wheelbase | 99ins    |
| Track     | 55ins    |
| Length    | 157.3ins |
| Width     | 64.3ins  |
| Weight    | 18.8cwt  |

### Performance

|                    |          |
|--------------------|----------|
| Max in fifth       | 110mph   |
| Max in fourth      | 117mph   |
| Max in third       | 86mph    |
| Max in second      | 57mph    |
| Max in first       | 32mph    |
| 0-30mph            | 3.0secs  |
| 0-50mph            | 6.3secs  |
| 0-60mph            | 8.5secs  |
| 0-80mph            | 14.8secs |
| 50-70mph in fourth | 11.9secs |

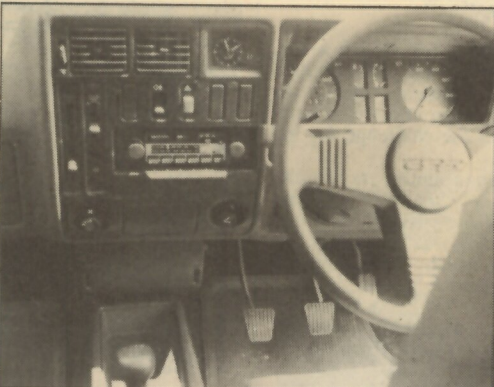
### Fuel

|                   |                    |
|-------------------|--------------------|
| Urban/56mph/75mph | 25.7/49.6/37.1 mpg |
| Testing           | 29-35mpg           |

The GTE's attractive exterior styling.



Interior of the GTE.







Gavin Cox and Nigel Harris

## Castrol on the Mille Pistes

As most readers will already be aware, the next outing for the British Junior Rally Team is the Mille Pistes in Southern France on July 9th and 10th and Castrol's policy of supporting young talented competitors is underlined by the fact that three Castrol Sport drivers, Gavin Cox, Andrew Wood and David Mann have been selected.

This 36-hour rally, a round of the French National Championship, takes place on a huge army camp at Draugignon, forty miles north of St. Tropez. Run over five laps of the camp on loose surfaces, it's sure to provide a great challenge to the British Team. In fact the works teams frequently use the Mille Pistes to test and develop prototype rally cars.

Andrew Wood, from Roxborough, is certainly the in-form driver following his impressive ninth overall and 2nd in class on the Scottish. At that time he drove a Talbot Sunbeam 1600 and he will be remaining with the car for the Mille Pistes, rather than his normal Escort Turbo. For his trip to the South of France, as his regular co-driver John Robinson was quick to point out, it's not going to be a holiday: "All I really know about the Mille Pistes is it's going to be a tough event. Andrew's confidence has been really boosted by the Scottish result

and we're obviously going with the intention of repeating our Swedish Rally success when we were first Team members home."

Sheffield-based Gavin Cox will be giving his new Opel Manta 2-litre fuel injection Group A machine only its second outing and the car is currently undergoing special preparation. It will be appearing with the recently homologated 5-speed box and all the body trim making the car visually a replica Manta 400. Commenting on his chances Gavin said: "The Manta has a lot of power and handles well on the loose; I'm confident I can get the best out of it and will be aiming for a finish — despite having good stage times, I haven't managed that this year!"

The final member of the Castrol trio is twenty-four-year-old David Mann. David, a former Castrol TV Times Rally Challenge finalist, will also be taking an Escort Turbo to France. He was fortunate to escape unscathed from a bad accident on the Manx. "I was leading the Turbo class by 22 seconds when I clipped a bank on the fifth stage and rolled several times. We were only shaken but the car was absolutely destroyed. I'm having it rebuilt at the moment and I trust I will have better luck on the Mille Pistes," David said.

## Taft on Target

Castrol Sport's Paul Taft looks to be on course to at last take the BCA MG Metro Challenge title — a championship which has eluded him for the past two years.

With four victories already under his belt, Paul has rapidly established himself as a favourite for title honours. Certainly in terms of race victories he is the most successful Metro series driver ever and in the past two years, he has finished runner-up and third overall in the Championship.

"At last it all seems to be coming together this season. In '81 and '82 we hit a rough patch which left us so far behind the leading group that we just couldn't

make up the deficit. But, touch wood, everything is going well and although we've had two retirements, the results have just kept coming and we've managed to maintain the challenge for the title."

The next two rounds are at the Nürburgring on July 3rd and the British Grand Prix support event on the 15th and Paul is determined to add to his points tally with the car, which is enthusiastically backed by Dunnet & Son of Mosley.

"I've set myself a target for these two races and nothing less than a brace of victories will do!" said Paul, determinedly.

## Castrol Sport Events

- 3rd July** Castrol Minicross/Citroën 2CV Cross  
Sheppey Raceway, Eastchurch, Sheppey, Kent
  - 7th July** Castrol Concours & Open Evening  
Chipperfield Common, Nr. King's Langley, Bucks
  - 16/17th July** Castrol Rali Bro Ddyfi  
Machynleth, Powys
  - 17th July** Castrol July Sprint  
Starts: Passey & Porter Garage, Locking Rd.,  
Weston-super-Mare
  - Castrol Summer Meeting (Karts)**  
Nuthampstead, Nr. Royston, Herts
  - 24th July** Castrol/Bristol South Trophy Meeting (Autograss)  
Nempnett Farm, Nempnett Thrubwell, Nr. Lulsgate, Bristol.
  - 31st July** Castrol/Journal/Silverscreen Autocross  
North Farm, Embelton, Alnwick, Northumberland
- Event details correct at time of going to press*

## GRIMWOOD ON GRASS

Magazine publisher and sometime racing driver, Terry Grimwood, gave his Castrol Sport *Auto Performance* Grass-track Escort its race debut a few weeks ago taking the SEGTO Group 4 car to two heat victories, qualifying on pole position for the final.

Despite a trouble free run in the heats, 'Keke' Grimwood struck problems in the final as he told us: "The car was using road tyres and a locked diff which worked superbly in the dry but as we lined up for the final we were welcomed by a downpour. That made the handling, not to mention the traction, somewhat dubious!"

As the conditions rapidly deteriorated, matched only by the deterioration of the Escort's bodywork, Terry battled on but eventually decided to retire his trusty steed to the paddock and fight another day.

With a racing career stretching back to the Watford By-pass, does this mark a full-time return to the tracks for Paddock

Wood's answer to Hannu Mikkola? "It's my first season in grass-track and I realise now what I've been missing. The atmosphere is great and everyone is really helpful but at the rate the car is being bent we could end up in the Mini Class by the end of the year!"



Terry Grimwood's Escort

## HALL PROMISES

One of the fastest drivers in Class C of the Trimoco National Saloon Car series is Stafford's Rob Hall. Driving his Lloyd's of Stafford RS1600i, the Castrol Sport driver has impressed with his handling of the car, regularly battling for the lead of the class.

However, reliability has so far been the Team's frequent problem, as Rob commented: "We usually qualify well up and the car is certainly right on the pace, but we've been plagued by minor problems which have cost us dear."

Illustrating the Team's competitiveness and the car's performance, Rob recently took fastest lap and established a new class record at Silverstone.

"It's our first taste of Trimoco, and we are running on a very tight budget, but I'm sure we can get through this patch and start to string a few results together," said the former double Fiesta Challenge champion.

The Team took delivery of the car only a week before the first round and have been fighting the clock ever since. "It's been extremely difficult to develop the car with such a limited amount of time available. I know that we have learned a great deal about the car over the past two races and once we get the new engine installed I'm confident the result will match Rob's ability," commented Brian Foord, Lloyds of Stafford Sales Director and Team Manager.



Rob Hall's RS1600i



## IMPROVING HADDOCK



Kevin Haddock

As Kevin commented: "Not being in a works team makes life more difficult; however I'm sure with a lot of perseverance I can improve on my placings."

## BEE GROUNDED

Holder of the World Superstox Title, Castrol dealer Neil Bee has not had the happiest start to his 1983 stock car racing season.

Determined to successfully defend his title, Neil had a brand new racer under construction at his Norfolk garage. The car was virtually finished and Neil had high hopes of achieving a unique record of four World Superstox Championships, when the workshop, with the car inside, was burnt to the ground.

After working flat-out to re-build the car Neil went out and cleaned up in his first two outings, winning the BBC TV Championship at Wisbech and both his heat and the final at Great Yarmouth.

All set to vanquish the opposition in the World Final at Cleethorpes on August 13th, Neil has been dealt another blow. The regulations applying to English drivers have been changed. "I can't believe it," Neil said. "They have changed the regs so that after July 1st the English drivers have to use standard 2 litre overhead cam (Pinto) engines; the only thing we can do is modify the camshaft slightly. The Irish, Scottish and Continentals can still use their racing spec 1700cc push rod all-steel motors which are far superior. We really just won't have a chance, but I'm going to do the best I can."

## Gornall and the Sprinting Midget



John Gornall and his sprinting Midget

overall position later in the season once I've completed a few more hillclimbs."

In only two seasons of competitive driving Castrol Sport's Kevin Haddock has shown himself to be one of the most improved drivers on the FF1600 scene.

Kevin, who comes from Dedham in Essex where he works in his father's garage, was a front runner in the 1982 Dunlop Star of Tomorrow series and despite several major 'incidents' late in the season still managed to finish third in the championship.

This year Kevin is concentrating on the Townsend Thoresen series and although he missed the first few rounds waiting for his new car to be delivered from Van Diemen, he has already got onto the points table with a good second at Snetterton and a fifth recently at Brands Hatch.

Hillclimb and sprint specialist, Castrol Sport's John Gornall of Hambleton, Lancs., has been rewarded with one of his best results of the season in taking an excellent second place in class in the New Brighton Trophy Sprint at the beginning of the month.

Driving his immaculate MG Midget, fitted with a modified 1275cc engine and full race suspension, John is leading his class and lying in eighth position overall in the Longton & District MC Hillclimb and Sprint Championship.

"I was really delighted with the New Brighton result," John said. "We have just had the engine rebuilt and I recorded my fastest-ever time through the speed trap. The car has been specially built for hillclimbing as opposed to sprinting and as there has been only one hillclimb round in the Championship to date I'm really pleased with my position so far. I'm sure that I will be able to improve on my

## Paul's Cooking Jag

Paul Stephens from Exeter is quite simply a Jaguar fanatic. "I've always wanted to race a Jaguar and last year I acquired a 3.8 Mk II for £80. After rebuilding it I did a few meetings and decided to spend the winter turning it into a full-blooded racer."

The engine was replaced with a 'cooking' 3.8 E-Type lump producing around 270bhp and Paul was now suitably equipped for the Jaguar Driver Club Inter-Area Challenge.

"I still drive the car to and from race meetings and with the acceleration

matching it's 140+ mph top speed there are a few surprised GTI and XJ6 owners around! On the track the car is superb, plenty of power and excellent handling," commented Paul.

Already he has established himself as a front-runner and with a problem-free season must have an excellent chance of taking the Championship. A final word from Paul: "The only handicap to racing a Jag is the dreaded petrol bill. On the track I reckon I'm getting about 6 mpg! But it's a small price to pay for racing such a car."

## Castrol Sport News, Views and Results

Congratulations to Metro Challenge driver **Roger Saunders** and wife Jill on the birth of their daughter . . . Hinckley Porsche specialist **Colin Blower** maintains his class lead in the Uniroyal Production Sports Championship; he is now lying in third overall and heads the table in the combined Sports and Saloon series . . .

**Stuart Jackson** has qualified his Burton push-rod car for the World Hot Rod final on July 2nd . . . Consistent performances by Luton driver **Trevor Scarborough** have helped him consolidate his third in class position in the Uniroyal Prod Saloon Championship while brother **Graham** is now overall as well as class leader in the BRSCC Modified Saloon series . . .

Northern Ireland Kart ace **Trevor Roberts** recently took his immaculate Yamaha powered machine to an impressive victory in the 250cc National Kart Grand Prix at the Irish Kart GP

meeting . . . After totally destroying his Escort Turbo in a nasty accident on the Manx Rally, mushroom farmer **David Mann** is having the vehicle rebuilt for the Mille Pistes (see main story) . . .

For the second year in succession **Nic Mann** has won the Street Racer Drag Race, an annual event to find the quickest road-legal car on road tyres, in his incredible 400bhp Morris Minor . . . Kent Hot Rod driver **Martyn Palmer** is currently lying second in class and third overall in the Hot Rod Enterprises Championship . . .

Despite having to change his engine to comply with the new Superstox regulations (see Neil Bee story) **John Gray** has maintained his second position in the National Points series . . . The TSH Stages Rally, run in the Cornish Forests, saw the partnership of Castrol Sport's **Andy Miers** and co-driver **Steve Jones** take a flag to flag victory . . .

**Castrol GTX LIQUID ENGINEERING**

**Castrol GTX-Liquid Engineering**  
**The Enthusiasts Choice.**





First race wins all round for the Argo team at Snetterton last Sunday, for the Marquart/Stroud chassis and for driver Reid.

## Argo and Reid score first win

John Kirkpatrick's works Argo team and its number one driver Anthony Reid had good reason to celebrate on Sunday evening having broken the Reynard/Van Diemen stranglehold in the national FF2000 championship for the first time at Snetterton. Not only was it the first race

win for the Jo Marquart/Nigel Stroud-designed Argo JM14 but, believe it or not, Anthony's first ever outright race win!

The young Scot, so often the bridesmaid in his FF1600 days, simply outdrove strong opposition in changing



conditions — and was particularly satisfied to win a handsome trophy put up by Van Diemen boss Ralph Firman (whose FF1600 cars he drove last year) for the Racing Displays championship event.

Having started the damp race, like the rest of the class field, on slick tyres, Reid immediately shook off most of his pursuers although Mike 'Fulmar' Taylor put in a determined bid for glory having started on the third row. Reid was passed, briefly, by Taylor but retook the lead in a dramatic manoeuvre round the outside of the yellow Reynard at the Esses. Stirring stuff indeed.

## 'Budgie's' double at Oulton and Silverstone

Retford mining engineer Richard Budge — 'Budgie' to his fellow historic sports racing competitors — scored a remarkable double at the weekend; commuting by helicopter between Silverstone and Oulton Park.

Having qualified his Vin Malkie-prepared Chevron B19 for the Gold Cup Thundersports event on Friday, Budge took his ex-Rodney Bloor FVA-powered B8 to a fine class win in the Atlantic Computer sports race at the St John Horsfall meeting before flying North again on Saturday afternoon.

Richard arrived to find co-driver Malkie about to take the lead of the endurance event and took over himself with a tenuous lead over the best of Richard Dutton's Royales. Budge maintained his advantage to take a popular win — then took the B8 to Donington for a bit of fun on Sunday!



Taylor — brief retirement.

## Fulmar finesse

An excellent second place in the Racing Displays British Formula Ford 2000 championship qualifier at Snetterton last Sunday concluded a week of very mixed emotions for Mike "Fulmar" Taylor.

On the previous Tuesday, his mechanic Mike Galter had phoned to announce he was leaving Fulmar Racing and had accepted an offer to work on the Van Diemen of rival 2000 driver Mauricio Gugelmin.

No mechanic meant no testing and the decision was taken for Taylor to miss the Donington championship round on Saturday, a series he was leading. Reflecting then on the loss of his mechanic and the furor in the formula surrounding the Zagk engines, of which he was a regular user, Mike decided — "in a fit of temper" — to call it a day and retire.

Frustrated though, as a spectator, on the way home from Donington Taylor decided to try and race at Snetterton the next day. Mike was then overwhelmed by the effort others made to get him onto the grid. Phil Howell and John Thompson worked until the early hours of Sunday to ready the team's Reynard 83SF, now Neil Brown-powered incidentally, while others, notably Calvin and Roy Fish, assisted with the many tasks needed to become race ready.

## Galter to Gugelmin

In a surprise bid to improve Mauricio Gugelmin's chances of winning the British FF2000 championship, Van Diemen International lured top mechanic Mike Galter away from the Fulmar/Calvin Fish Racing set-up at Snetterton last week.

Gugelmin, who currently lies second in the Racing Displays-backed series with his Perdigao/Labra-supported 'works' Van Diemen RF83, had Mike's invaluable expertise for the first time at Snetterton on Sunday although he could only finish seventh after a good drive with a broken gear linkage. The acquisition of Galter should be a great advantage to the Brazilian although his loss is a blow to Mike Taylor.

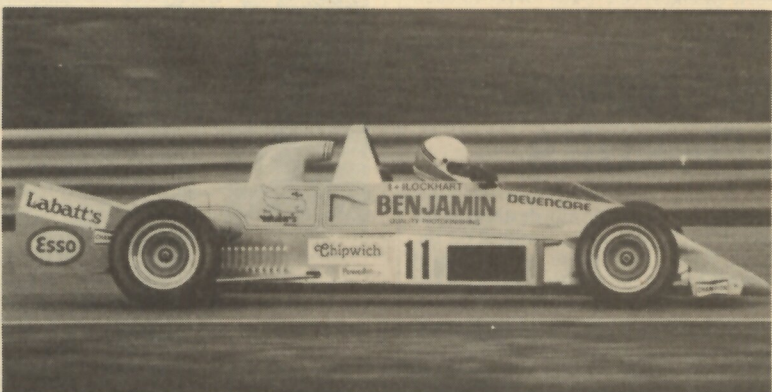


The sleek Zender was debuted at the Nurburgring's FF2000 event last weekend.

## Zender's new FF2000

Employees of the German Zender company, famed internationally for its dramatic body-styling kits for VW, Mercedes-Benz and Ferrari road cars, have produced their own FF2000 car which ran for the first time last month.

Piloted by Raimund Wittlich, the sleek device was some way off the pace on its Austrian debut but qualified well at the Nurburgring a week later. The Zender is powered by one of the Koblenz-built KWS Motorsport engines.



Reynard FF2000 cars are sweeping the board in Canada as well as at home and on the Continent.

## Bat flies in Canada

Reynard Racing's representatives in Canada are currently enjoying great success in FF2000 events as their compatriots in Britain and Europe are with their 83SF chassis.

Having won the first Walter Wolf championship round at Mosport, Peter Lockhart unfortunately missed the Montreal GP support race through illness so his 'Batmobile'-bodied car has been overhauled in the points table by the

regular version of John Jones, who finished second in a national event last week to another Reynard.

Adrian's remarkable 2-litre design now leads all the major FF2000 championships, home and abroad, and orders for customer cars are still flowing in. Sales Director Rick Gorme sold another three 83SFs at Zandvoort a fortnight ago while another quick British title contender ordered a Reynard on Monday . . .

## Sportsman Wilds . . .

Following his Oulton Park British Open round win on April 1 with the 3.8-litre Williams-DFV FW07, erstwhile BRSCC Competitions Director Mike Wilds has lined up some interesting sports car drives. Although his planned Le Mans outing fell through he drove Gil Baird's Chevrons at last weekend's Gold Cup meeting and has accepted Jim Wallis's invitation to share The Otford Group's Chevron B19 in the forthcoming Donington Thundersports races . . .

## . . . turns 'climber

Wilds, who has announced his resignation from the Brands Hatch-based motor club this week, is also taking to the hills this weekend at Prescott in Chris Patterson's ex-Kris Nissen Delta-Imp T79/82. This will be Mike's first outing in an F4-type car since he raced one of the Vixen-Imps with success in 1970.





Steve Thompson shook down Gil Baird's turbocharged Chevron B26/36 at Oulton and feels it has tremendous potential.

## Schneider's escape

London dress designer John Schneider was very fortunate to escape with only chest and arm bruising from an horrific first-lap accident in Sunday's DRC GT event at Donington Park.

Schneider's smart spaceframe Imp hit Eric Paterson's spinning Lotus Europa in the Craner Curves, reared up and was flipped over when Gary Ferriman's Vel-va-Lube Imp joined the melee. John's car was destroyed in the multiple roll. The race was stopped while he was extricated and taken to hospital for X-rays.



Agg — pole time disallowed.

## Agg makes his point

Charles Agg, undoubtedly the most promising newcomer to historic sports car racing of late, was disqualified from Saturday's Atlantic Computer championship round at Silverstone after practice for running his McLaren M1C on slick tyres rather than the cut slicks which the HSCC committee has dictated.

Agg set a searing pole position time to pip series sponsor John Foulston's more modern McLaren but was told to take no further part by the committee who stuck 'ineligible tyre' stickers on the car. "I ran the slicks because they are safer than cut tyres at the speeds we are doing and also because I do not like having to ruin perfectly good, and expensive, slick covers just to be able to compete in the series.

"I may be sticking my neck out but until the HSCC clamp down on competitors who race outside the spirit of historic regulations, I wanted to make a point."

### BRIEFLY

Pat Mannion rang us to say that his Stiletto did not nudge Doc Enderby's VW Karmann Ghia as stated in last week's Snetterton report. Its exhaust pipe apparently fell off of its own accord.

Adrian Grinstead of the expanding Happy Eater chain of good roadside restaurants is carrying the company's colours in Southern sprint events this season on a special saloon Mini Cooper.

Grinstead's Happy Eater sprint equippe.



SuperSports organiser Mike Knight was sportingly lent John Piper's Stoic Racing Nomad at Donington on Sunday when the Nick Mason-owned Chevron B16-BMW blew another head gasket.

## Thunderbairds are go!

Northern sports car racing enthusiast Gil Baird, patron of the successful Tech-Speed team in the late-'60s, has reformed the equipe for an assault on Thunder-sports and Atlantic Computers/HSCC championship rounds this season.

Baird, a former Team Elite driver, ran a pair of Chevron B8s under the original Tech-Speed banner but is fielding more modern B19 and B26 chassis prepared by Vin Malkie Racing this year, with cousins Steve Thompson and Alan Rollinson as principal drivers.

Although the B19 has been seen regularly in early-season events, Baird entered both this and his newly-acquired B36-bodied B26 at Oulton Park last weekend, the latter powered by Geoff Richardson's 400 bhp 1.4-litre turbo Ford project which he has taken over from Richard Budge.

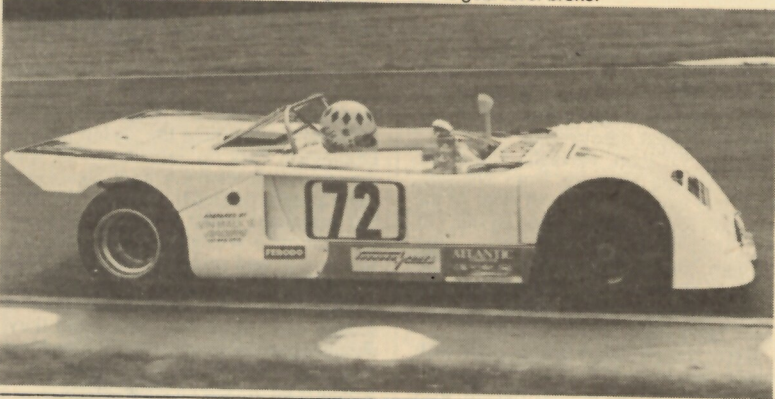
The newer car, advertised as immaculate in Canada, actually had a wrinkled

monocoque on arrival in England so Malkie's men rebuilt the ex-Luke Behar device around a new tub prior to Oulton

where both chassis and engine were obviously short on miles.

Even the B19's reliability let the team down on home ground — with Mike Wilds at the wheel — but the determined Baird is undeterred.

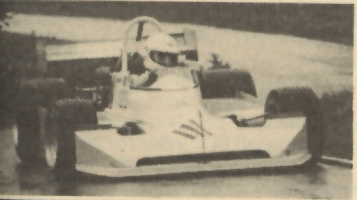
The Tech-Speed Chevron B19 challenged hard until its gear lever broke.



## Big Hart-ed Render

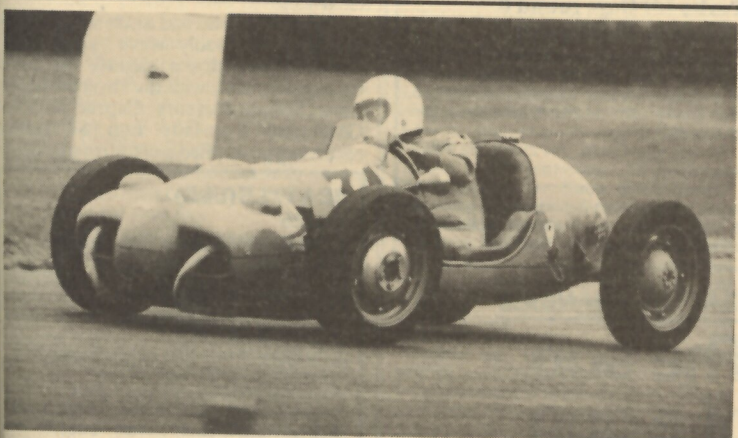
David Render was at Loton Park last weekend with his Lola T560 sporting a brand new Brian Hart 2.8 litre engine. Despite finding the power characteristics completely different to his old 2-litre

Render — revised Lola-Hart T560.



unit, David rapidly adapted to the new-found torque, motoring through to 11th place in the large single seater class, just 0.09sec astern of Chase Web Offset mechanic Laurie Billing, who took over Maz Harvey's entry and on what he termed as "the Chase Web staff annual outing." Billing's fine climb for tenth place also represented his first drive with 2.8 Hart power.

The conversion work on Render's Abarth powered T560 chassis was carried out by Historic racer John Pearson and his son Gary at their Whittlebury premises near Silverstone.



## DB: Sacré bleu!

A bizarre sight at Donington on Sunday was the little 850cc DB-Panhard Monomille of Frenchman Alain Gawski. The blue slug-like device was driven with commendable verve, finally getting the better of Hugh Clifford's Cooper-Bristol after many gesticulations of despair by Gawski who had previously caught the 2-litre machine at the chicane on several occasions, only to lose out on acceleration.



Sandro Sala — Donington charge.

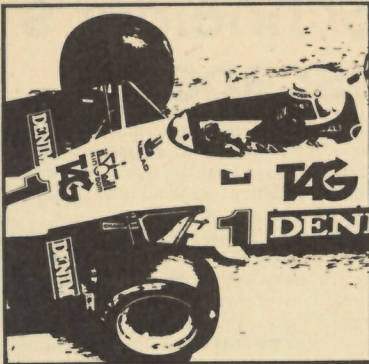
## Super Sala

Madgwick Motorsport's bright Brazilian hope Maurizio Sandro Sala had an excellent weekend at Donington Park where he significantly enhanced his title chances in both the *Birmingham Post & Mail* 'local' series and the prestigious RAC International championship.

'Maurice', as he is known, countered Keith Fine's attack to win Saturday's DRC round and drove mightily the following afternoon to take RAC leader Andrew Gilbert-Scott for second place on the last lap of Sunday's event. The Esso championship leader, Sala is now second in the Donington championship and joint third in the RAC.

Madgwick boss Robert Syngie is naturally pleased with the progress of Sala and his Paul Haig-prepared Van Diemen-Nelson RF83, but is desperate to find a sponsor for Maurizio, to assist the Silverstone team with running costs.





## INTERNATIONAL RACES MONZA EUROPEAN F3

### Closing the gap

The Monza Lotteria Formula 3 race lived up to its expectations last weekend. An exciting 17-lap race saw many fascinating battles taking place, from which Dane John Nielsen emerged to score his second European Formula 3 Championship victory of the season. The series is now delicately poised with Nielsen and Tommy Byrne, who finished third in Eddie Jordan's Koss Ralt-Toyota, tying on points at the head of the table, one clear of Emanuele Pirro, who could manage only sixth with his Mario Crugnola-run Valli & Colombo Ralt-Alfa.

Official practice saw the usual close battle for pole position and it was interesting to note that a pair of Toyota-powered Ralt RT3s eventually emerged ahead of two Alfa-powered Ralts and then a lone VW-engined example. Roberto Ravaglia continued his recent run of success by claiming the pole in Pino Trivellato's Stebel RT3, his Michelin-shod car edging out Irishman Tommy Byrne on Yokohamas.

Series leader Emanuele Pirro complained of a lack of straight line speed in his Ralt-Alfa but nevertheless managed third fastest time ahead of 'veteran' Enzo Coloni (Gulf Ralt-Alfa) and the works Volkswagen-entered car of Nielsen.

The first non-Ralt was Pascal Fabre's Serge Saulnier-run Martini, placed sixth on the grid ahead of Didier Theys, who was not happy with the handling of his Ferdinando Ravarotto-run Ralt-Alfa. Pier Luigi Martini crashed his similar car heavily during practice, but a late night's work by his mechanics saw the car back in one piece for race day, so that he could take up his fourth row grid position ahead of Gerhard Berger. The Austrian was slowed by a clutch problem in the first session but improved well in the generally slower second period with his Derek Worthington-tended, ex-West Surrey Racing RT3.

Further down the field, Kris Nissen was a non-starter after crashing his Anson-VW, while Cathy Muller qualified quite low down after a poor first session in which her Roger Heavens-run car refused to handle to her liking. A change of springs alleviated the problem in time for the afternoon, but all hopes of

#### QUALIFYING

|                        |         |         |
|------------------------|---------|---------|
| Roberto Ravaglia (I)   | Ralt    | 1:49.36 |
| Tommy Byrne (IRL)      | Ralt    | 1:49.50 |
| Emanuele Pirro (I)     | Ralt    | 1:49.62 |
| Enzo Coloni (I)        | Ralt    | 1:49.72 |
| John Nielsen (DK)      | Ralt    | 1:49.79 |
| Pascal Fabre (F)       | Martini | 1:50.33 |
| Didier Theys (B)       | Ralt    | 1:50.35 |
| Pier Luigi Martini (I) | Ralt    | 1:50.39 |
| Gerhard Berger (A)     | Ralt    | 1:50.49 |
| Enrique Benamo (RA)    | Ralt    | 1:50.75 |

a good grid position were already gone. Also feeling happier on race-day were the Spanish Avidesa team, for whom a redesigned front suspension had made their neat little cars rather more effective than they had been at Silverstone.

The Sunday morning warm-up session was punctuated by a couple of accidents, one of them costing a Enrique Benamo (Pirro's team mate) any chance of making the race following a breakage of some sort, although the similar Ralt of Frenchman Bernard Santal was repaired after a separate incident.

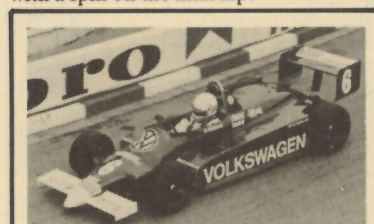
A fine start by Ravaglia, who had tried running without front wings during practice but reverted to small fins for the race, saw him quickly establish himself in the lead with Byrne soon dropping back down the order as his Yokohama tyres took longer to warm up than the Michelins of most of his rivals.

Pier Luigi Martini charged hard in the opening laps and worked his way up into second place, but Nielsen was soon into his stride and past the Ralt-Alfa on lap 4.

Martini then fell back into the clutches of Coloni, Pirro and Byrne, who was beginning to make real progress after dropping as low as eighth place. Didier Theys had been among this battle until going straight on at the second chicane on lap 5, while Berger also departed the scene when he made a mistake at the same place next time around.

By lap 11, then, Ravaglia had come under intense pressure from Nielsen, these two having drawn well clear of the rest, now led by a determined Byrne. On the start-finish straight next time through, Nielsen relieved Ravaglia of the lead and although these two remained in close company it always seemed that the Dane had a slight speed advantage.

Byrne therefore had to be content with third place, while in the dash to the line it was Coloni who just pipped Martini, with Pirro also in touch, but hampered by understeer, in sixth place. Another close battle for seventh went in favour of Swiss Jo Zeller, although he was later excluded for a dubious attempt to wrest the place from Ruggero Melgrati on the final lap. Pascal Fabre, whose Martini suffered clutch and braking difficulties, and the Avidesa of Adrian Campos followed them home after John Bosch (Belem Timbers Ralt) fell out of ninth place with a spin on the final lap.



The VW Motorsport Ralt of John Nielsen.

#### MONZA (I)

**Jun 26**  
**European Formula 3**  
**Championship, round 7**  
**17 laps — 61.27 miles**

- 1, John Nielsen (Ralt-Volkswagen RT3), 31m 36.62s, 116.29mph;
  - 2, Roberto Ravaglia (Ralt-Toyota RT3), 31m 37.28s;
  - 3, Tommy Byrne (Ralt-Toyota RT3), 31m 46.69s;
  - 4, Enzo Coloni (Ralt-Alfa Romeo RT3), 31m 48.69s;
  - 5, Pier Luigi Martini (Ralt-Alfa Romeo RT3), 31m 49.16s;
  - 6, Emanuele Pirro (Ralt-Alfa Romeo RT3), 31m 49.36s;
  - 7, Ruggero Melgrati (Ralt-Alfa Romeo RT3), 32m 15.57s;
  - 8, Pascal Fabre (Martini-Alfa Romeo MK39), 32m 19.29s;
  - 9, Adrian Campos (Avidesa-Alfa Romeo 383), 32m 42.43s;
  - 10, Max Busslinger (Ralt-Toyota); etc.
- Fastest lap:** Martini, 1m 50.10s, 117.84mph.  
**Championship positions:** 1, Nielsen and Byrne, 24pts; 3, Pirro, 23; 4, Ravaglia, 19; 5, Didier Theys (Ralt), 18; 6, Gerhard Berger (Ralt), 11; etc. **Next round:** Jul 10, Misano (I).



Joachim Schirra heads a fraught mid-field battle during the Renault 5 Turbo Elf Cup race.

#### DONINGTON R5 TURBO

### Super Sigala

Italian Massimo Sigala moved to within one point of the absent European Renault 5 Turbo Elf Cup leader Jan Lammers by winning the 26-lap race at Donington Park on Saturday. This was the second successive win for Sigala and came after he had led throughout the race but remained under constant pressure from German Wolfgang Schütz, who set fastest lap, and reigning champion Joel Gouhier.

This trio were never more than a second or so apart but neither did they change positions, eventually finishing well clear of Volker Strycek, who was similarly clear of Jean Krucker.

Much of the entertainment was supplied by a good battle for fifth place which, after Michael Bleekemolen dropped out and Gilbert Taib dropped back, was resolved in favour of Czech Jan Jirotka by 0.07sec from German Franz Fuchs. The only home representation was provided by Derek Bell but the Le Mans hero had a torrid time, losing a lap after a pitstop to remove his car's bonnet — following contact with another car at the hairpin. He eventually finished a lowly 17th.

JEREMY SHAW

#### DONINGTON PARK (GB)

**Jun 25**  
**European Renault 5**  
**Turbo Elf Cup, round 6**  
**26 laps — 50.89 miles**

- 1, Massimo Sigala, 37m 23.01s, 81.68mph;
- 2, Wolfgang Schütz, 37m 24.69s;
- 3, Joel Gouhier, 37m 27.39s;
- 4, Volker Strycek, 37m 43.95s;
- 5, Jean Krucker, 37m 56.26s;
- 6, Jan Jirotka, 38m 09.90s; etc.

**Fastest lap:** Schütz, 1m 25.30s, 82.61mph (record).

**Championship positions:** Jan Lammers, 48pts; 2, Sigala, 47; 3, Schütz, 43; 4, Gouhier, 36; 5, Dany Snoeck, 34; 6, Michael Bleekemolen, 28; etc. **Next round:** Jul 31, Spa Francorchamps

#### SEATTLE TRANSAM

### The son of a gun

Elliott Forbes-Robinson, the reigning Budweiser TransAm Champion who finished fourth in what he thought was to have been a one-off outing at Sears Point recently, has arranged several more drives in his Huffaker Engineering Pontiac TranAm, the first of which netted a fine victory at the Seattle International Raceway last Sunday.

Sponsored by STP's 'Son of a gun' car cleanser and conditioner, EFR came through when several faster cars fell by the wayside.

New Jersey newspaper publisher Paul Miller caused something of a stir by qualifying his Lee Dykstra-designed, Holbert Racing-built Porsche 924 Turbo on pole position, this being, amazingly, the first time that a Porsche has started from that position in 18 years of TransAm racing! Miller himself has one TransAm race win to his credit — at Mosport in 1977 — and he immediately set out in the lead, looking to double that total. By lap 5, though, he felt his tyres beginning to go off and was gradually reeled in by the two Budweiser Chevrolet Camaros of Willy T Ribbs and David Hobbs, who qualified second and fourth, the latter having missed part of the main practice session.

Before long, these two were established in the leading positions, Ribbs holding on in the lead until lap 19 when Hobbs took over the running. Six laps later, however, both cars went out in bizarre fashion when the engine in the leader's car let go in the biggest possible way and, right behind him, Ribbs crashed on the resultant oil slick! Les Lindley (Camaro) also spun off into Hobb's car, bringing out the Pace Car and although Ribbs was able to resume, he was soon out with a broken gear linkage to add to a mangled radiator.

On the restart, Greg Pickett's Corvette led the race briefly before an oil leak caused a small fire under the bonnet and burned out his electrics, so Forbes-Robinson was left to cruise away to a clear victory.

Paul Miller, who had made a quick stop to check his badly worn tyres, soon resumed and closed slightly on EFR towards the end, with the two consistent Lane Sports Mercury Capris of Tom Gloy and top lady Lyn St James recording good third and fourth placings.

#### SEATTLE (USA)

**Jun 26**  
**SCCA Budweiser TransAm**  
**Championship, round 5**  
**42 laps — 94.5 miles**

- 1, Elliott Forbes-Robinson (Pontiac TransAm), 1h 6m 17.76s, 85.53mph;
- 2, Paul Miller (Porsche 924 Turbo), 1h 6m 21.05s;
- 3, Tom Gloy (Mercury Capri), 42 laps;
- 4, Lyn St James (Mercury Capri), 42 laps;
- 5, Frank Leary (Pontiac TransAm), 42 laps;
- 6, Larry Park (Chevrolet Corvette), 42 laps;
- 7, David Schroeder (Porsche 911SC), 42 laps;
- 8, Steve Saleen (Pontiac TransAm), 42 laps;
- 9, Jim Derhaag (Pontiac Firebird), 41 laps;
- 10, Bill Craine (Chevrolet Corvette), 41 laps; etc.

**Fastest lap:** Willy T Ribbs (Chevrolet Camaro), 1m 25.31s, 94.95mph.

**Championship positions:** 1, David Hobbs (Chevrolet Camaro), 68pts; 2, Gloy, 60; 3, Gene Felton (Pontiac), 49; 4, Ribbs, 42; 5, Greg Pickett (Corvette), 41; 6, Leary, 33; etc. **Next round:** Jul 17, Mid-Ohio (USA).



**MONZA ITALIAN F3**

**Walter wins**

Promising youngster Walter Voulaz scored his maiden Italian Formula 3 Championship victory at Monza last Sunday in a race run separately from the European F3 round.

A good field of 36 cars gathered for the race but many were sidelined during the weekend, including series leader Ivan Capelli, whose Gulf Italia Ralt-Alfa Romeo was involved in a coming-together with the Dallara of Luigi Giannini even before the first chicane.

Giannini was able to continue but found his car lacking on straight-line speed so that he was unable to seriously challenge the Ralt-Alfa of Voulaz, who now moves up into second place in the championship.

**MONZA (I)**

**Jun 26  
Italian Formula 3  
Championship, round 7  
17 laps — 61.27 miles**

- 1, Walter Voulaz (Ralt-Alfa Romeo RT3), 32m05.02s, 114.58mph;
- 2, Luigi Giannini (Dallara-Toyota 383), 32m06.36s;
- 3, Stefano Livio (Dallara-Toyota 382), 32m07.20s;
- 4, Giacomo Vismara (Ralt-Alfa Romeo RT3), 32m21.19s;
- 5, Marco Brand (Ralt-Toyota RT3), 32m21.90s;
- 6, Giancarlo Barbazza (Ralt-Toyota RT3), 32m28.80s; etc

**Fastest lap:** Fabio Mancini (Ralt-Alfa Romeo RT3), 1m51.50s, 116.36mph.

**OSTERREICHRING ETC**

**Double trouble**

The TWR/Motul Jaguar team of XJ-Ss scored a totally convincing 1-2 success in last Sunday's 3½ Hour race at the Osterreichring, Tom Walkinshaw increasing his lead in the Drivers' championship by crewing the winning car with Martin Brundle. Enzo Calderari and Pierre Dieudonné shared the second car, which finished just 4.14secs clear of a charging Hans Stuck (Schnitzer BMW 635CSi) after 96 laps. The main story of the weekend, though, revolved around a whole string of protests which continue to threaten to disrupt what is otherwise an excellent series.

The Jaguar domination was evident right from the start of qualifying, both cars setting the pace and ending up comfortably on the front row of the grid, separated by just 0.15sec. Third place was taken by Hans Stuck, the fastest of the BMW drivers, but he was fully 1sec adrift of the British cars and could hope for no better on race day.

As expected, the Jaguars soon established a healthy margin over their pursuers. But BMW drivers soon in trouble included the normally reliable Eggenberger car of Helmut Kelleners/Umberto Grano, which suffered the same camshaft oil seal failure that had put them out at Brno. Once again, oil seeping out of the clutch left them without drive and put them out of the race after just five laps.

The Schnitzer car of Dieter Quester/Manfred Winkelhock also succumbed to a similar problem mid-way through the race, while the rapid Czech BMW of Zdenek Vojtech, sharing this week with Hans Heyer, retired at about the same time after a rear wheel fell off. This occurred just before Vojtech's scheduled stop and although he was able to limp the

car back to its pit on only three wheels and one disc, the car was too badly damaged to continue.

BMW, however, did gain some success from the race, as Joachim Winkelhock and Winni Vogt brought their development 323i into a fine Division 2 class victory, taking eighth place overall. This had the effect of taking valuable points away from Alfa Romeo in the Makes series, although Lella Lombardi/Giancarlo Nadeo brought their Jolly Club GTV6 into ninth overall, on the same lap as the Bee-Em, despite losing some time when their car refused to fire up after a fuel stop. The similar car of Giorgio Francia/Marco Micangeli, winner of the section in the previous four races, went out with no fuel pressure.

In the smallest division, for cars up to 1600cc, Belgian VW Club drivers Alain Thibaut and Philippe Menage moved themselves up to a challenging third position in the Drivers' series after again defeating the Audi 80 of Peter Seikel/Lothar Schorg.

Back at the front, though, the Jaguars continued serenely on their way, the only challenge coming in the closing stages when a light drizzle set in and Hans Stuck, revelling in the damp conditions, closed rapidly on the second car, driven by Dieudonné. But the Belgian kept his head and remained narrowly ahead to the finish... which is when the real action continued. Schnitzer had protested the Jaguars after practice on a number of counts, their initial protest being turned down, although another volley of protests after the race left the results still very much provisional...



Brundle — second Jaguar win.

**OSTERREICHRING (A)  
Jun 26  
European Touring Car  
Championship, round 7  
3½ Hours**

- 1, Tom Walkinshaw/Martin Brundle (5.3 Jaguar XJ-S), 96 laps, 3h30m33.75s, 101.01mph;
- 2, Enzo Calderari/Pierre Dieudonné (5.3 Jaguar XJ-S), 96 laps, 3h30m53.96s;
- 3, Hans Stuck/Walter Brun (3.5 BMW 635CSi), 96 laps, 3h30m58.10s;
- 4, Michel Delcourt/Dany Swyssen (3.5 BMW 635CSi), 95 laps;
- 5, Marco Vanoli/Rene Hollinger (3.5 BMW 635GSI), 94 laps;
- 6, Dominique Fornage/Johannes Wollstad (3.5 BMW 635CSi), 92 laps;
- 7, Jean-Louis Bos/Christian Duby (3.5 BMW 635CSi), 91 laps;
- 8, Winni Vogt/Joachim Winkelhock (2.3 BMW 323i), 90 laps;
- 9, Lella Lombardi/Giancarlo Nadeo (2.5 Alfa Romeo GTV6), 90 laps;
- 10, Davit/Xavier Boucher (2.8 BMW 528i), 90 laps; etc.

**Fastest lap:** Zdenek Vojtech (3.5 BMW 635CSi), 2m08.35s, 103.57mph.

**Class winners — Division 1 (up to 1600cc):** Alain Thibaut/Philippe Menage (1.6 Volkswagen Scirocco GTI); **Division 2 (1601-2500cc):** Vogt/Winkelhock; **Division 3 (over 2500cc):** Walkinshaw/Brundle.

**Championship positions:** 1, Walkinshaw, 134pts; 2, Dieter Quester (BMW), 104; 3, Thibaut/Menage, 99; 5, Peter Seikel/Lothar Schörg (Audi), 97; 7, Stuck/Brun, 91; 9, Helmut Kelleners/Umberto Grano (BMW), 86; etc.

**Makes Championship:** 1, Alfa Romeo, 135pts; 2, Volkswagen, 130; 3, Jaguar, 119; 4, BMW, 117; 5, Audi, 97; 6, etc. **Next round:** Jul 10, Nürburgring 6 Hours (D).



**NATIONAL RACES**

**OULTON PARK**

**Budge over**

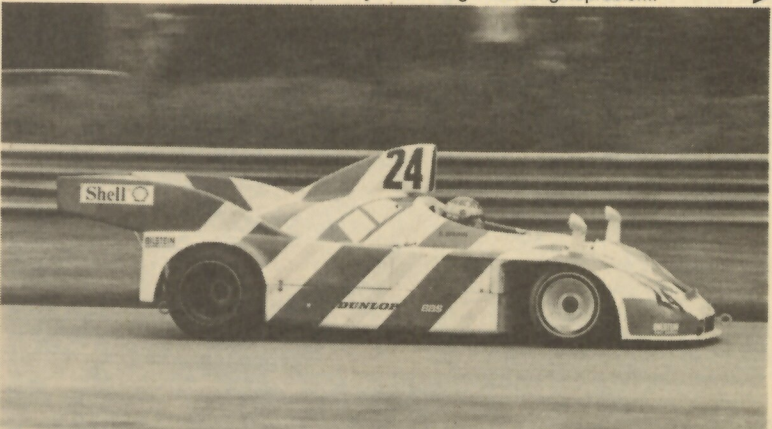
For its 30th running, the prestigious Oulton Park Gold Cup race constituted the fourth race in the successful ThunderSports series for two seaters, the first time since 1958 that it has catered for this type of car. Adding their names to the distinguished list of winners were local drivers Richard Budge and Vin Malkie who drove to a well earned victory in the former's Chevron B19. The two most fancied starters from the 21-car field, Sigi Brunn's Porsche 908/3, shared with Desiré Wilson, and the Lola T530 CanAm car of John Brindley and Brian Cocks both hit trouble while leading, as did the Andreason/Bellm Chevron B36.

Other races on the BRSCC (NW Centre) organised programme included 'Champion of Oulton' and Townsend Thoresen FF1600 races, the former going to Wally Warwick after a hard fought battle with John (Brolly) Booth, while John Pratt took the TT honours after starting from pole.

Practice for the Gold Cup was spread over two days, the first session on Friday seeing the huge Can-Am Lola-Chevrolet of John Foulston's Atlantic Computer Leasing team, winner of two Thunder Sports races already and this time to be driven by John Brindley and Brian Cocks, setting the fastest time. Brindley was one of three drivers in the race — Raymond Bellm and Richard Budge were the others — who were combining their race at Oulton with outings at the VSCC's Silverstone and relying on helicopters and good timing to make it all possible.

Taking over the pole with a very determined few laps late in the session, Desiré Wilson clocked 56.9s in Sigi Brunn's turbocharged Porsche 908/3 after a lot of frustration trying to trace the cause of a misfire which ruined their chances on Friday. This was eventually

Desiré Wilson drove Brunn's Porsche spiritedly until retiring with an engine problem.



traced to a punctured diaphragm in the injector, after which the engine ran sweetly once more. Edward Arundel was timed at 57.1s in the ex-Birrane Sigas Chevron B36 which he shared with Tom Dodd-Noble and lined up alongside the Porsche for the rolling start. Alongside the Lola on the second row was the the Mucron Racing Chevron B36, practised on both days by Roger Andreason and AUTOSPORT's Marcus Pye, Ray Bellm flying in to complete three qualifying laps out of session before returning to Silverstone. At 58.5s, they were only 0.1s behind the Lola.

Mike Wilds headed the third row in the first of three Chevrons in the race prepared under the eye of Vin Malkie, this being the Tech-Speed Racing B26 which Mike was sharing with Steve Thompson.

The BMS Toj-BMW Heidegger was going well in the hands of John Morrison and Richard Jenvey despite minor tyre troubles, while next up and the first not to break the minute barrier was the remarkable Mallock U2 Mk24B of Richard Mallock and Colin Fisher. Alongside Fisher at the start was Vin Malkie in Richard Budge's Chevron B19, more than 4secs having been trimmed from their Friday time simply by the addition of a full width trim tab to the rear edge of the bodywork. Jim Crawford and Barrie Williams had their problems with the beautiful and spectacular Plygrange Chevron B16 with its Mazda rotary engine. Having changed their better engine following suspected rotor seal problems on Friday, the replacement resolutely refused to fire up for the second session until, having checked everything in sight, the team dragged the car round the paddock until it sprang to life.

The Porsche 935K3 of Dudley Wood and Barry Robinson, another pair who were finding the twisty confines of the Cheshire circuit hard work with a big car, were next up ahead of the first of the Sports 2000 entries, the Richard Dutton Royales of Jeremy Rossiter/David Sutherland.

As Derek Walker pulled the pace car off the circuit to release the field on its 91-lap journey, Desiré Wilson slammed the red and white Porsche into the lead as expected and Brindley led the chase. Not far behind came Arundel, soon to be passed by Andreason, and then it was the Toj with Jenvey at the wheel, Wilds, Crawford and Robinson.

By 20 laps, Desiré was looking uncatchable in the leading Porsche, Brindley and Andreason being second and third while Crawford had moved up to fourth and had an unusually slow-starting Malkie closing on him. Mike Wilds had finished his race when the Chevron's gear lever came away at an embarrassing moment — just as he had moved alongside Arundel at Old Hall, the two Chevrons making contact as Mike found himself in an enforced neutral. The Tech-Speed car suffered bent suspension and retired while the



## OULTON PARK continued

Sigars car escaped with a burred wheel which fortunately did not cause problems. What did begin to cause Arundel and Dodd-Noble some difficulty was their clutch which lost them some 10mins in replenishing its fluid supply and dropped them down the field. Jenvey's race came to an abrupt halt when the Toj suffered a wheel failure, the centre pulling right out on the fast Druids Corner and, while the rim and tyre scythed through the trees, Richard brought the car safely to a halt.

At 25 laps, disaster struck the leading car and Desiré Wilson headed for the pits with a return of the practice misfire, while Brindley also went out seven laps later with a stripped cwp.

The Andreason Chevron now moved into the lead and proceeded to build its advantage over Crawford and Malkie, the blue Chevron B19 crawling all over the red B16 in its efforts to take second place. Crawford held on grimly even when Malkie tried the outside at Old Hall, his desperate attempt almost ending in disaster as he was forced wide onto the grass. From his position behind the Plygrange car, however, Malkie could see that Crawford was in trouble. The rear top link had broken and Crawford's right wheel was leaning at a crazy angle. At 49 laps, the B19 finally found a way round and when, a lap later, Andreason headed for the pits for fuel and to hand over to the newly-arrived Raymond Bellm, Malkie took over the lead. Behind this battle for second place, another struggle between the Porsche 935 of Robinson and the Mallock of Colin Fisher came to an abrupt end at Foster's when the two cars tangled. A 935 is a substantial car to hit — exit the Mallock with a very bent front end!

After 55 laps, Crawford brought the B16 in for attention to its rear end and to hand over to Williams. A new top link was borrowed from Malkie's pit — albeit shorter than the original and Williams was to do extremely well adapting to a car whose right rear wheel leaned in at quite an angle as a result. The Mazda-powered car was not to finish, however, a back marker moving over on Williams as he lapped him leaving Druids and putting the B16 off the road. While Crawford had been in the pits, Malkie had also come in for a routine stop to hand over to Richard Budge and also to tape up the damaged nose which resulted from the earlier incident at Old Hall.

The race was briefly led by the Sutherland/Rossiter Royale which had been quietly picking up places as the race progressed, for the Andreason/Bellm Chevron had struck trouble in the form of a broken throttle cable. Having first decided to struggle on, Bellm then brought the car in for the mechanics to arrange a creative bit of jury rigging to enable this necessary function to be performed more easily, the car eventually finishing in ninth place.

By 70 laps, Budge had regained the

lead and although the Rossiter/Sutherland Royale was not far behind, he never looked like losing it. Late interest centred on the race for third place and second in the Sports 2000 class between Mike O'Brien/Phil Martin-Dye in the Aquila and John Williams/Geoff Farmer in the second Dutton Royale. O'Brien had to bring the Aquila in to top up the fuel, the full load not having gone in at the routine stop, and he rejoined just behind the Royale. The latter's engine was probably not the best in Sports 2000 and it did not improve when the exhaust fell off so O'Brien had little difficulty in claiming the place.

A worn out Dudley Wood and Barry Robinson brought the Porsche 935 into fifth followed by the Beagle of Norman Stechman and Paul Everett. Arundel/Dodd-Noble finished well down in 10th place with their clutchless Chevron while the last finisher was the Chevron B36 of Richard Simms and Paul Rhodes which had suffered delays due to a broken oil union early in the race.

### OULTON PARK (GB)

Jun 25

#### The Gold Cup

#### Thundersports Trophy Race

91 laps — 150.51 miles

- 1, Richard Budge/Vin Malkie (2.0 Chevron-Cosworth B19), 1h 38m 15.7s, 91.90mph.
- 2, David Sutherland/Jeremy Rossiter (2.0 Royale-Neil Brown S2000M), 1h 38m 24.2s;
- 3, Mike O'Brien/Phil Martin-Dye (2.0 Aquila-Neil Brown RO 83S), 89 laps;
- 4, John Williams/Geoff Farmer (2.0 Royale-Neil Brown S2000M), 89 laps;
- 5, Dudley Wood/Barry Robinson (3.2t Porsche 935 K3), 85 laps;
- 6, Norman Stechman/Paul Everett (1.6 Beagle-Chelley MkIV), 85 laps;
- 7, Chris Ashmore/Max Payne (2.0 Tiga-Nelson SC82), 84 laps;
- 8, Barry Sheppard/Mike Thompson (2.0 Rawlson-Ford S2000), 83 laps;
- 9, Raymond Bellm/Roger Andreason (2.0 Chevron-Hart B36), 83 laps;
- 10, Edward Arundel/Tom Dodd-Noble (2.0 Chevron-Swindon BDx B36), 80 laps.

Over 2000cc: 1, Wood/Robinson, 85.15mph; no other finishers. **Fastest lap:** Desiré Wilson/Siggi Brunn (3.0t Porsche 908/3), 58.8s, 101.26mph (establishes record). Up to 2000cc: 1, Budge/Malkie; 2, Stechman/Everett; 3, Bellm/Andreason. **Fastest lap:** Bellm/Andreason, 1m 00.1s, 99.07mph (establishes record). **Sports 2000:** 1, Sutherland/Rossiter, 91.77mph; 2, O'Brien/Martin-Dye; 3, Williams/Farmer. **Fastest lap:** O'Brien/Martin-Dye, 1m 02.9s, 94.66mph.

The meeting opened with a round of the Townsend Thoresen FF1600 Championship and John Pratt was on pole although with an unlikely time of 1m 04.8s (over half a second inside the record) credited to him. Andrew Gilbert-Scott and Mark Newby lined up alongside. From the start, Pratt took his Lola into a lead which he was never to lose while behind him, AG-S and Mark Peters fought for second place. Their battle became rather too intense at one stage and a coming together dropped Peters temporarily to fourth but he recovered to third ahead of Newby by the flag. A broken exhaust manifold made Gilbert-Scott's car sound dreadful but



### OULTON PARK (GB), Jun 25, BRSCC

Townsend Thoresen Formula Ford 1600 Championship race (10 laps): 1, John Pratt (Lola-Minister T642E), 11m 08.5s, 89.07mph; 2, Andrew Gilbert-Scott (Lola-Minister T642E), 11m 14.1s; 3, Mark Peters (Van Diemen-Gätmo RF83), 11m 24.3s; 4, Mark Newby (Van Diemen-Gätmo RF83), 11m 26.6s; 5, Kevin Haddock (Van Diemen-Scholer RF83), 11m 27.1s; 6, Graham de Zille (Lola Minister T642E), 11m 34.2s. **Fastest lap:** Gilbert-Scott, 1m 05.5s, 90.91mph.

BRSCC Modified Saloon Car Challenge race (10 laps) — Overall: 1, Graham Scarborough (3.0 Ford Capri), 11m 50.5s, 83.81mph; 2, Brian Chatfield (3.0 Ford Capri), 11m 59.2s; 3, Milton Bishop (3.0 Ford Capri), 12m 00.1s; 4, Rob McIntyre (1.3 McIntyre Mini), 12m 37.6s. **2001-4000cc:** 1, Scarborough; 2, Chatfield; 3, Bishop. **Fastest lap:** Scarborough, 1m 09.7s, 85.43mph. **1001-1300cc:** 1, McIntyre, 78.60mph; 2, John Quartermaine (1.3 Mini Cooper S); 3, Peter Keel (1.3 Mini Cooper S). **Fastest lap:** McIntyre, 1m 14.3s, 80.14mph.

'Champion of Oulton' Formula Ford 1600 race and BRSCC Northern Formula Ford 1600 Championship race (10 laps): 1, Wally Warwick (Reynard-Auriga 83FF), 11m 26.1s, 86.19mph; 2, Richard Street (Royale-Minister RP33M), 11m 30.9s; 3, Tim Moss (Royale-Auriga RP33M), 11m 34.6s; 4, Eric Pennington (Van Diemen-Minister RF80), 11m 35.2s; 5, Colin Verity (Van Diemen-Bartram RF82), 11m 35.7s; 6, John (Brolly) Booth (Van Diemen-Gätmo RF83), 11m 39.7s. **Fastest lap:** Andy Ackerley (Lola-Minister T642E), 1m 06.9s, 89.00mph.

didn't slow him on his way to second. Kevin Haddock took fifth ahead of Graham de Zille who survived a clash with John Booth at Lodge in his efforts to get past, Booth spinning but recovering to take seventh place.

Pole man Graham Scarborough was a little slow off the line in the BRSCC Modified Saloon Car race, Brian Chatfield heading him for the opening lap. Scarborough was soon into the lead, however, and Chatfield fell briefly into the clutches of Milton Bishop before re-establishing himself in a comfortable second place. Behind the three Capris, Rob McIntyre's Mini took a secure fourth place and class win over the Cooper S's of John Quartermaine and Peter Keel.

Expatriate Northerner Andy Ackerley returned to take on the 'Champion of Oulton' regulars and claimed pole position only to damage his Ray's suspension in the earlier TT round. Switching to a Lola, he had to start from the back of the grid but nevertheless had climbed to seventh place by the end of the 10 laps. From the fourth row, Gray Hedley made a storming start but then tangled with Allard Kalff at Foster's and it was John (Brolly) Booth and Wally Warwick who headed the field at the end of the opening lap. These two had quite a scrap for the lead until they both tried for Lodge Corner together and touched wheels. Warwick staying his ground on the inside while Booth slithered wide on the verge, just managing to keep second place. On the last lap, however, Booth spun at Foster's and dropped to sixth.

Richard Street, always better in the race than in practice, fought his way to second place past a group consisting of Tim Moss, Eric Pennington, who put up another good showing in his three-year old Van Diemen, and Colin Verity who, for some laps, had third position to himself.

PETER MCFADYEN

### DONINGTON PARK

## Maurizio's fine win

The supporting programme for last Saturday's European Formula 2 Championship meeting at Donington comprised rounds of three of the circuit's own series, together with events counting towards the European Renault 5 Turbo and Trimoco RAC British Saloon Championships, plus a British Car Auctions MG Metro race. Most of these were closely fought, although no-one had to work harder than Brazilian Maurizio Sandro Sala, who was passed at one point by circuit debutant Keith Fine but fought back well to secure another FF1600 victory for his Madgwick Motorsport Van Diemen RF83.

The larger Ford formula was also represented on the agenda, led at first by genial Argentine Victor Rosso in the Gerard for Honda/Bob Salisbury Racing Reynard. Victor, however, was to receive a 10secs penalty for contravening

the regulations for the meeting and carrying out a practice start before joining the grid and this effectively ruined any chances he may have had of scoring his first victory of the year. In any case, circuit champion Russell Spence worked his similar Swallow Racing Reynard ahead on lap 6, making full use of a better line into Redgate Corner, and Russell pulled out a slight advantage by the end of 12 laps, leaving Rosso to fend off a determined challenge from the Fulmar Racing Reynard of Gary Evans. Jonathan Palmer's young protégé was having his best race in the formula so far and was rewarded with second place after the addition of Rosso's penalty, although Victor was far enough ahead of the down-on-power Bates Group Reynard of Don Hardman to secure third place. Behind local man Hardman came Frank Bradley (Uniroval Tredaire Van Diemen), who survived an ill-mannered nudge from Chris Farrell's year old Van Diemen at Redgate to pip the Australian for fifth place.

The magnificent V16 BRM was given a run immediately following the Formula 2 race, after which were assembled a full grid of Metro Challenge competitors. Reigning champion David Carvell had qualified a brand new Simon Martyn Associates car on pole position, this built up after his nasty crash at Snetterton recently, and after describing his practice effort as "very unexpected", the Daventry man promptly took off into the lead and stayed there.

One-make prodaloon expert Neil McGrath, who is making a welcome return to the sport armed with a Linden Racing Metro, led the rest from the outset but then fell back with gear selection problems, allowing series leader Paul Taft, who languished on row four of the grid following a troubled time in practice, to charge through and take up the chase.

By lap 7, Taft had closed his Dunnetts/Klaxon example up onto the tail of Carvell but then a particularly grassy 'moment' exiting the chicane allowed David the breathing space he needed to score his third win of the year.

"It started bouncing quite badly," said Taft later, "so I knew immediately what the problem was: a broken rear roll bar." He still maintained second place to the end, while Robin Brundle battled his *Daily Express* Scholarship MG up into third ahead of Tim Ransom's SDC version, Roger Saunders (Wadham Stringer) and the unhappy McGrath. A little further back, Peter Baldwin managed ninth place after starting dead last.

The *Birmingham Post & Mail* FF1600 encounter provided an enthralling duel between impressive Brazilian Maurizio Sandro Sala (Van Diemen) and Englishman Keith Fine, who was making his very first Donington appearance in his works-tended Royale RP33M. A poor start by Fine enabled Sandro Sala to pull out an early advantage, but Keith gradually whittled this back and then nipped through neatly into the lead under braking for the Park Chicane on lap 6. Maurizio wasn't beaten yet, though, and dived bravely to the inside under braking for Redgate two tours later, just squeez-



**DONINGTON PARK (GB), Jun 24, DRC**

**Radio Trent Formula Ford 2000 Championship race (12 laps):** 1, Russell Spence (Reynard-Neil Brown 83SF), 15m 06.42s, 93.28mph; 2, Gary Evans (Reynard-Neil Brown 83SF), 15m 08.24s; 3, Victor Rosso (Reynard-BSR 83 SF), 15m 17.64s, including 10secs penalty; 4, Don Hardman (Reynard-BSR 83SF), 15m 19.27s; 5, Frank Bradley (Van Diemen-Neil Brown RF 83), 15m 20.23s; 6, Chris Farrell (Van Diemen-Nelson RF82), 15m 21.63s. **Fastest lap:** Spence, 1m 14.61, 94.44mph.

**British Car Auctions MG Metro Challenge race (12 laps):** 1, David Carvell (MG Metro/Longman), 17m 53.22s, 78.79mph; 2, Paul Taft (MG Metro/Howley), 17m 54.61s; 3, Robin Brundle (MG Metro/Howley), 18m 02.76s; 4, Tim Ransom (MG Metro/Howley), 18m 03.01s; 5, Roger Saunders (MG Metro/Longman), 18m 03.55s; 6, Neil McGrath (MG Metro/Howley), 18m 07.07s. **Fastest lap:** Taft, 1m 28.14s, 79.94mph (record).

**Birmingham Post & Mail Formula Ford 1600 Championship race (10 laps):** 1, Maurizio Sandro Sala (Van Diemen-Nelson RF83), 13m 41.22s, 85.80mph, 2, Keith Fine (Royale-Auriga RP33M, 13m 41.36s; 3, John 'Butcher' Booth (Van Diemen-Gätmo RF83), 13m 43.79s; 4, Steve Greensmith (Royale-Auriga RP26), 13m 46.82s; 5, Antonio Albacete (Van Diemen-Scholar FV83), 13m 48.00s; 6, John Swales (Van Diemen-Scholar RF82), 13m 48.21s. **Fastest lap:** Fine, 1m 20.68s, 87.34mph.

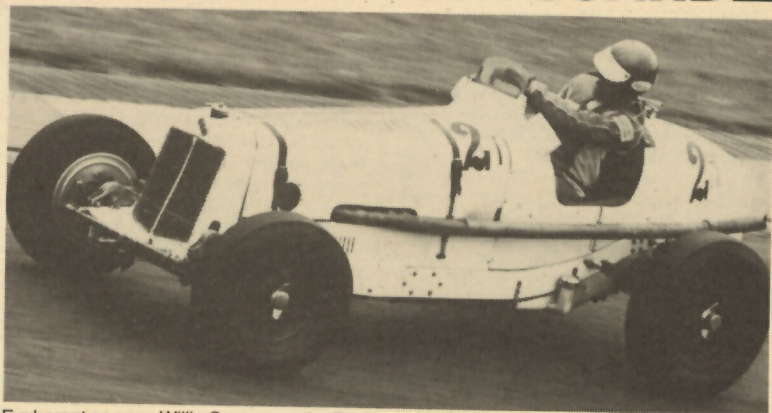
**Donington Production GT Car Championship race (10 laps)—overall:** 1, Steve Cole (3.5 Morgan Plus 8), 15m 04.94s, 77.86mph; 2, Jeff Williams (1.6 Caterham Super 7), 15m 57.17s; 3, John Llewellyn (1.8 Volkswagen Golf GTI), 16m 00.44s; 4, Tim Read (1.0 Ginetta G15), 16m 11.80s. **Over 2800cc front-engined and over 2000cc rear-engined:** 1, Cole; no other finishers. **Fastest lap:** Cole, 1m 28.59s, 79.54mph. **2001-2800cc front-engined and 1501-2000cc rear-engined:** 1, John Yarnold (2.0 Saab 900 Turbo), 9 laps, 67.65mph; 2, Richard Johnson (2.3 Vauxhall Magnum Coupé), 9 laps; 3, Nigel Barnett (2.3 Vauxhall Magnum Coupé), 9 laps. **Fastest lap:** Chris Meek (1.6 Lotus Europa Special), 1m 29.16s, 79.03mph. **1501-2000cc front-engined and up to 1500cc rear-engined:** 1, Williams, 73.63mph; 2, Llewellyn; 3, Read. **Fastest lap:** Maynard Soares (1.6 Caterham Super 7), 1m 33.10s, 75.69mph. **Up to 1500cc front-engined:** 1, Bob Buttery (1.5 Alfa Romeo Alfasud Ti), 9 laps, 69.19mph; 2, Ashley Jacques (1.3 MG Midget), 9 laps; 3, Garry Stone (1.3 MG Midget), 9 laps. **Fastest lap:** Buttery, 1m 39.46s, 70.85mph.

**DONINGTON PARK****Green fingers**

Effectively a separate meeting, Sunday's second half of the DRC's European F2 promotion saw the emphasis change to nostalgia, five of the day's eight races serving to celebrate Donington's Golden Jubilee. Although the Leonard SuperSports feature even was, predictably, won by Atlantic Computers interloper John Foulston — gaining sweet revenge for his defeat by Ted Williams in his own round the previous day at Silverstone — the star of the afternoon was Derby's own Willie Green. The renowned historic 'ace' was offered runs in Peter Mann's fine ERA and the ex-Bamford team Ferrari Dino of Albert Obrist and proceeded to win both the Pre-War and Post-War GP car events — the latter after a magnificent display of car control from the back of the grid. Willie was, deservedly, the winner of the Howitt Driver of the Day award to put the icing on the cake. Hard drives by Jeff Wilson (GTs), Andy Wallace (FF1600) and Will Hoy (Clubmans) rounded off the afternoon as the action moved into the contemporary formulae.

The spindly Frazer-Nashes of David Smith and young Weston Mitchell enjoyed a spirited dice at the head of the opening Pre-1933 sports car race until Rodney Felton's powerful 1931 Alfa Romeo Monza — which had lurked at the back of the grid after missing practice — overhauled the little voiturettes.

Pre-War racing cars were out next for the 50th Anniversary race in which David Black's Alfa P3 demoted poleman Guy



Exuberant as ever, Willie Green won the Pre War race with Peter Mann's ERA.

Smith's 3½-litre Frazer-Nash on the opening lap. Smith was further usurped, immediately, by Patrick Marsh's ERA and, later, by Willie Green, Bill Morris in their English Racing Automobiles, plus Dan Margulies's pretty Maserati 4CL. Donald Day quickly had his smart green ERA in among its stablemates, before a moment on lap 9, meanwhile Green was really pressuring leader Black.

Two laps from home, the Alfa Romeo spluttered as it passed the pits and Willie was soon through and storming to a popular victory in the white ERA. Black followed on as best he could with the engine cutting out spasmodically and he finally coasted in, out of fuel. Marsh was not close enough to benefit from David's misfortune, but had to work for his third place as the recovering Day closed in. Margulies passed the slowing Morris for fifth but was nearly caught on the line by Ron Footitt's valiant Cognac Special.

Bobbie Bell's Hall & Fowler-prepared Lister-Jaguar looked to have the sports racing event under control despite the close attentions of David Ham's similar car, until problems intervened and the Surrey garage owner was forced to pit. Ham thus continued unchallenged, a long way clear of Chris Smith's beautifully-driven Lotus-Climax 17, the 1220cc car well ahead of powerboat designer Don Shead's Lister. Martin Morris's Monaco-winning Jaguar D was the other unlapped runner.

Willie Green was back in action in the Pre-1960 GP car race, taking over the Swiss Albert Obrist's Ferrari 246 after practising Bruce Halford's Lotus 16. Green had to start from the back with a 10sec penalty but the barking Dino's getaway, snaking for 100 yards amid plumes of tyre smoke, clearly signified Willie's intentions. Up to 13th place by Starkeys Bridge on the opening lap, the Ferrari ascended to ninth by the chicane and was a challenging third by lap 4 as Willie charged through the Cooper-Bristols and Chris Mann's Lotus 16.

Out front John Harper's Connaught streamliner swiftly found a way round Halford's beautiful Lotus but neither was safe from the Ferrari's attack, Green assuming the lead into Redgate Lodge with four laps to spare. John and Bruce circulated together thereafter but could offer no response, while the diligently driven Cooper of Roddy Macpherson opposite-locked its way to a good fifth position.

No fewer than 27 cars qualified for the Leonard SuperSports race — which masqueraded as an International Sports Car event at the insistence of the organisers — for which Hockenheim winner Dickie Attwood claimed the pole, his Porsche 908/2 some 0.4sec quicker than John Foulston's mighty McLaren M8 on the slippery track. The older McLarens of David Franklin (M6B) and Charlie Agg (M1B) shared the second row, well in touch, while Mike Wheatley and Richard Thwaites resumed their German sparring match with closely-matched times in the Uni-Petrol Lola T70 and National Breakdown

Chevron B16 respectively.

Ted Williams's March 707 and the 2-litre Chevrons of Stirling Moss (flying in the ART-prepared B8-Hart), Andrew Fletcher and an inspired Tony Gordon (B16s) were next up in the quality field.

Alas, Attwood's Porsche bogged on the line and, as he threw his hand up to warn those behind of his predicament, Foulston blasted his 600hp monster into Redgate and away. 'Spiderman' Agg offered a stern challenge in the little M1 for three laps until the power deficit told and Franklin nipped by to see what he could do. The leader was held up at the chicane by Robert Horne's Ferrari 512M on lap 6, allowing Franklin to close dramatically, but Foulston soon eased away again to an untroubled win.

Williams, the hard-charging Thwaites and, towards the end, Attwood — making up ground in tenacious fashion — each clawed their way ahead of Agg's Banana Republic-supported car (which had been jumping out of gear since lap 3) with Ted emerging ahead at the flag. Attwood was fourth, on the March's tail with Agg a further 4secs adrift. Wheatley and Thwaites had a tremendous tussle, interrupted by a spinning Roger Friend, whose Lotus-FVA 47 had just got the better of Simon Hadfield's twin-cam version, at the exit of the chicane. Wheatley was forced onto the grass in avoidance but held the big Lola in the full-blooded powerslide, seizing sixth place by a length at the line.



The essence of SuperSports racing.

**DONINGTON (GB)****Jun 26****Leonard Parfums  
Supersports race  
20 laps — 39.15 miles****Overall:**

- 1, John Foulston (5.0 McLaren-Chevrolet/Chaparral M8C/D), 24m 54.7s, 94.28mph.
- 2, David Franklin (5.0 McLaren-Chevrolet/VDS M6B), 25m 05.4s;
- 3, Ted Williams (5.0 March-Chevrolet/Chaparral 707), 25m 31.8s;
- 4, Richard Attwood (3.0 Porsche 908/2), 25m 32.8s;
- 5, Charles Agg (5.0 McLaren-Chevrolet/Aggro M1B), 25m 36.9s;
- 6, Mike Wheatley (5.0 Lola-Chevrolet/Bartz T70 Mk3B), 25m 37.4s;
- 7, Richard Thwaites (2.0 Chevron-Cosworth/Racing Fabrications FVC B16), 25m 38.2s;
- 8, Nigel Hulme (5.0 Lola-Chevrolet/Russgo T70 Mk3), 19 laps;
- 9, Stirling Moss (2.0 Chevron-Hart B8), 19 laps;
- 10, Roger Friend (1.6 Lotus-Cosworth/Racing Fabrications FVA 47), 19 laps; etc.

**Fastest lap:** Foulston, 1m 13.1s, 96.39mph.

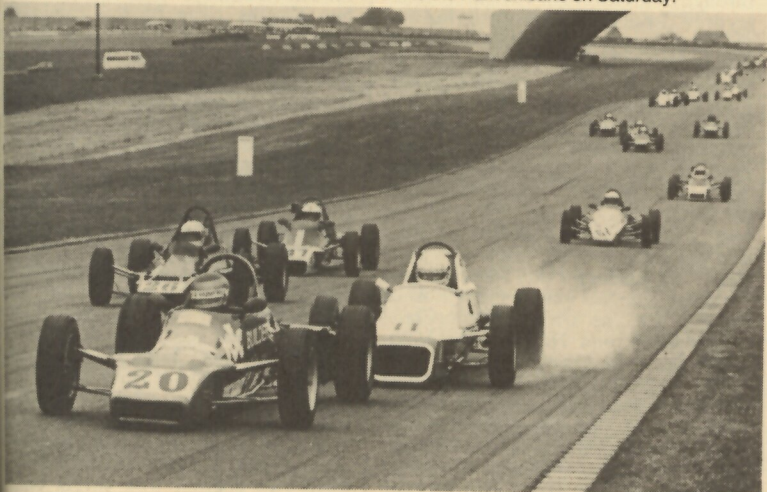
ing through and establishing enough of a margin to remain ahead to the finish. John 'Butcher' Booth retained his championship lead by finishing third in his Avocet Van Diemen, while a close battle for fourth place was resolved in the order Steve Greensmith, again going well in his ex-Jim Walsh Royale RP26, Antonio Albacete (Madgwick Van Diemen) and increasingly rapid local man John Swales (Van Diemen), who had actually led this little battle into the final lap.

A varied field of cars comprised the final race of the day, counting towards Donington's own Production GT Championship. Chris Meek made the best start to lead in his yellow Lotus Europa Special but was soon under pressure from the Lyster Oil Morgan Plus 8 of Steve Cole, who had started from pole position. Meek tried his best to resist the attentions, but Cole eventually outsmarted his rival at Redgate on lap 4 and was able to move through into the lead as they accelerated towards the Craner Curves. Cole thereafter asserted his superiority, while Meek later retired after 8 laps. This allowed an impressive Jeff Williams (Savoir Fare Caterham Super 7) to move into a distant second place. The former FF/F3 man battled his way past John Llewellyn's 1800cc VW Golf and was then handed the class win when Maynard Soares spun his Super 7 at Redgate on lap 7.

John Kent's TVR Turbo had run ahead of this trio until retiring with final drive failure, so a hard-driving Tim Read was rewarded with fourth place overall in his diminutive Ginetta. One lap down, Bob Buttery again took his Alfasud 1.5 ti to a clear class win, thereby maintaining his championship lead, while John Yarnold's Saab 900 Turbo took the other class.

**JEREMY SHAW**

Fine and Albacete head Greensmith and Swales into the Park chicane on Saturday.



AUTOSPORT, JUNE 30, 1983



## DONINGTON PARK continued

After an all-too-brief demonstration of the Donington Collection BRM V16 by Tom Wheatcroft, the first of the 'modern' grids assembled for the DRC GT championship round. Both cars and drivers proved recalcitrant on the warm-up lap, three machines pitting for running repairs while another couple required attention on the grid after a minor coming together. A shortened, delayed, race was announced but a serious incident at the Old Hairpin brought out the red flag straight away (see *Sports Extra*) reducing the event's length still further as the evening sky grew darker.

This time the getaway was clean and, for all 10 laps, spectators were treated to a spectacular battle between Jeff Wilson's gorgeous Cooper of Leicester BMW-Cosworth GA MI and Andy Barton's functional AC-Hart 3000ME. The Geordies gave their all, without changing order although scant feet apart, while an equally stirring dispute over third place saw the Esprits of Tony Sugden, Brian Robinson and Geoff Farmer separated by 0.5secs for the last five laps once 'Welly' Potter's evil Esprit-Chevvy had spun out of fourth spot at Park.

The Lolas of John Pratt and Andrew Gilbert-Scott contrived to outrake each other and themselves (!) at the chicane on the first lap of the RAC FF1600 round, delaying all but Andy Wallace whose BRP Van Diemen emerged with a vast — by Formula Ford standards — lead which he did not let slip. Attention therefore focused on the duel for second spot which Saturday winner Maurizio Sandra Sala gained during the *contretemps* but AG-S quickly recaptured. Sala, driving brilliantly through the Old Hairpin section, was always able to gain ground on the sweep up to Macleans and he capitalised with an opportunist manoeuvre on the last lap. Having found the gap, the Brazilian clung grimly to his place and had the satisfaction of setting fastest lap along the way. Fourth, behind AG-S, was 'Norman' ("having two Marks in the team makes things difficult") Newby whose Van Diemen mate Peters was rudely nerfed off by Pratt who outraked both John Booth and Keith Fine into Park but was going far too quickly to take the corner without hitting the committed Peters.

A processional Clubmans affair closed the day's proceedings, Wilberforce Hoy's Reid Wines Mallock hurtling away from the 'opposition' from the word go. Kenny Allen's Agra U2 gave vain chase but was so far ahead of Paul Gibson (who spun his Vision without losing his place to team partner Andy Smith) that he ran alone throughout. The FF1600-engined class was little better although at least the top five contenders ran together for most of the race. Dave Wale kept command although Nick Wadham (in John Young-husband's U2 Mk22) threatened from time to time, not allowing Wale to relax.

MARCUS PYE

## BRANDS HATCH

# Better by design

The attendance at Brands Hatch was swelled by over 2000 invited guests of GM Dealers nationwide for Sunday's BRSCC organised GM Dealersport Trophy Day. Meanwhile guests of the Lep Group, though slightly outnumbered, were rewarded for their encouragement with Alo Lawler's brave third in the feature Formula Atlantic race. Alo's Ralt RT4 was far from perfect following an incident during practice which required hasty repairs, and it was Ian Flux who collected the main honours.

A hard fought duel between Richard Hutton and Eric Houl provided a splendid opener in the MGA Championship. They took it in turns to lead and despite Houl's continued advantage through Clark Curve, Hutton's orange example enjoyed slightly more power down Brabham Straight. Although Hutton cut it fine for the final dash to the flag, he got the verdict in a 'photo-finish'. Nick Parrott held a lonely third place but was fast being caught in the closing laps by Douglas McLay who damaged his near-side front wing at Druids on lap 2 but pressed on to account for Vic Ellis and the dicing trio of Colin Jones, Martin Shaw and Robert Innes-Kerr. Derek Baker took the honours in the road-going class and although there was little opposition lapped mighty close to his own lap record.

## BRANDS HATCH (GB), Jun 26, BRSCC

**MGCC MGA Championship race (10 laps) — overall and Modified cars:** 1, Richard Hutton (1.6 MGA), 9m 46.2s, 73.92mph; 2, Eric Houl (1.6 MGA), 9m 46.2s; 3, Nick Parrott (1.6 MGA), 10m 01.4s; 4, Doug McLay (1.6 MGA), 10m 02.5s; 5, Vic Ellis (1.6 MGA), 10m 05.7s; 6, Colin Jones (1.6 MGA), 10m 19.0s. **Fastest lap:** Hutton, 57.0s, 76.02mph. **Road-going cars:** 1, Derek Baker (1.6 MGA Coupé), 66.97mph; 2, Iain Work (1.6 MGA), 9 laps; 3, Ian McLaren (1.6 MGA), 9 laps. **Fastest lap:** Baker, 1m 03.4s, 68.34mph.

**Southern Mechanical Handling ASCAR Challenge race (10 laps) — overall and Super Cars:** 1, Ray Taft (5.3 Aston Martin DBS V8), 8m 35.2s, 84.10mph; 2, Jim Mensley (5.7 Chevrolet Camaro), 8m 38.8s; 3, Brian Rice (5.7 Chevrolet Camaro), 8m 48.2s; 4, Jon Fletcher (5.7 Chevrolet Camaro), 8m 48.2s; 5, Don Prater (5.3 Aston Martin DBS V8), 8m 56.9s; 6, Brian Powles (5.7 Pontiac TransAm), 9m 02.4s. **Fastest lap:** Taft, 50.2s, 86.31mph. **Modified cars:** 1, Ian Baldock (5.7 Ford Mustang), 76.69mph; 2, Alan Flavin (5.7 Ford Mustang), no other finishers. **Fastest lap:** Baldock, 55.5s, 78.07mph.

**Uniroyal Tyres Production Sports/Saloon Championship race (10 laps) overall:** 1, Gerry Marshall (2.2 Lotus Esprit Turbo), 9m 32.9s, 75.63mph; 2, Tony Dron (4.7 Porsche 928S), 9m 39.6s; 3, Colin Blower (3.0 Porsche 911SC), 9m 44.0s; 4, David Yates (2.8 Ford Capri), 9m 58.3s. **Prodsports over 2500cc:** 1, Marshall, 2, Dron; 3, Blower. **Fastest lap:** Marshall, 58.1s, 77.24mph. **1501-2500cc:** 1, Maynard Soares (1.6 Caterham Super 7), 10m 02.5s; 71.92mph; 2, Richard Marrant (2.5 Triumph TR6), no other starters. **Fastest lap:** Soares, 58.8s, 73.69mph. **Up to 1500cc:** 1, Garry Stone (1.3 MG Midget), 9 laps, speed not given; 2, Bruce Kennedy (1.5 Fiat X19); no other starters. **Fastest lap:** Stone, 1m 02.5s; 69.33mph. **Prodsalons 2301-3600cc:** 1, Yates, 72.42mph; 2, Tony Lanfranchi (3.0 Opel Monza); 3, Derek Wileman (3.0 Ford Capri). **Fastest lap:** Yates, 58.6s, 73.94mph. **1601-2300cc:** 1, John Llewellyn (1.8 Volkswagen Golf GTI), 71.48mph; 2, Terry Stone (2.0 Toyota Celica); 3, Trevor Scarborough (2.0 Triumph Dolomite Sprint). **Fastest lap:** Llewellyn, 59.3s, 73.07mph. **Up to 1600cc:** 1, Tim Dodwell (1.6 Volkswagen Scirocco GLI), speed not given, no other starters. **Fastest lap:** Dodwell, 1m 00.7s, 71.38mph.

**Nova Trophy/Formula Atlantic Championship race (30 laps):** 1, Ian Flux (1.6 Ralt-Swindon BDA RT4), 22m 01.7s, 98.35mph; 2, Trevor Templeton (1.6 Ralt-Cosworth BDA RT4), 22m 02.1s; 3, Alo Lawler (1.6 Ralt-Alan Smith BDA RT4), 22m 21.0s; 4, Neil Crang (1.6 Tiga-Alan Smith BDA FA82), 22m 26.2s; 5, Mike Catlow (1.6 Ralt-Racing Fabrications BDA RT1), 22m 40.3s; 6, Stewart Phillips (1.6 March-Swindon BDA 80A), 29 laps. **Fastest lap:** Flux, 43.2s, 100.30mph.

**The Cavalier Trophy/Pre '65 Saloons Challenge race (10 laps) — Overall:** 1, Phil Buck (1.6 Lotus Cortina), 10m 44.3s, 67.25mph; 2, Simon Riley (1.6 Lotus Cortina), 10m 47.3s; 3, Geoff Scott-Williams (3.8 Jaguar Mk2), 11m 01.1s; 4, Tim Collins (1.6 Lotus Cortina), 11m 03.0s. **Over 3000cc:** 1, Scott-Williams, 65.54mph; 2, Dennis Carter (3.4 Jaguar Mk8), no other starters. **Fastest lap:** Scott-Williams, 1m 02.9s, 68.89mph. **2300-2999cc:** no finishers. **Fastest lap:** Alan Mills (2.5 Ford Zephyr 6), 1m 13.4s, 59.03mph. **1200-2299cc:** 1, Buck; 2, Riley; 3, Collins. **Fastest lap:** Riley, 1m 03.0s, 68.78mph. **Up to 1199cc:** 1, Dave Burrows (1.0 Morris Minor) 62.43mph; 2, Mike Cox (1.0 Austin A35); 3, Bob Trevor (1.0 Austin A35). **Fastest lap:** Burrows, 1m 07.6s, 64.10mph.

**MGCC MG Midget Road-going Championship race (10 laps):** 1, Lawrence Croydon-Fowler (1.3 Austin-Healey Sprite), 10m 18.5s, 70.06mph; 2, Robert Nettleton (1.3 Austin Healey Sprite), 10m 23.2s; 3, Wally Liles (1.3 MG Midget), 10m 25.5s; 4, Simon Croydon-Fowler (1.3 Austin Healey Sprite), 10m 29.8s; 5, Andy Mathew (1.3 MG Midget), 10m 40.2s; 6, Jim Baynam (1.3 MG Midget), 10m 42.1s. **Fastest lap:** Nettleton, 1m 00.3s, 71.84mph (record).

**The Astra Trophy/Champion of Brands FF1600 Series (10 laps):** 1, Karl Jones (Ray-Creswell 80F), 8m 35.6s, 84.04mph; 2, Len Bull (Van Diemen-Nolan RF82), 8m 37.6s; 3, Tim Jones (Ray-Minister 80F), 8m 37.9s; 4, Bob Hawkins (Tiga-Nolan FF79), 8m 38.4s; 5, Trevor Stiles (Van Diemen-Minister RF80), 8m 38.6s; 6, Colin Stancombe (Lola-CS T640), 8m 40.3s. **Fastest lap:** Jones, K, Jones, T, Stiles and Peter Bell (Royale-Nelson RP3 1M), 50.6s, 85.63mph.

**MGCC MG Midget Modified Championship race (10 laps):** 1, Steve Everett (1.4 MG Midget), 8m 43.5s, 82.16mph; 2, Tim Cairns (1.4 MG Midget), 8m 47.4s; 3, Mike Chalk (1.4 MG Midget), 8m 53.9s; 4, Mick Rogers (1.5 MG Midget), 9m 22.9s; 5, John Baggott (1.4 MG Midget), 9m 23.1s; 6, David Brooker-Carey (1.4 MG Midget), 9m 23.7s. **Fastest lap:** Everett, 51.1s, 84.79mph (equals record).



The modified MGAs of Geoff Mansell, Colin Jones and Martin Shaw in dispute at Paddock.

Brian Rice (Car International/Chevrolet Camaro) seized the lead from the ASCAR rollin' start pursued by poleman Ray Taft (Hyde Vale/Aston Martin DBS) and the Camaros of Jon Fletcher and Jim Mensley. But a sudden loss of power along Cooper Straight caused a hairy moment through Surtees and Taft slipped ahead, soon to be followed through by Mensley and Fletcher. Mensley drew closer to the silver Aston but was unable to prevent the Hyde Vale car from completing a double, Taft having won the previous Brands round. Rice pressured Fletcher and indeed forced ahead briefly as they rounded Paddock for the final time, although Fletcher was ahead again at Druids. Inspired, Rice inched inside through Clark Curve and although the timekeepers couldn't separate the two Chevvy's as they took the flag, Rice was adjudged to have just taken third place. Ian Baldock's tidy Mustang won the Modified class having spent most of the race duelling with the 'SuperClass' Camaros of John Herman and Mod-sports-man John Digby.

Gerry Marshall hasn't had the best of fortunes with the ICS Lotus Esprit-turbo but it all came good in Sunday's Uniroyal Production Sports and Saloon Championship round. Gerry shaved a couple of tenths from his own lap record in practice

but built up such a lead in the early stages that perhaps he didn't need to push on any harder. Tony Dron made a less than speedy start and spent a couple of laps trying to find a way around Colin Blower's Porsche 911SC, before taking a measured second place in the Willhire-winning Porsche 928S. David Yates had an untroubled time in the Hi-Mark Capri for saloon honours and fourth overall a few lengths clear of the diminutive Caterham Super 7 of Maynard Soares. Much interest centred on the next placings with John Llewellyn (VW Golf) fending off a hard trying Tony Lanfranchi (Monorep/Opel Monza) — the only true GM car racing in the day's activities — and Derek Wileman's Capri.

Alo Lawler could not be sure how his Lep Group Ralt RT4 would perform following his early morning *contretemps* — the reigning Formula Atlantic Champion had missed the second practice session while his hard working team effected repairs — but the gritty Irishman made the best start and edged over to head poleman Ian Flux as they approached Paddock. But Flux, back in a regular drive thanks to Rapid Movements and Duncan Bain's Abdex Racing Ralt RT4, swept ahead into Druids and immediately set about establishing a lead. Not content with sitting behind

## DONINGTON (GB), Jun 26, DRC

**Pre-1933 Sports Car race (10 laps):** 1, Rodney Felton (2.6 Alfa Romeo Monza), 18m 13.5s, 64.44mph; 2, David Smith (2.0 Frazer Nash-AC Supersports), 18m 40.3s; 3, Weston Mitchell (1.8 Frazer Nash Falcon), 18m 43.5s; 4, Christopher Brash (1.5 Aston Martin Le Mans), 18m 51.3s; 5, Ron Dean (2.4 Alvis Silver Eagle), 19m 28.0s; 6, J. F. Middleton (4.4 Bentley 4½ Tourer), 19m 53.0s. **Fastest lap:** Felton, 1m 44.8s, 67.24mph (record).

**Donington 50th Anniversary race for Pre-War Racing Cars (15 laps):** 1, Willie Green (1.5 ERA 'B'), 23m 33.1s, 74.80mph; 2, David Black (3.2 Alfa Romeo P3), 23m 42.0s; 3, Patrick Marsh (1.5 ERA 'B'), 24m 26.2s; 4, Donald Day (2.0 ERA 'B'), 24m 28.2s; 5, Dan Margulies (1.5 Maserati 4CL), 24m 36.2s; 6, Ron Footitt (2.0 AC/Gin Cognac Special), 24m 37.6s. **Fastest lap:** Green, 1m 30.7s, 77.69mph.

**Sports Racing Cars 1953-60 (15 laps):** 1, David Ham (3.8 Lister-Jaguar), 22m 37.7s, 77.85mph; 2, Chris Smith (1.2 Lotus-Climax 17), 23m 30.2s; 3, Don Sheard (3.8 Lister-Jaguar), 23m 49.6s; 4, Martin Morris (3.8 Jaguar D), 24m 01.9s; 5, Willie Tuckett (3.4 Jaguar D), 14 laps; 6, Peter Walker (1.1 Lola Mk1), 14 laps. **Fastest lap:** Ham and Bobbie Bell (3.8 Lister-Jaguar), 1m 27.8s, 80.25mph.

**Post-War Grand Prix Cars, pre-1960 (15 laps):** 1, Willie Green (2.4 Ferrari 246 Dino), 21m 47.1s, 80.86mph; 2, John Harper (3.8 Connaught-Jaguar), 21m 54.2s; 3, Bruce Halford (2.5 Lotus-Climax 16), 21m 56.2s; 4, Roddy MacPherson (2.0 Cooper-Bristol Mk2), 23m 07.2s; 5, Alan Cottam (2.5 Maserati 250F), 14 laps; 6, David Vine (2.0 Cooper-Bristol Mk2), 14 laps. **Fastest lap:** Green, 1m 24.5s, 83.39mph.

**Motoring News Donington GT Championship race (10 laps) — overall:** 1, Jeff Wilson (3.4 BMW-Cosworth M1), 12m 17.9s, 95.57mph; 2, Andy Barton (2.0 AC-Hart 3000ME), 12m 18.3s; 3, Tony Sugden (1.7 Lotus Esprit-Cosworth/AET turbo), 12m 33.2s; 4, Brian Robinson (2.0 Lotus Esprit-Hart), 12m 33.4s. **Over 2000cc:** 1, Wilson; 2, Sugden; 3, George Potter (7.0 Lotus Esprit-Chevrolet), 9 laps. **Fastest lap:** Wilson, 1m 11.6s, 98.41mph (record). **1501-2000cc:** 1, Barton, 95.44mph; 2, Robinson; 3, Geoff Farmer (2.0 Lotus Esprit-Hart), 12m 33.7s. **Fastest lap:** Barton, 1m 11.7s, 98.27mph. **1001-1500cc:** 1, Hugh Colman (1.4 Ginetta-Ford G4), 9 laps, 78.35mph; 2, Eddie Falkous (1.4 Ginetta-Ford G4), 9 laps; no other finishers. **Fastest lap:** Peter Baldwin (1.3 Mini-Ford BDA), 1m 26.4s, 81.55mph. **Up to 1000cc:** 1, Tony Bridge (1.0 Maguire Stiletto-Hartwell), 9 laps, 83.86mph; 2, John Foran (1.0 Davrian-Imp/Hartwell Mk8), 9 laps; 3, Bob Jarvis (1.0 Davrian-Imp/Bevan Mk8), 9 laps. **Fastest lap:** Bridge, 1m 22.8s, 85.10mph.

**RAC British FF1600 Championship race (10 laps):** 1, Andy Wallace (Van Diemen-Nelson RF83), 13m 36.5s, 85.30mph; 2, Maurizio Sandro Sala (Van Diemen-Nelson RF83), 13m 41.0s; 3, Andrew Gilbert-Scott (Lola-Minister T642E), 13m 41.3s; 4, Mark Newby (Van Diemen-Gatmo RF83), 13m 43.3s; 5, John Booth (Van Diemen-Gatmo RF83), 13m 49.1s; 6, Keith Fine (Royale-Auriga RP33M), 13m 50.8s. **Fastest lap:** Sala, 1m 20.4s, 87.84mph.

**DRC Clubmans Sports Car championship race (8 laps) — overall and Modified engines:** 1, Will Hoy (1.7 Mallock U2-Chamberlain Mk24B), 9m 45.9s, 96.21mph; 2, Kenny Allen (1.7 Mallock U2-Agra Mk24B), 9m 50.2s; 3, Paul Gibson (1.7 Vision-Chamberlain FC01), 10m 01.0s; 4, Andy Smith (1.7 Vision-Nelson FC01), 10m 29.4s. **Fastest lap:** Hoy, 1m 12.0s, 97.87mph. **FF1600 engines:** 1, Dave Wale (1.6 Mallock U2-Peter Harris Mk18/21), 11m 01.1s, 85.27mph; 2, Nick Wadham (1.6 Mallock U2-Nelson Mk22), 11m 03.6s; 3, Peter Richings (1.6 Mallock U2-Minister Mk21M), 11m 06.3s. **Fastest lap:** Wadham, 1m 21.2s, 86.78mph.



Lawler, Trevor Templeton made a bold bid for second place, taking the Mitsubishi/Ralt RT4 wide through McLaren and setting after Flux. Gradually, Templeton wore down Flux's 4sec advantage although it seemed the leader was always aware, and at the end of 30 quick laps, Flux even lifted slightly allowing Templeton to finish right on his tail as they took the flag. Lawler settled into a safe third, retaining his series lead, while Neil Crang brought the smart Tiga FA82 into fourth, and Mike Catlow's Ralt RT1 was the first pre '80 car home in fifth.

A grid resembling those of nearly 20 years ago formed next for the Pre 1965 Saloon Challenge with some pristine examples of Lotus Cortinas dominating the line-up. Poleman David Hunter made a storming start only to spin in front of his pursuers halfway round Druids, a misdemeanor from which the telephone sales representative was not to recover, posting a retirement three laps later. Thus, Phil Buck, also Lotus Cortina mounted, gained a sizeable lead although Geoff Scott-Williams (Jaguar Mk2) got on terms and began to challenge hard in the second half of the race. Scott-Williams slipped through at Paddock on the last lap but overcooked it at Druids and could only watch as Simon Riley made it a Lotus Cortina 1-2 as he fought to regain the track. Back in fourth spot, Tim Collins (Lotus Cortina) hauled clear of Dennis Carter (Jaguar Mk8).

Lawrence Croydon-Fowler established a healthy lead in the MGCC Roadgoing Midget Championship race, leaving Wally Liles to fend off brother Simon plus Andy Mathew and Martin Ingall. But it soon became clear that Robert Nettleton was making rapid progress — in what is an equally matched class of racing — in his bright red/yellow/green/Sprite. From being ninth on lap 1, Nettleton improved to fourth at half distance before taking Simon Croydon Fowler and Wally Liles at Paddock Bend on successive laps. Although he came upon some rather obstinate backmarkers, Nettleton managed to cut down the leader's advantage to 5secs at the flag having knocked 0.7sec off the lap record in an impressive first visit to Brands. Jim Baynam got the better of an almighty scrap further back to take sixth place.

With John Oxborrow sidelined after an engine failure in practice the way was left clear for Karl Jones to reap the benefit in the Champion of Brands FF82 Series. Although Tim 'EG' Jones (Ray 80F) and Len Bull (Van Diemen RF82) went wheel to wheel with Karl's KS Group Ray 80F to Paddock, from then on it was the young Welshman's race in a copybook drive. All was not so easy in his wake though for Bull had a hard time trying to round Tim Jones before making a most determined move approaching Paddock on lap 7. Bob Hawkins's trusty Tiga FF77 was a well judged fourth, holding on in face of a strong challenge throughout from Trevor Stiles (Van Diemen RF80). Yards further back Colin Stancombe (Lola T640S) headed the next close group pressed by Ted Whitbourne (Ray 80F), Peter Bell (Royale RP31M) and Chris Hall's Capital Parcels Jamun FT11.

There's modified MG Midgets and modified MG Midgets, for local man Steve Everitt appeared to be well above the rest in his smart red/yellow Moving Still example. Steve simply romped away from the series leader Tim Cairns, who admitted there was little he could do about it, while Mike Chalk was a reasonable third having not quite got used to the Midget which has replaced his ultra-rapid MGA. The main excitement was the dicing for fourth place with Mick Rogers, in brother Barry's Midget, John Baggott and David Brooker Carey enjoying a fine racelong tussle.

PAUL HARMER

## SILVERSTONE

# Salmon in haste

The St John Horsfall Meeting at Silverstone on Saturday attracted far fewer spectators than one would expect normally at an established event, featuring 10 races with overflowing grids, and run in perfect June weather.

Those of us who went to Silverstone, however, enjoyed a first class afternoon's sport beginning with 15 laps of Robin Hamilton Inter-Marque Championship. The hunky, heavily modified Aston Martin V8s of David Ellis and Ray Taft powered into the distance, Taft nibbling at Ellis first time through Woodcote, while behind, John Atkins slotted in to what was to become a lonely third place in his Cobra ahead of Stephen Langton (Lister Jaguar) and Geoff Styring (Porsche 911 Turbo). Going into Copse on lap 3, Taft took the lead and held it for two laps before Ellis regained an advantage which he held to the flag. Taft, however, was later excluded for using slick tyres in a series that specifically allows only treaded wear.

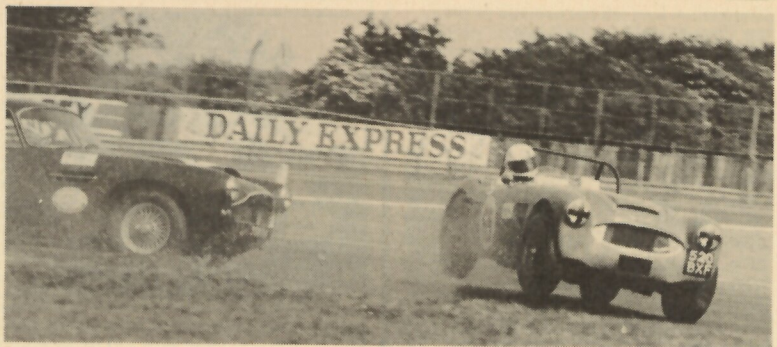
Styring had a close battle with Langton for the opening laps and, fifth time around, they were joined by Don Prater's Aston Martin V8. Styring then pulled away while Langton and Prater dived, the pair of them side by side at Woodcote on lap 6. Then Prater shook off the Lister, which fell back into the clutches of Peter Tognola's Porsche 911 Turbo, and set off after the hard-driving Styring, crossing the line side by side with him on the penultimate lap, but leading into Copse and so to the flag.

Mark Hales powered the burly Attila from pole into a firm early lead of the HSCC Classic Sportscar race, but a puncture on lap 3 sidelined him. Chris Alford (Lotus 23) held second on the first approach to Becketts but had a slight moment and dropped behind the similar car of Stephen Mitchell but ahead of Steve Hitchins (Lotus 23), Tony Goodwin (Merlyn Mk6A), Michael Schryver (Lotus 23) and Robin Longdon (Elva 7S). Next up came a heart-stopping dice between Roger Ealand's Marcos and the Elan of Tony Thompson. They circulated as though attached by a cable and though the Marcos eventually won the verdict, they were credited with identical times.

After Hales retired, Alford took over at the front but his retirement on lap 5 allowed a great dice between Mitchell, Hitchins, Schryver and Goodwin to take star billing. On lap 7, Schryver spun out of Woodcote and he abandoned his car, the moment allowing Hitchins to open out ahead of Mitchell and Goodwin who sprinted to the line together, with Mitchell taking second by a tenth.

The St John Horsfall Trophy race was initially led by John Freeman in Horsfall's Spa Special but after his retirement on the second lap, Derrick Edwards led from Nick Mason, which was appropriate since the two men are partners in Mortane Engineering who sponsored the race. Mason took over at Becketts on lap 3 and though Edwards tried his hardest, Mason pulled away steadily to win.

With Mike Wheatley (BRMP154) and John Foulston (McLaren M8D) recording identical times in practice and with Ted Williams (March 707) only two tenths off, the stage looked set for a first rate Atlantic Computers race. Foulston, whose car is still not apparently behaving itself after a recent rebuild, overshot Woodcote on the first lap and bent a couple of catch fencing poles, but restarted near the tail of the field and set off on a hard charge. Meanwhile,



Philip Roberts allowed his enthusiasm to run amok in fending off Peter Foster's Aston.

## SILVERSTONE (GB), Jun 26, AMOC

**Robin Hamilton Inter-Marque Championship race (15 laps)** — overall: 1, David Ellis (Aston Martin V8), 14m 58.2s, 96.67 mph; 2, John Atkins (AC Cobra), 15m 54.1s; 3, Don Prater (Aston Martin V8), 16m 01.8s; 4, Geoff Styring (Porsche 911 Turbo), 14 laps. **AC Cobras:** 1, Atkins; 2, David Corben, 13 laps; 3, Des Cassidy, 13 laps. **Fastest lap:** Atkins, 1m 02.7s, 92.33 mph. **Aston Martins:** 1, Ellis; 2, Prater; 3, François Duret (DB4), 13 laps. **Fastest lap:** Ellis, 58.7s, 98.62 mph. **Jaguars:** 1, Stephen Langton (Lister Jaguar), 14 laps; 2, Michael Tye (E Type), 14 laps; 3, Paul Palmer (E Type) 13 laps. **Fastest lap:** Langton, 1m 04.2s, 90.17 mph. **Porsches:** 1, Styring; 2, Peter Tognola (911 Turbo), 14 laps; 3, John Bell (Carrera), 13 laps. **Fastest lap:** Styring, 1m 02.9s, 92.03 mph.

**HSCC Classic Sportscar Championship race (10 laps)** — overall: 1, Steve Hitchins (Lotus 23B), 10m 46.1s, 89.60 mph; 2, Stephen Mitchell (Lotus 23), 10m 49.8s; 3, Tony Goodwin (Merlyn Mk6A), 10m 49.9s; 4, Robin Longdon (Elva 7S), 11m 03.8s. **GT cars over 3000cc & Sports Racing cars over 1600cc:** 1, Bobby Bell (Jaguar E), 11m 20.5s; no other finishers. **Fastest lap:** Mark Hales (Attila-Chevrolet), 1m 00.3s, 96.00 mph. **GT cars, 1300-3000cc:** 1, Roger Ealand (Marcos GT), 11m 08.7s; 2, Tony Thompson (Lotus Elan), 11m 08.7; 3, Cyril Baxter (Marcos GT), 11m 22.6s. **Fastest lap:** Thompson, 1m 05.5s, 88.38 mph. **GT Cars up to 1300cc:** 1, John Corfield (Diva GT 10F), 11m 36.3s; 2, Derek Abbott (Lotus Elite), 9 laps; 3, Alan Hall (Marcos GT), 8 laps. **Fastest lap:** Corfield, 1m 07.9s, 85.25 mph. **Sports Racing cars up to 1600cc:** 1, Hitchins; 2, Mitchell; 3, Goodwin. **Fastest lap:** Mitchell, 1m 02.6s, 92.47 mph. **Sports and GT Cars (1965-68) up to 1300cc:** 1, David Polglaze (Ginetta G12), 9 laps; 2, Alan Dignan (Landar), 9 laps; no other starters. **Fastest lap:** Dignan, 1m 11.6s, 80.85 mph.

**St John Horsfall Trophy Race (10 laps):** 1, Nick Mason (Aston Martin Ulster), 13m 39.1s, 70.67 mph; 2, Derrick Edwards (Aston Martin Ulster), 13m 57.9s; 3, David Taylor (Aston Martin Le Mans), 14m 09.1s; 4, Judy Hogg (Aston Martin Ulster), 14m 41.9s; 5, Christian Brash (Aston Martin Le Mans), 14m 43.7s; 6, Tony Riseley (Aston Martin International), 14m 44.1s. **Fastest lap:** Mason, 1m 20.5s, 71.91 mph. **Sealed Handicap:** Denis Nursey (Aston Martin Ulster).

**Atlantic Computer Historic GT Championship Race (15 laps)** — overall: 1, Ted Williams (March 707), 14m 06.2s, 102.61 mph; 2, John Foulston (McLaren M8D), 14m 08.0s; 3, James Wallis (Chevron B19), 14m 24.0s; 4, Simon Hadfield (Taydec 111), 14m 25.3s. **Sports Racing and GT Cars, 2000-5000cc (CanAm):** 1, Nigel Hulme (Lola T70) 14m 59.3s; 2, Alex Seldon (Lola T160) 14 laps; no other finishers. **Fastest lap:** Hulme, 58.2s, 98.95 mph. **Sports Racing and GT Cars, 2000-5000cc (Le Mans):** 1, Peter Millward (Lola-Aston Martin T70 Mk3), 15m 04.9s; no other finishers. **Fastest lap:** Millward, 58.6s, 98.78 mph. **Sports Racing and GT Cars, 2000-5000cc (1969-70):** 1, Williams, 2, Foulston; no other finishers. **Fastest lap:** Foulston, 54.0s, 107.20 mph. **Sports Racing and GT Cars, up to 1600 cc (excluding FVA engines):** 1, Keith Ashby (Chevron B6), 14 laps; 2, Chris Beauvoisin (Piper GTR), 14 laps; no other starters. **Fastest lap:** Ashby, 1m 00.2s, 96.16 mph. **Sports Racing and GT Cars, 1600-2000cc (including FVA engines), 1965-68:** 1, Reg Skeels (Mercury GT), 14 laps; 2, Michael Pierce (Chevron B8), 14 laps; 3, Malcolm Paul (Chevron B8), 14 laps. **Fastest lap:** Richard Budge, (Chevron B8), 58.5s, 98.95 mph. **Sports Racing and GT Cars, 1600-2000cc (1969-70):** 1, Wallis; 2, Hadfield; 3, Anthony Griffin (Chevron B19), 15m 00.5s. **Fastest lap:** Wallis, 55.8s, 103.74 mph.

**Bovis Trophy AMOC Thoroughbred Sports Car Championship Race (10 laps)** — overall: 1, Michael Salmon (Aston Martin DB4), 11m 30.8s; 3, Reg Woodcock (Triumph TR3), 11m 32.6s; 4, Ian Moss (Aston Martin DB4) 11m 37.0s. **Production Sports Cars, up to 1955, up to 2000cc:** 1, John Cook (Triumph TR2), 9 laps; no other starters. **Fastest lap:** Cook, 1m 19.7s, 72.63 mph. **Over 2000cc:** 1, Tim Burrett (Lancia Aurelia B20), 9 laps; 2, Stephen Bamford (Aston Martin DB2), 9 laps; 3, Graeme Ford (Aston Martin DB2) 4 laps. **Fastest lap:** Burrett and Bamford, 1m 16.9s, 75.28 mph. **1956 to 1960, up to 2000cc:** 1, Richard Brightman (Austin Healey Sprite), 12m 51.1s; 2, Derek Abbott (Lotus Elite), 12m 44.2s; 3, Jerry Trace (Elva Courier) 9 laps. **Fastest lap:** Brightman, 1m 11.3s, 81.19 mph. **Over 2000cc:** 1, Salmon; 2, Heynes; 3, Woodcock. **Fastest lap:** Salmon 1m 06.4s, 87.18 mph.

**Pace Petroleum Trophy/Historic Car Championship (10 laps)** — overall: 1, Christopher Mann (Lotus 16), 10m 49.3s, 89.15 mph; 2, David Ham (Lister Jaguar), 11m 01.7s; 3, Bobby Bell (Lister Jaguar), 11m 16.1s; 4, Don Shead (Lister Jaguar), 11m 18.1s. **Front-engined, single seater racing cars, 1931-52 (except 2-litre ERAs):** 1, Richard Pilkington (Talbot Lago), 11m 44.1s; 2, Ted Rollason (ERA), 11m 49.0s; 3, Dan Margulies (Maserati 41C), 9 laps. **Fastest lap:** Rollason, 1m 08.8s, 84.14 mph. **Front-engined, single seater racing cars, 1953-57 (including 2-litre ERAs):** 1, Nick Mason (Maserati 250F), 11m 36.8s; 2, Oliver Robinson (Cooper Bristol Mk2), 9 laps; no other starters. **Fastest lap:** Mason, 1m 06.5s, 87.05 mph. **Single seater racing cars, 1958-60:** 1, Mann; 2, Rob Grant (Cooper F1), 9 laps; no other starters. **Fastest lap:** 1, Mann, 1m 03.6s, 91.02 mph. **Sports racing cars, post war to 1957:** 1, Chris Drake (Jaguar D), 11m 41.6s; 2, David Duff (Jaguar D), 11m 48.2s; 3, William Tuckett (Jaguar D), 11m 50.4s. **Fastest lap:** Drake, 1m 08.8s, 84.14 mph. **Sports racing cars, 1958-60:** 1, Ham; 2, Bell; 3, Shead. **Fastest lap:** Gerry Marshall (Lister Jaguar), 1m 04.3s, 90.03 mph.

**The Medway Hydraulics Trophy Race (10 laps)** — overall: 1, Michael Salmon (Aston Martin DB4), 11m 16.4s; 2, David Heynes (Aston Martin DB4), 11m 29.0s; 3, David Brimble (Aston Martin DB4), 11m 41.6s; 4, Peter Foster (Aston Martin DB4), 11m 41.8s. **DB4, DB5 & DB6 Aston Martins complying with AMOC Group A & B regulations:** 1, Chris Kinnersley (Aston Martin DB4), 9 laps; 2, Andrew Rollason (Aston Martin DB5), 9 laps; 3, Alistair Sinclair (Aston Martin DB4), 9 laps. **Fastest lap:** Kinnersley, 1m 14.2s, 78.02 mph. **DB4, DB5 & DB6 Aston Martins complying with AMOC Group C regulations:** 1, Salmon; 2, Heynes; 3, Brimble. **Fastest lap:** Salmon, 1m 06.7s, 86.79 mph.

**Pace Petroleum Race for Feltham-Built Aston Martins (10 laps)** — overall: 1, Richard Pilkington (Aston Martin DB3S), 13m 07.4s; 2, Stephen Bamford (Aston Martin DB2), 13m 48.5s; 3, John Reed (Aston Martin DB2/4 Mk 1), 13m 48.5s; 4, Shaun Magee (Aston Martin DB2/4 Mk 1) 14m 01.1s. **Standard and mildly modified production Aston Martins built in Feltham:** 1, Bamford; 2, Reed; 3, Magee. **Fastest lap:** Bamford, 1m 18.1s, 74.12 mph. **Modified production and sports racing Aston Martins built in Feltham:** 1, Pilkington; 2, Bill Symons (Aston Martin DBR 1), 14m 16.2s; no other finishers.

**HSCC Post Historic Road Sports Championship race (10 laps)** — overall: 1, Tim Sisson (Jaguar E), 11m 17.5s; 2, John Atkins (AC Cobra), 11m 19.1s; 3, Roger Connel (TVR Griffith), 11m 22.0s; 4, Des Cassidy (AC Cobra), 11m 48.9s. **Over 3000cc:** 1, Sisson; 2, Atkins; 3, Connel. **Fastest lap:** Connel, 1m 05.8s, 87.98 mph. **2000 to 3000cc:** 1, John Gray (Triumph TR5), 12m 17.9s; 2, Michael Hughes (Triumph TR5), 9 laps; 3, Charles Harbord (Ferrari 246 Dino), 9 laps. **Fastest lap:** Gray and Dave Newman (Reliant Sabre 6), 1m 11.9s, 80.51 mph. **1200 to 2000cc:** 1, David Chaney (Marcos GT), 12m 02.5s; 2, Michael Darrieulet (Ginetta G4), 12m 06.5s; 3, Trevor Needham (Lotus Elan), 12m 16.8s. **Fastest lap:** Needham, 1m 09.9s, 82.82 mph. **Up to 1200 cc:** 1, Barry Fernaly (Honda S800) 9 laps; 2, Simon Ford (Honda S800), 8 laps; 3, John Ward (Honda S800) 8 laps. **Fastest lap:** Fernaly, 1m 20.6s, 71.82 mph.

**PAS Mobile Allcomers Scratch Race (12 laps)** — overall: 1, John Foulston (McLaren M8D), 11m 36.8s; 2, Simon Hadfield (Taydec Mk III), 11m 39.0s; 3, John Piper (Martin BM8), 11m 45.1s; 4, Peter Millward (Lola-Aston Martin T70 Mk3B), 12m 06.1s. **Historic Sports or GT cars up to 2000cc, 1960-72:** 1, Hadfield; 2, Tony Gordon (Chevron B16), 12m 11.7s; 3, Mike Pearce (Chevron B8) 12m 29.4s. **Fastest lap:** Hadfield, 56.8s, 101.92 mph. **Historic Sports or GT cars over 2000cc, 1960-72:** 1, Foulston; 2, Piper; 3, Millward. **Fastest lap:** Foulston, 56.2s, 103.00 mph. **Saloon, Sports and GT cars:** 1, David Ellison (Lola 492), 11 laps; no other finishers. **V8 Aston Martins:** 1, Don Prater (Aston Martin V8), 11 laps; 2, Ian Mason (Aston Martin DB5), 10 laps; 3, Richard Belton (Aston Martin DBSV8), 10 laps. **Fastest lap:** Prater, 1m 03.6s, 91.02 mph.



## SILVERSTONE continued

Williams and Wheatley were going hammer and tongs at the front, comfortably ahead of James Wallis (Chevron B19) and Simon Hadfield (Taydec).

Wheatley's engine let go on lap 6, by which time Foulston was fifth and closing. Charging into Woodcote on lap 10, with victory just possible, Foulston nearly wrote off a happy little Chevron dice which had been raging between Malcolm Paul, Roy McCarthy and Chris Aylett. With two laps to go, the March was in Foulston's sights but both were knee-deep in back markers and the position was the same at the flag.

John Goate (DB4) led Mike Salmon's DB4 for the first lap of 10 to decide the Bovis Trophy. They were side by side at Becketts on lap 2 and Salmon was just ahead at Woodcote from which point he extended a decisive lead. Goate held second until spinning on lap 7, while David Heynes, Ian Moss, Ian Mason, François Duret (in DB4s) and Reg Woodcock (TR3) all had fierce dices in various combinations.

Chris Mann's Lotus 16 led the Pace Petroleum Trophy event all the way to record a maiden win from David Ham and Bobbie Bell, both in Lister Jaguars. Practice problems had meant that Gerry Marshall (Lister) and Bell had each to start with a 10sec penalty and the two blasted up the field, Marshall reaching fourth before having to pull off on lap 5.

Mike Salmon led all the way in the Medway Hydraulics Trophy race, though second was bravely disputed by Ian Moss and David Heynes until Moss retired on lap 4, until which time he had the upper hand. Peter Foster held third until the last lap when he was pipped by David Brimble.

Ten laps for Feltham-built Astons saw Richard Pilkington cruising off to win in his DBS from a very close dice between Stephen Bamford and John Reed with Shaun Magee also involved until a sixth lap spin.

Tim Sisson (E Type) pulled away at the start of the Post Historic Road Sports race. Roger Connel (TVR Griffith) initially held second, then had to spend the race looking at the boot of John Atkin's Cobra just ahead of him, except for a short period on lap 4. Des Cassidy (Cobra), David Chaney (Marcos) and David Corben (Cobra) were next up, though on the last lap Corben dropped back behind Michael Darrieulet (Ginetta G4) who had been having a fine dice with Dave Newman (Reliant Sabre 6) until the Sabre's engine went sick.

Finally, John Foulston's McLaren led the scratch Allcomers race from Albert Obrist's magnificent Ferrari 512S and a wonderful scrap for third between Simon Hadfield and John Piper. Obrist followed Foulston closely, taking the lead on lap 3 under braking for Woodcote, only to lose it the following lap. He then dropped back and retired on lap 7 with no brakes. Foulston stroked it around at the front, his best lap being nearly 2.5secs off his best in the earlier race. Hadfield managed to shake off Piper on lap 6 and, behind Piper, Peter Millward's gorgeous Lola-Aston held a steady fourth.

MIKE LAWRENCE



## INTERNATIONAL RALLIES

### 24 HOURS OF YPRES

## Biasion on course

Massimo Biasion continued his domination of this year's European Championship in Belgium last weekend, when, with Tiziano Siviero, he took his Jolly Club/Totip Lancia Rally to an excellent victory on the 24 Hours of Ypres Rally. Nearly 1 min behind was the similar car of the French Lancia importer, Chardonnet, driven by Jean-Claude Andruet and Francoise Sappey. In third place came the Pioneer Ferrari 308GTB of Francis Vincent and Willy Huret, giving Italian cars a clean sweep.

The rally followed its traditional format of four laps of stages all within 30 kilometres of the host town of Ypres. In recent years the event has held European Championship status with coefficient 4 rating, but this time it was dropped to coefficient 3. This did little to alter the quality or quantity of the entry which saw 177 cars take the start ramp.

First car away was Guy Colsoul's Opel Ascona 400 followed by the Lancia Rally of Andrea Zanussi and Paolo Spolon who were using Michelin tyres for the first time. Andruet came next in front of Marc Duez's Quattro and Jimmy McRae's Manta 400 which was last used on the Scottish. Biasion was at six, followed by Simon Everett's Tuborg Nissan 240RS.

Biasion took the lead on the first stage, just 1sec ahead of Vincent's Ferrari and Andruet, who claimed that his Maglioli car was about 15bhp down on the Jolly Club examples due to a defect in the water injection. Andruet actually got in front of Biasion after special stage 6 but then lost it for the rest of the event when he tried to go the wrong way on stage 7. Already out by this time was the Belga Escort RS of Robert Droogmans, who had a half shaft break on stage 3, losing some time, but then on the next stage a track control arm broke stopping him

Italian cars dominated the Ypres Rally, Francis Vincent's Ferrari following home two Lancias.



from his pursuit of the leaders.

Zanussi was up to fourth place before he had problems with the Lancia's water injection which dropped him to seventh. He then climbed back up to fifth before the engine expired completely, while Antonella Mandelli, competing for the first time since her accident in Spain in March, was finding the Lancia a bit of a handful, on the bumpy and often straight tarmac stages.

Duez suffered front transmission problems and disconnected the front drive prior to replacing the gearbox and front and rear transmission at the start of the second *étape*. Colsoul also had problems with his transmission, which slowed him until the Ascona's clutch and axle could be changed.

With the rain which threatened to add some excitement to the proceedings not materialising the order in the second *étape* remained similar although both Patrick Snyers and Everett put their cars off the road on the same corner of one stage, Snyers losing about 10 mins and his fourth place. Vincent lost about a minute on the same stage with a puncture. Duez managed to get past McRae once the Quattro was going properly again, the Opel driver finding no answer to the greater power of his rivals, in spite of a trouble free run. Philippe Touren had to ease off over the last lap due to clutch problems with his Renault 5 Turbo, but still comfortably held off the challenge of Jean-Louis Dumont's Nissan 240RS which was always being driven to the limit.

The rally, however, belonged to Massimo Biasion and Tiziano Siviero who had no real problems on their way to an impressive victory in the Lancia Rally. They now have a 230 point lead in the European Championship over nearest rival Antonio Zanini, and look certain to return the European Championship crown to Italy this year.

KEVIN GORMLEY

## 19th YPRES 24 HOUR RALLY (B) Jun 24-26 European Rally Championship,

- 1, Massimo Biasion/Tiziano Siviero (Lancia Rally), 4h52m15s;
- 2, Jean-Claude Andruet/Francoise Sappey (Lancia Rally), 4h53m03s;
- 3, Francis Vincent/Willy Huret (Ferrari 308GTB), 4h55m38s;
- 4, Marc Duez/Willy Lux (Audi Quattro), 4h58m26s;
- 5, Jimmy McRae/Ian Grindrod (Opel Manta 400), 4h58m54s;
- 6, Philippe Touren/Jean-Batiste Vieu (Renault 5 Turbo), 5h02m43s;
- 7, Jean-Louis Dumont/Christian Delferrier (Nissan 240RS), 5h04m34s; 8, Guy Colsoul/Alain Lopes (Opel Ascona 400), 5h06m29s; 9, Patrick Snyers/Danny Colebunders (Porsche 911SC), 5h09m02s; 10, Pierre Dumoulin/Jos Dumoulin (Porsche 911SC), 5h11m43s.

Positions in European Rally Championship after round 26: Biasion (I) 370 points; Zanini (E) 140; Duez (B) 130; Cunico (I) 112; Capone (I) 110; Ferjanc (H) Blomqvist (S) 100; McRae (GB) 96; Weber (D) 94; Saby (F) 90; Lampi (SF) 88.



## NATIONAL RALLIES

### BOWOOD STAGES

## Clever Trevor

Trevor Smith abandoned his Ford Escort Turbo for the more powerful 2-litre RS and showed that he had lost none of his flair as he took top place on Sunday's Bowood Stages. Bright sunlight heralded the 15 stage event and the 80 crews enjoyed a good day's sport.

Leader at lunchtime was Mal Stuart but he hit a gatepost in the afternoon and left Smith to lead the 60 finishers home. Until Stuart's indiscretion, the event had been very close with just 7secs covering the top six places.

MIKE HILLIER

## BOWOOD STAGES (GB)

Jun 26

- 1, Trevor Smith/Brian Peachey (Ford Escort RS), 2134s;
- 2, John Price/Derrick Davies (Renault 5 Turbo), 2178s;
- 3, Sam Nelson/John Blackford (Ford Escort RS), 2184s;
- 4, Trevor Prew/Brian Fox (Ford Escort RS), 2199s;
- 5, Pete Elkins/Paul Thatcher (Ford Escort RS), 2217s;
- 6, Ray Radford/Steve Radford (Ford Escort RS), 2261s.

## DUTTON JAMES TROPHY

## Horses for courses

Kim Snaylem made it two wins in a row at Haydock Park race course when he took the honours at the St Helen's MC Dutton James Trophy Rally, never being headed after setting fastest time on the first stage. Ken and Jean Langley led a chasing pack of six cars to take second place in the Silkolene Escort by 3secs from the 1600cc Escort of Cressey/Leuthwaite.

Paul Moore took the novice award and a fine eighth overall, while Marshall/Oliver threw away a good position and a top placing by careering off through a boundary fence.

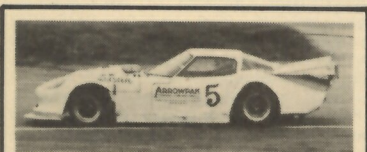
OSWALD BELSHAW

## DUTTON JAMES TROPHY

Jun 25

- 1, Kim Snaylem/Steve Williams (Ford Escort RS), 921s;
- 2, Ken Langley/Jean Langley (Ford Escort RS), 936s;
- 3, John Cressey/Ian Leuthwaite (Ford Escort RS), 939s.

Class winners — 1300cc: Robert Allen/A. N. Other (Ford Escort), 1025s; 1600cc: Darryl Staniforth/John Hackman (Talbot Sunbeam), 942s; 2000cc: Richard Bradley/Robert Herbert (Ford Escort RS2000), 987s; Novice: Paul Moore/David Moore (Talbot Sunbeam Lotus), 966s.



## SNETTERTON

A stray plug lead cost Allen Tolchard any chance of taking his Marcos to victory in the modsports race but the feature event of the BRSCC meeting saw Anthony Reid score a fine maiden FF2000 win with the locally built Argo. Full report next week.





## OFF-TRACK SPORT BLACKPOOL SPRINT

# Walking on Ayers

The British Sprint Championship paid its annual visit to the north of England when the Longton & DMC hosted its annual Blackpool National Car Sprint which this year had attracted enthusiastic support from both Castrol and the Lancashire Evening Post.

As ever, action on this super fast course was exciting and the competition intense. A fine battle took place between Roy Lane in the Steel King Pilbeam MP51, who secured fastest time of the day, and Ken Ayers, the reigning Sprint Champion, whose Laurie Millbank March-DFV 79S came away with maximum points in the Championship Run Off.

The touring cars proved to be as entertaining as ever and in the opening class Phil Cooper continued his season long domination in the Terminal System Services Imp, while in the intermediate class Neil Turner had his hands full fighting off the challenge from Ernie Larton who was giving the Talbot Rallye Samba its British competition debut. In class 3, George Swinbourne used the agility of his Escort RS1600 to fend off the mighty Volvo 242 Turbo of Dave Cunliffe.

Despite only using a 998cc unit, Bobby Fryers took the victors laurels in the 1300cc special saloon class with his Solo Stiletto ahead of the more powerful Maguire Imp of Ronnie Gerrard, while Nic Mann became a firm favourite with the immense crowd of over 40,000 spectators, his unique Team Castrol Morris Minor crossing the finish line at over 140mph to take the unlimited Special Saloon class.

Local man John Gornall was another Team Castrol victor when he took his MG Midget to victory by a mere 0.02secs from the similar car of Dave Pickstone in the small Marque Sports class. The middle class went as ever to the flying Lotus Europa of Graham Oates with the senior division going to David Ellis in his road going Aston Martin DBS V8.

The battle in the 1600cc modsports class was also close, finally resolved in favour of local driver Iain Gorrie (GTM) fractions ahead of Bill Pearson in the Elliott Group Davrian Mk7A. Up in the unlimited capacity division, David Ellis took yet another award, this time behind the wheel of his fearsome lightweight Aston Martin DBS V8, blasting across the line at 148mph, leaving current Sprint Leaders supreme Jeremy Goodman in the Ginetta G4 trailing in his wake.

A select Clubmans class saw Ray Harper once more to the fore in the Riley Furnishings Mallock U2 Mk21, narrowly ahead of the Mk23 version of Bob Prest, while big brother Peter narrowly pipped

## BLACKPOOL (GB), Jun 19, Longton & DMC RAC British Sprint Championship, round 4

**BTD:** Roy Lane (2.7 Pilbeam-BMW MP51), 20.09s.

**Top 8 Run Off:** 1, Ken Ayers (3.0 March-Ford Cosworth DFV 79S), 20.14s; 2, Roy Lane (2.7 Pilbeam-BMW MP51), 20.32s; 3, Ray Rowan (1.6 Chevron-Ford B45), 20.84s; 4, David Render (3.0 March-Ford Cosworth DFV 741), 21.20s; 5, Martin Brockhouse (1.6 March Pilbeam-FVA), 21.25s; 6, Les Edmunds (1.6 GRD-Ford 372), 23.34s; 7, Keith Cox (2.0 March-Hart 78/79B), 24.24s; 8, John McCartney (1.0 Chevron-Ford B9), 27.18s.

**Class Winners:** Phil Copper (1.0 Imp), 27.04s; Neil Turner (1.3 Mini Cooper S), 27.22s; George Swinbourne (1.6 Ford Escort RS), 25.08s; Bobby Fryers (1.0 Stiletto), 25.12s; Nic Mann (3.5 Morris Minor), 22.10s; John Gornall (1.3 MG Midget), 27.26s; Graham Oates (1.6 Lotus Europa), 24.87s; David Ellis (5.3 Aston Martin DBS V8), 24.05s; Iain Gorrie (1.4 GTM), 25.01s; David Ellis (5.3 Aston Martin DBS V8), 22.63s; Ray Harper (1.7 Mallock U2 Mk21), 22.34s; Mike Smith (1.1 Delta T79/82), 24.15s; Ray Rowan (1.6 Chevron B45), 20.97s; David Render (3.0 March 741), 21.33s; Nigel Grant (3.0 Austin Healey), 31.61s; John McCartney (1.0 Chevron B9), 27.25s.

Joe Ward's smart Ward WD7 for third place.

In an excellent series of runs, Mike Smith took the 1100cc racing car class honours in the Pipeline Induction Heat Delta T79/82, thus putting himself at the head of the Leaders series, while Ian Sargent brought the twitchy Harrison KH4 home in second spot ahead of the unique Monopin Honda of Keith Gowers. In the 1600cc class Ray Rowan was in devastating form with his Chevron B45, shattering the class record on a somewhat slippery course, while chief adversary Martin Brockhouse also got under the old record in the March Pilbeam R28/46. The senior division saw Roy Lane lead the way with a best run of 20.09s, quick enough to annex BTD ahead of the more powerful machinery of Ken Ayers and David Render.

The ever popular Historic classes also attracted good support with results decided on index of performance. The road car division was won by Nigel Grant's delectable Austin Healey 3000, with the competition class going to John McCartney's immaculate Chevron B9.

The main excitement of the day was provided by the British Sprint Championship Run-Offs. John McCartney opened the proceedings but it was Martin Brockhouse who laid down the gauntlet with a run of 21.25s, although this was immediately bettered by David 'Pop' Render's March-DFV 741. Despite giving away some 200bhp, the fearless Ray Rowan was not to be outdone, taking the chicane without hesitation and stopping the clocks in 20.84s. Ken Ayers ran next, the reigning champion crossing the line at 152mph to record a new best time and leaving the final run of the day to Roy Lane. Could he repeat his Curborough form and take maximum Championship points? Sadly, a slightly slithery start saw Roy lose valuable fractions of a second and when the time of 20.32s was announced Ken Ayers raised a smile in the knowledge that the 10 points were his and that the chances of him retaining his title were at last starting to improve.

**MIKE HAYHURST**

Another victory for Roy Lane's Pilbeam.



## GRAHAM HILL SPRINT

# Oh, Kaye!

There was a fine battle for BTD at The Owen Motoring Club's Midland Sprint Championship event at Curborough on June 19, the event again sponsored by Camden Hardchrome. Just 0.04 sec was the gap separating last year's winner Peter Kaye (Toleman) and Alan Payne's Apollo Supplies Coogar. Payne's first run time was enough to give him the edge which was just as well, for on his second

run, trying a bit too hard, he went off in a big way on the first bend.

Peter Kaye went on to win the top 10 run off, but most spectacular was the 1300cc Skoda-Cosworth of Alistair Cobb, who put in an amazing 33.41s run.

The standard car class up to 1300cc was between rally driver Stuart Nicholls in his Renault 5 and the Escort of Ian Wearden, the latter getting the verdict despite a first run spin, while the best supported class was for single seaters up to 1600cc which Tony Southall completely dominated in his Atlantic March. Sponsor of the event, Jeremy Barnes, had the honour of winning the coveted Graham Hill Cup as fastest Owen member in his Group 4 Lotus Sunbeam.

**NICK POLLITT**

## CURBOROUGH (GB)

**Jun 19**

**BTD:** Alan Payne (Coogar RT1), 30.77s.

**Class winners:** Ian Wearden (Ford Escort Sport), 44.52s; Ricky Evans (Mini Cooper S), 42.35s; Jeremy Barnes (Talbot Sunbeam Lotus), 37.85s; Richard Egginton (De Tomaso), 35.60s; Phil Rose (Mini Cooper), 41.92s; Alistair Cobb (Skoda-Cosworth S110F), 33.83s; Mike Barnett (MG Midget), 38.60s; Mick Selby (MG Midget), 36.18s; Mark Walewski (Mallock U2), 35.06; John Brockley (Beach), 38.48s; Tony Southall (March), 32.31s; Peter Kaye (Toleman TG280), 30.81s; Roger Tidmarsh (Austin Healey Sprite), 41.34s; Mark Hiajins (Cooper-JAP), 40.99s.

## KNOCKHILL

# Gibson again

Porsche driver Rob Gibson was back on top form last Sunday when he once again took maximum points in the latest round of the Lloyds Bowmaker British Rallycross championship at Knockhill in Scotland. Despite a failed first run, Gibson came flying back on his next outing to claim BTD with an excellent 2m 38.8s and then promptly won both the 'A' final and the Superfinal to take his third win in the series. Not that the racing was dull, for the Porsche driver really had to work for his points as Dennis Atkinson, looking for his first win of the season, really tried all he knew to displace Gibson from that top position in the Superfinal. Time after time Atkinson would get very close down the back of the circuit, only to be forced to back off slightly but on the last lap, the Escort driver made one last big effort. The two cars fought door handle to door handle round the final corner, very nearly letting third placed man Barry Squibb by, but at the flag, it was that man Gibson again.

Now into the second half of the championship, the Knockhill meeting saw a number of drivers seeking a good result. John Greasley appeared with a new 3.4-litre Porsche and Ivan Moakes's Escort was sporting big wide wheel arches for the first time. Local drivers included Barrie Lochhead (Avenger), Bill Muirhead (MGB GT) and George Sangster, giving his recently acquired Renault Alpine an airing but, due to clutch failure, he became an early retirement.

Trevor Reeves set the ball rolling with a win in race one from Tony Bardy and promptly set the fastest time in class 1 for those first runs. Barry Hathaway was next fastest, 2secs adrift, then came Keith Ripp (already experiencing gearbox problems), Paul Bailey and Geoff Reynolds. In the second and third runs, Barry Hathaway set the fastest time but failed to match Reeves, so the Peacocks of Folkstone Fiesta driver had snatched back the class lead with a bonus five points for BTD. Ripp, however, was in trouble, the gearbox failing altogether second time out. But the Reeves team came to the rescue with the offer of a spare unit and Ripp's mechanics spent the rest of the meeting changing the 'box in the hope that the British champion had at least made the 'B' final.

In the big class, John Welch led the first runs from Drummond, Colin Richards, Barry Squibb and Colin Howard. Welch was in pain from suspected cracked ribs and his fast time had been an excellent effort but in the second runs Gibson responded with an absolute flyer to claim overall BTD.

Ripp had in fact made the class 1 'B' final, which he promptly won from the Fiestas of Kevin Pease and Peter Brown, with John Gray (Escort) fourth. The class 2 'B' race went to Tony Proctor's Capri with Moakes second ahead of Ian Wilson (Avenger) and Dave Davis (Escort).

Barry Hathaway lost time in pulling out a lead in the 'A' final but Reeves only lasted two laps before his Fiesta coasted to a halt after simply cutting out. As Hathaway took the flag, a very impressive Tony Bardy brought his 16-valve Mini home second for a Superfinal placing along with Reynolds and Colin Page, in third and fourth places.

As Gibson took the class 2 'A' final from Atkinson and Squibb, Welch was really moving up through the field but couldn't quite displace Richards and so didn't make the superfinal, which saw the class 2 cars hold the same order to take the first four places. Bardy claimed the award for the first class 1 car home in fifth spot.

**BILL MANTOVANI**

Gibson's Porsche in familiar pose — ahead.



## KNOCKHILL (GB)

**Jun 26**

## Lloyds Bowmaker British Rallycross Championship, round 5 Superfinal:

- 1, Rob Gibson (Porsche);
- 2, Dennis Atkinson (Ford Escort);
- 3, Barry Squibb (Ford Escort);
- 4, Colin Richards (Vauxhall Chevette);
- 5, Tony Bardy (Mini);
- 6, Geoff Reynolds (Ford Fiesta);
- 7, Barry Hathaway (Ford Fiesta); 8, Colin Page (Ford Escort).

**Division 1 'A' Final:** 1, Hathaway; 2, Bardy; 3, Reynolds; 4, Page; 5, Paul Bailey (Ford Escort); 6, Tony Brant (Ford Escort).

**Division 1 'B' Final:** 1, Keith Ripp (Ford Fiesta); 2, Kevin Pease (Ford Fiesta); 3, Peter Brown (Ford Escort).

**Non championship final:** 1, Doug Dawson (Ford Escort); 2, John Gray (Ford Escort); 3, George Gillespie (Talbot Sunbeam); 4, Iain Campbell (Ford Escort).

**Division 2 'A' Final:** 1, Gibson; 2, Atkinson; 3, Squibb; 4, Richards; 5, John Welch (Ford Escort); 6, Colin Howard (Ford Escort).

**Division 2 'B' Final:** 1, Tony Proctor (Ford Capri); 2, Ivan Moakes (Ford Escort); 3, Ian Wilson (Hillman Avenger); 4, Dave Davis (Ford Escort).



### Kleppe-tomania

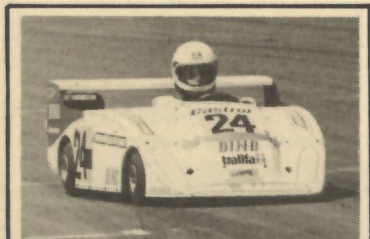
Silverstone echoed to the sound of Formula E Superkarts over the weekend of June 18/19 when the 6th Annual Kart Grand Prix took place over the full 2.93 mile circuit. The meeting was also the second round of the newly instigated Bridgestone sponsored World Series for these 250cc high speed projectiles.

At the first round in Denmark in early June, Hermetite Zip team leader Martin Hines had set the pace and scored maximum points to lead the Series. He started the weekend as the hot favourite and indeed his form throughout the qualifying stages suggested the pundits were not wrong in their thinking. However the best laid plans often backfire and by Sunday afternoon a surprise winner had emerged in the form of 30-year old driving instructor from Norway, Torgje Kleppe.

Kleppe was running the full bodied Dino chassis and although it looked almost unmanageable at times he played it cool and consistently to score 15 points in the World Series and take the European 250 Championship for good measure. Hines, along with teammates Reg Gange and Carolyn Grant Sale, had gone out in the final with tyre problems, the heat of Sunday perhaps playing a part in the destruction of the Bridgestone rubber.

Hines had worked through from a delayed start to lead the race for a while before retiring, so Steve Styryn came through to steal a 1-2 finish for the Dino outfits

MIKE SMITH



The winning Dino kart.

#### SILVERSTONE (GB)

Jun 19

**Daily Express/Hermetite British Kart Grand Prix CIK World Series, round 2 9 laps — 26.39 miles**

1, Torgje Kleppe (Dino-Rotax), 14m03.24s, 112.66mph; 2, Steve Styryn (Dino-CTR Rotax); 3, Brian Heery (WPT Zip-CTR Rotax); 4, Rob Kerkhoven (Zip-RKR Rotax); 5, Chris Lambden (Talasini Zip-Rotax); etc.

**Fastest lap:** Martin Hines (Zip-Rotax), 1m31.78s, 114.81mph.

#### LOTON PARK

### Lively Loton

The Hagley and District LCC played host to rounds of the Swinford Motors Porsche Centre/Beacon Radio Midland Hillclimb Championship, the *Birmingham Post* Top 10 Challenge and the BARC Hillclimb Championship at Loton Park last Sunday, and produced a lively meeting full of incidents, exciting hillclimbing and even a smattering of class records. As always it was a battle of the Pilbeams, the honours finally falling to the Chase Webb Offset car of Martyn Griffiths. Having secured BTD from the class runs, Martyn produced an all action



Graham Shepherd gained a most creditable handicap class victory at Loton with his Reliant last run of the day to snatch maximum points from the Pilbeam of Dave Harris, right back in the groove after his longer than average winter recess.

The Greetham Imp of Tony Tewson once more looked like cantering to victory in the small special saloon car class, and he stamped his authority on the proceedings with a well controlled second ascent at 59.31s. This really left the rest of the class a little breathless, although Tony Howell showed that the Mini is still far from dead by powering ahead of Dave Whitehead's rather special Reliant Kitten. Despite the appearance of the Castrol Morris Minor Rover Turbo of Nic Mann, and Ron Hand's Chrysler Stiletto BDG, the next class was again a Brian Walker benefit for he thrust the Skoda-Hart to the top in tremendous style, breaking the class record on both runs. This effort meant that he left Loton as the Midland and BARC Championship leader and also deservedly with the Beacon Radio Man of the Meeting award.

It was the Lotus 7 of Ken Snailham which led the small GT and Modsports car class from start to finish, his second climb just holding at bay the Caterham Super 7 of Chris Knapman, who with a much better second run closed to within 0.15sec of the engine builder, but in turn only fended off the attentions of Tony Trevor's Lotus by a mere 0.08sec. Class 4 was all about the mighty TVR Tuscan of Paul Tankard, who, despite paying his first visit to Loton for several years, carved Josh Sadler's record to pieces, in the process heading the pretty Chevron B8 of Roland Jones and Nigel Garland's ex-record holding Porsche.

The normally hotly contested Clubmans class certainly saw a fair battle for the runner up spot, but it was the Mallock U2 of Neil Crump which really dominated with a beautifully controlled ascent. Although Crump won well, the class was brought to life as three drivers finished the day within 0.04sec of each other in his wake, Allan Warburton producing his best drive yet to take second, just ahead of Mike Jones and his co-driver David Grace. Jim Robinson and Charles War-

dle were reunited with their all conquering Mallock U2 Mk21 this week, and continued on their winning ways in the 1600cc sports racing car class, Jim producing a corking record breaking climb, which left even the redoubtable Charles more than 0.3sec down.

The large sports racing car class was full of dramas on both runs with, incredibly, all three contestants failing to make the top on the first climbs. They fared better at the second time of asking, however, with the Guyson Pilbeam of Tim Thomson snatching the lead from Peter Blankstone's Mallock-Hart U2 by 0.11sec. But then came even more sensation, for Maggie Blankstone really attacked the hill in the family U2 to upstage the men, slipping ahead of Thomson with a magnificent effort at 55.48s.

Despite a morning practice "off", Charles Barter and the Delta again romped home in the 1100cc class, while a second run spin saw Jerry Sturman's Spartan losing second place, as Adrian Desoutter fired up his version well to slip ahead. Ray Rowan again showed incredible speed with his Chevron B45 in the 1600cc class with a superbly controlled climb which took him to yet another win, his time of 53.26s giving him well over a second in hand over the March 772 Turbo of a hard trying Andy Smith, while the twin cam powered Sark of Adrian Hopkins again went well for third place.

It was Martyn Griffiths who showed the way in the big class with another excellent drive to stop the clock at what was to remain the only sub 50secs climb of the day, 49.49s. Having posted an encouraging first run of 50.42s, Martin Bolsover suffered a major disaster with the Guyson Pilbeam on the second climb, spewing out oil all the way up the hill, and finishing the climb with the motor beginning to tighten, thus ending his challenge for the day. Dave Harris produced a fighting second climb, improving well with his 2.8 litre Pilbeam MP50 to close to within 0.46sec of Bolsover for third place, just over half a second up on the BMW-powered Steel King Pilbeam of Roy Lane. Meanwhile, Jim Thomson,

needing a good run to make the top 10, really produced the goods with the Guyson Pilbeam to take fifth place, just 0.04sec clear of the Apollo Coogar of Alan Payne, happily this weekend without chronic understeer following the replacement of a faulty differential.

The final class of the day for Classic cars saw Graham Shephard really foxing the handicap target setters, taking a clear cut victory after a spirited ascent in his Reliant Scimitar which left him well clear of Graham Gallier's Crosslé C7 and the well driven Lotus Cortina of motor sport photographer Michael Dorsett.

With Bolsover non-starting in the *Birmingham Post* Top 10 Challenge run-off, Charles Wardle came in as first reserve with the Mallock U2, finally being forced to settle for 10th behind the Toleman TG280H of Godfrey Crompton, following a good second run improvement by the latter. Jim Robinson again flew but by now the course was slower than earlier, due to the oil spillage, and like most of the runners he proved slower than in qualifying, nevertheless taking eighth place. Alan Payne fought as hard as ever with the Coogar, finally settling for seventh place, but a real battle raged yet again between the Pilbeams of John Meredith and Jim Thomson, this time Meredith getting ahead by the smallest of margins, 0.01sec.

As so many times in the past, Ray Rowan set the tarmac alight with his little Chevron, posting a magnificent climb to take fourth place overall.

It was Dave Harris who led the way on the first runs at 50.88s but the second climbs proved decisive, Roy Lane really taking the bull by the horns and hurting his Pilbeam to the top. He failed by just 0.01sec to catch Harris, who then followed and looked like the hill record holder, sliding the Pilbeam through Loggerhead and up the hill to consolidate his lead at 50.68s. But there was still Griffiths to come. He knew his first run was perhaps a little tardy by his standards and really went for the points at the second attempt, demonstrating to a tee the art of late braking at Triangle, and powering up the hill on a charge that looked good enough, and was. His time of 50.46s earned 10 championship points to add to his earlier BTD from the class runs and again demonstrated the classic way to finish a meeting.

ROBIN BOUCHER

#### COTSWOLD TROPHY PCT

### Panther hunt

Finding the form which gave him success at the beginning of the year, Jim Loveday and his Panther Lima took outright victory on The Cotswold Trophy Trial, the latest in the BTRDA series.

After 40 sections, Loveday was 10 marks clear of his nearest challenger Roger Burn, also Panther mounted, and Mike Stephens surprisingly off the pace in the Skoda. Phil Shaw's Colt took its second consecutive BTRDA win in Class 1 after early pressure from Phil Evans's Subaru and Neil Mackay's Citroen Visa. Geoff and Ian Spencer dominated the Mini class as expected, but Steve Courts came under massive pressure in his Imp from the ever improving David Hanley who ended up just 2 marks down with his Beetle.

NICK POLLITT

#### LOTON PARK (GB), Jun 26, Hagley & DLCC

**Swinford Motors Porsche Centre/Beacon Radio Midland Hillclimb Championship, round 40; Birmingham Post Top 10 Challenge, round 4; BARC Hillclimb Championship, round 9.**

**BTD:** Martyn Griffiths (2.8 Pilbeam-Hart MP53), 49.59s.

**Top 10 Run Off:** 1, Griffiths, 50.46s; 2, Dave Harris (2.8 Pilbeam-Hart MP50), 50.68s; 3, Roy Lane (2.7 Pilbeam-BMW MP51), 50.89s; 4, Ray Rowan (1.6 Chevron-Ford BDA B45), 52.24s; 5, John Meredith (3.3 Pilbeam-Ford Cosworth DFL MP22), 52.39s; 6, Jim Thomson (2.5 Pilbeam-Hart MP40RX), 52.40s; 7, Alan Payne (3.5 Coogar-Rover RT1), 53.37s; 8, Jim Robinson (1.6 Mallock U2-Ford BDA Mk21), 53.93s; 9, Godfrey Crompton (2.5 Toleman-Hart TG280H), 54.49s; 10, Charles Wardle (1.6 Mallock U2-Ford BDA Mk21), 54.67s.

**Class winners:** Tony Tewson (1.1 Greetham Imp), 59.31s; Brian Walker (2.5 Skoda-Hart S110R Coupé), 55.85s (record); Ken Snailham (1.6 Lotus Ford TC7), 58.68s; Paul Tankard (4.7 TVR Tuscan), 56.70s (record); Neil Crump (1.7 Mallock U2-Ford Mk21/23), 54.68s; Robinson, 53.10s (record); Maggie Blankstone (2.0 Mallock U2-Hart Mk20), 55.48s; Charles Barter (1.1 Delta-Hartwell/Imp T824), 55.58s; Rowan, 53.26s; Griffiths, 49.59s; Graham Shephard (3.0 Reliant Scimitar), 56.11s (Nett).

#### COTSWOLD TROPHY PCT

Jun 19

**Overall:** 1, Jim Loveday (Panther Lima), 46 marks.

**Class Winners:** Phil Shaw (Colt GLX), 124; Geoff Spencer (Mini Cooper S), 92; Roger Burn (Panther Lima), 56; Steve Courts (Imp), 63; Peter Shale (Daf), 80.



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